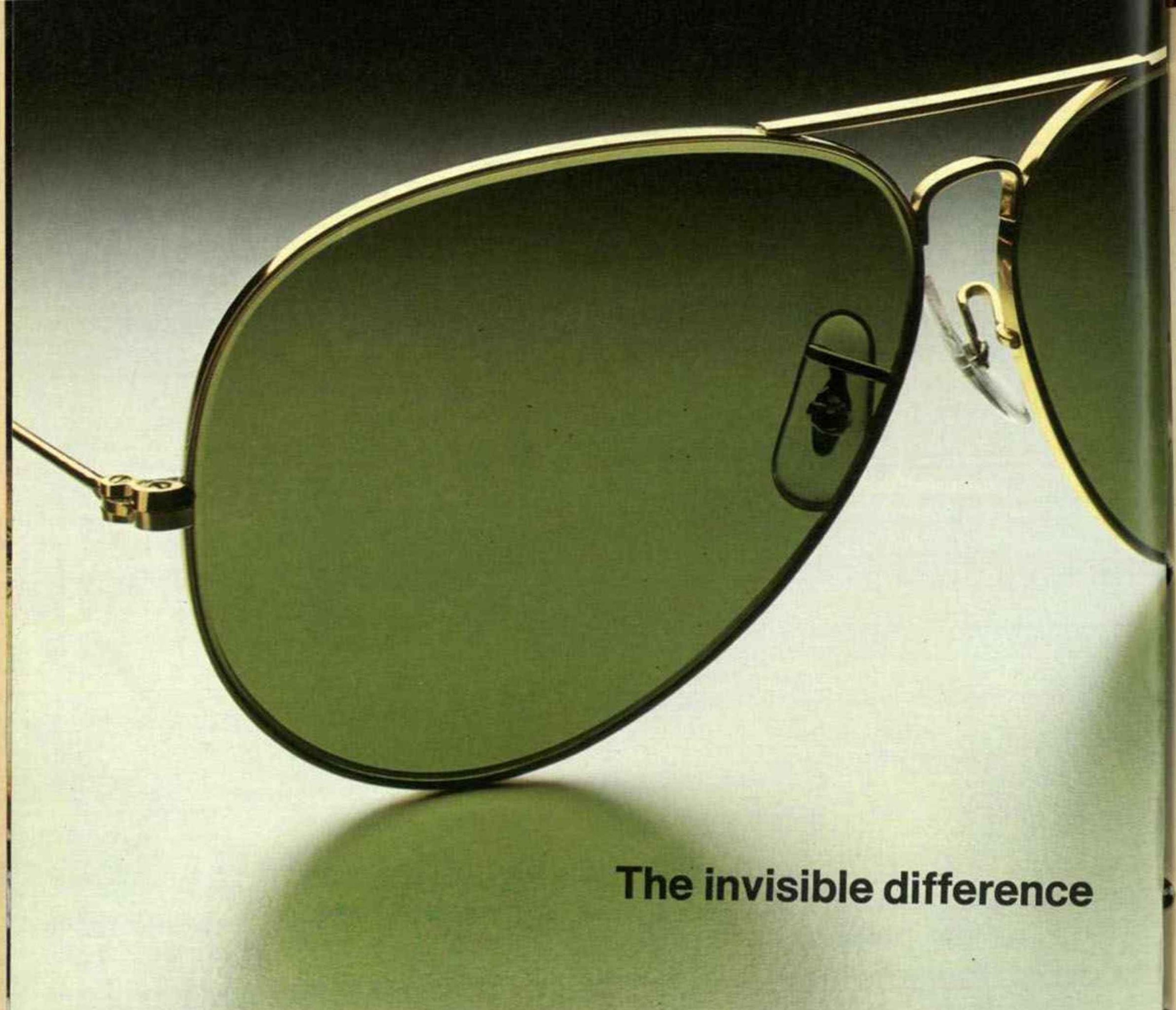
August 1975 30p

GOLDEN JUBILEE ISSUE

MOTOR SPORT

Founded in the year nineteen twenty-four





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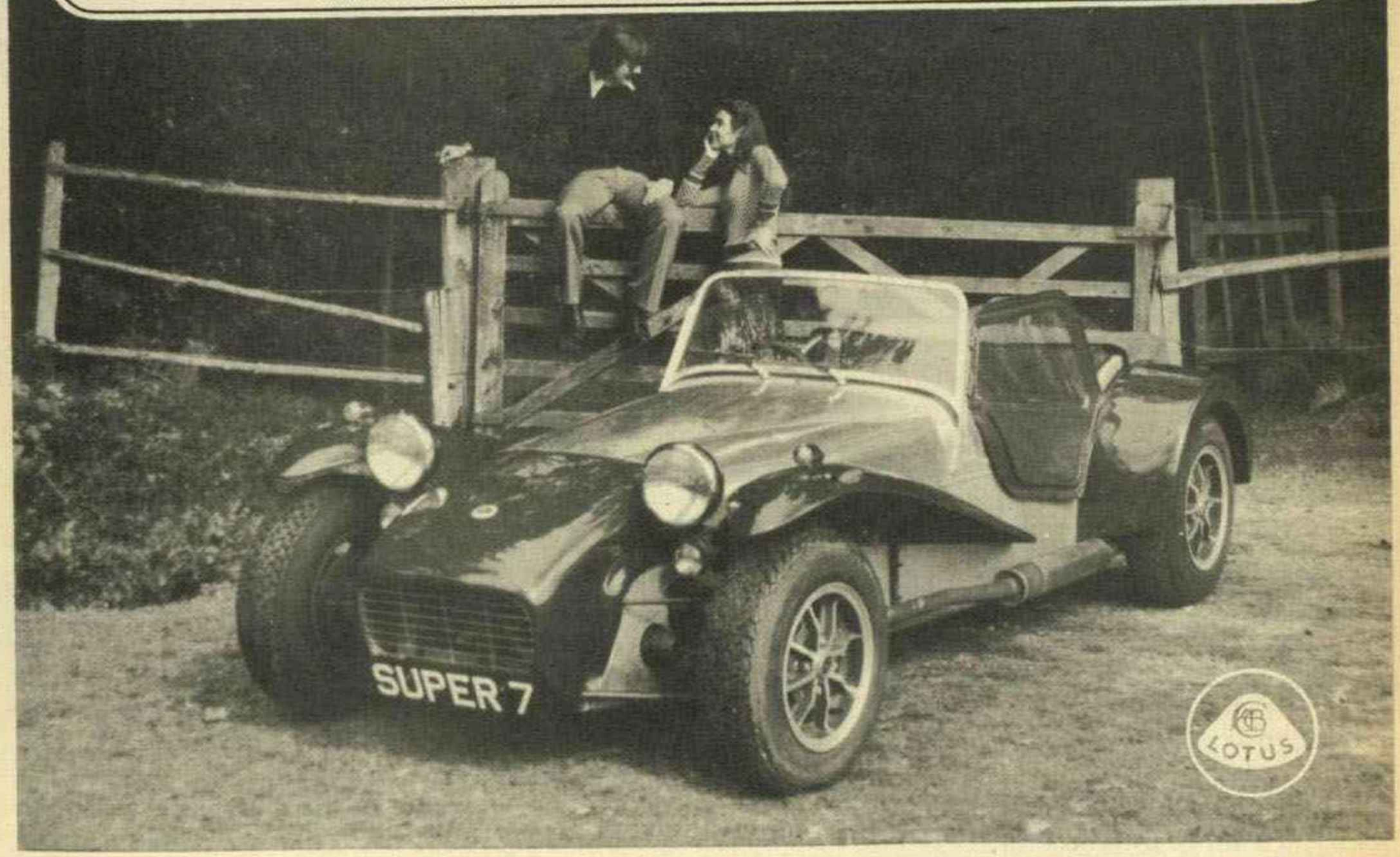
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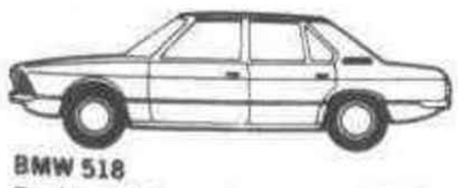
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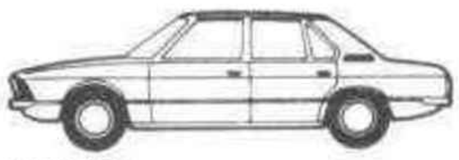
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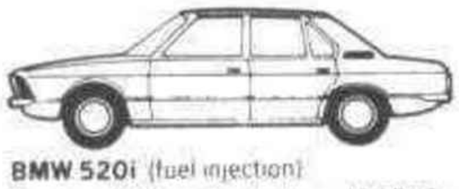
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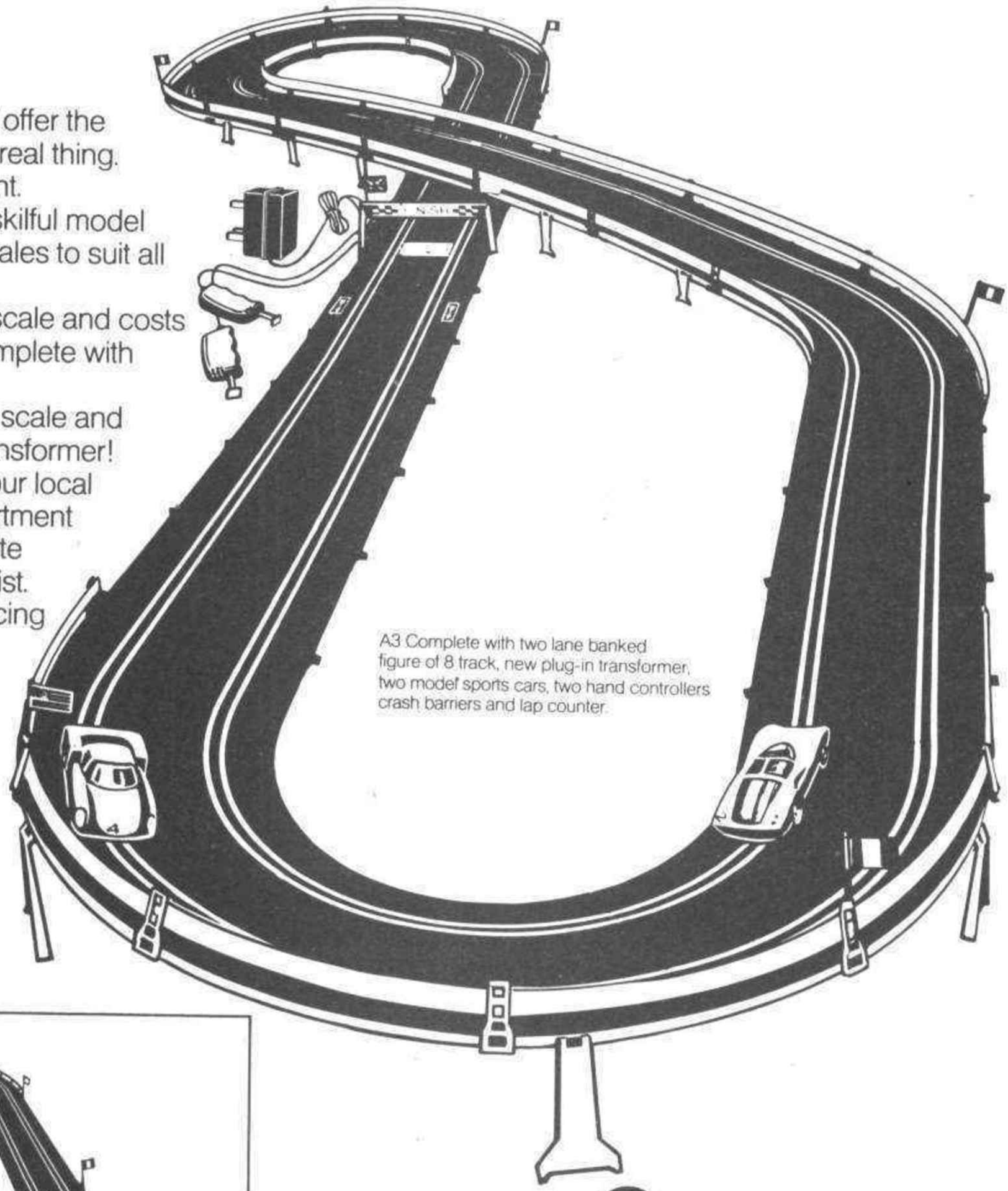
The 'A' range is in 1/32nd scale and costs as little as £12.95* for a set, complete with transformer.

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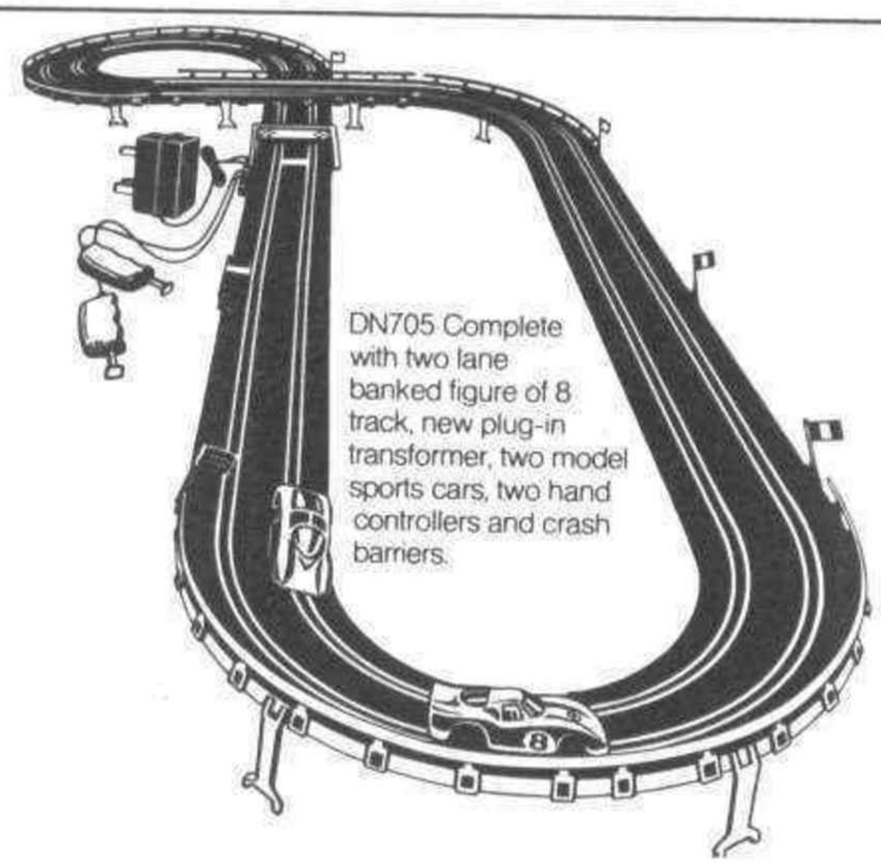
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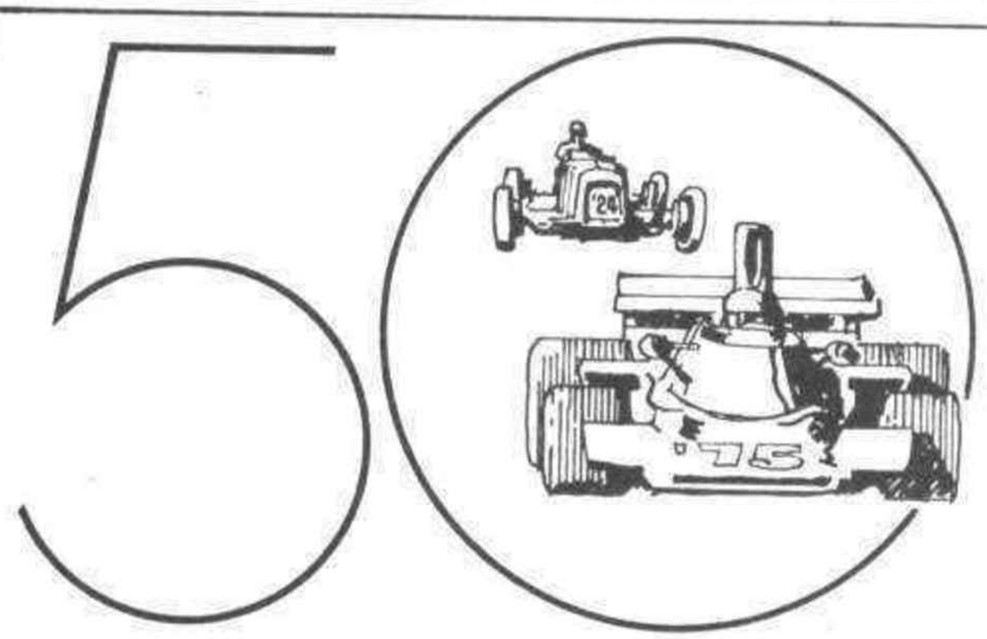
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All prices quoted are the latest available before publication. Source: "Motor".

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BMW, '70(H), 2002, Verona, radio **£895**

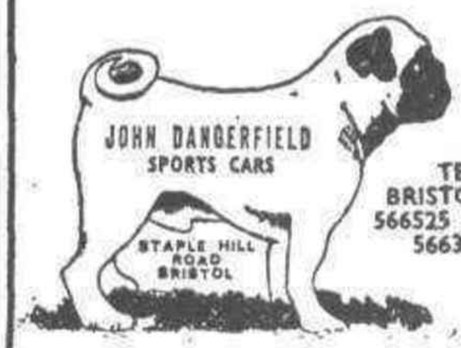
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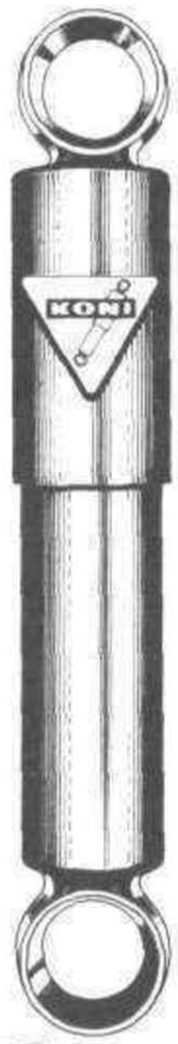
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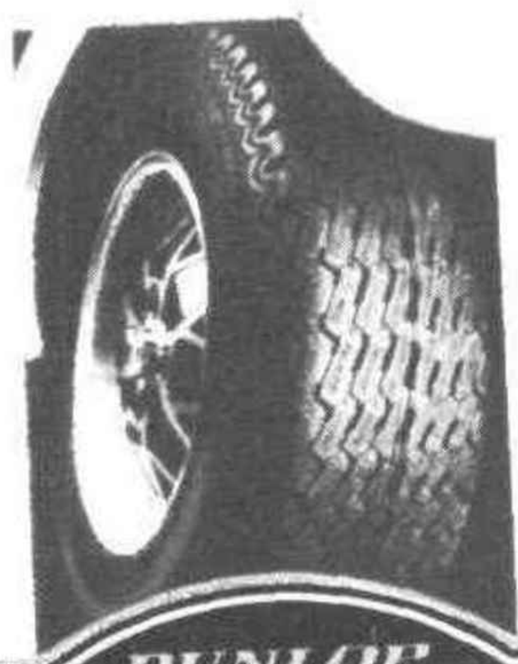
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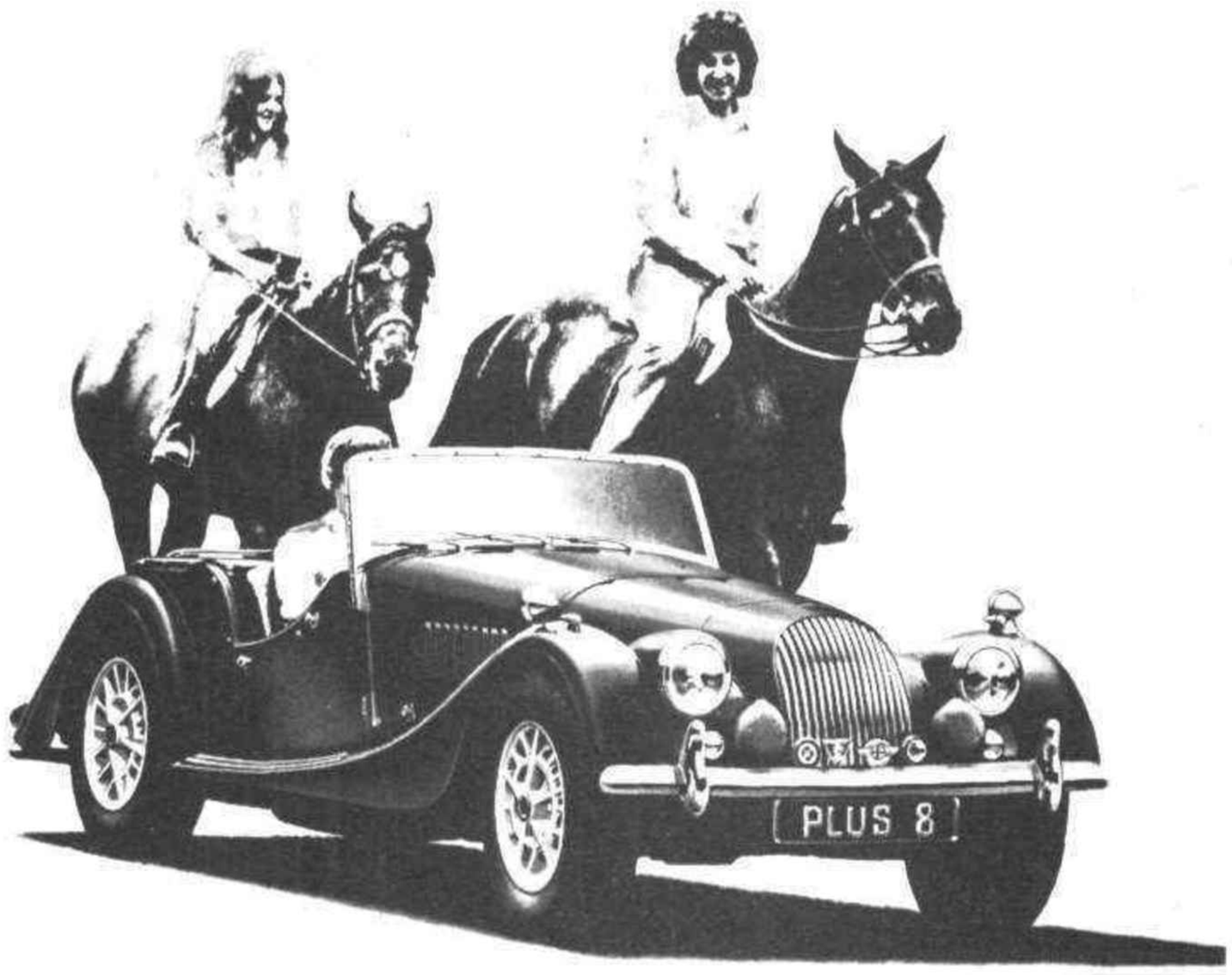
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Part of an open letter from Emerson Fittipaldi:

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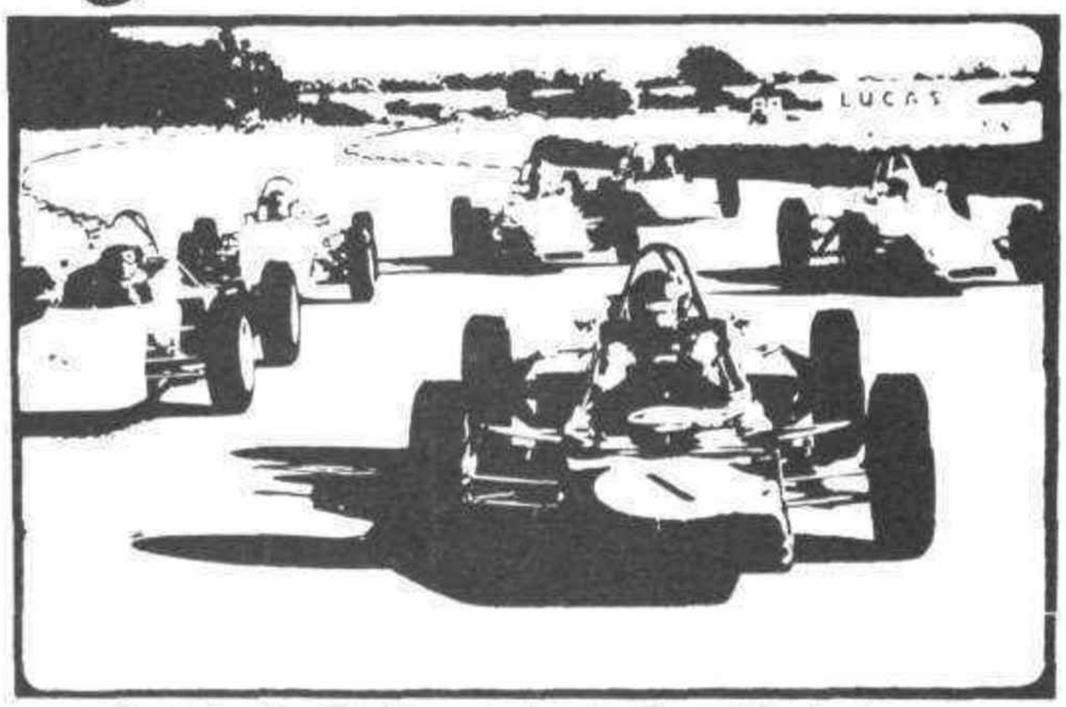
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A glorious sporting heritage.

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And its successor, the 30/98, was equally legendary, acclaimed as one of the world's great cars.

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Brooklands was also the circuit where a Vauxhall became the world's first 20 hp car to reach 100 mph, way back in 1910.

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We take the time to build them right.

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The tall, slim tyre on the left was one of our most successful car tyres of the early 1900's. So sure of itself it actually used the words 'Non Skid' as the tread pattern. Its wider, stronger grandson on the right is our new Cavallino S-1 steel braced radial with the strength of steel bonded to the strength of wet-grip rubber.



MOTOR SPORT

VOL LI No. 8 AUGUST 1975

Fifty-first year of publication

Publication date first of the month

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER PICTURE: PHOTOGRAPHED on the Members' Banking at Brooklands Race Track, Weybridge, are the 1925 3-litre Bentley and a 1975 Jaguar XJ5-3C. They formed the first and latest MOTOR SPORT Road Tests and are now re-assessed, commencing on page 913.

ANNUAL SUBSCRIPTION RATES

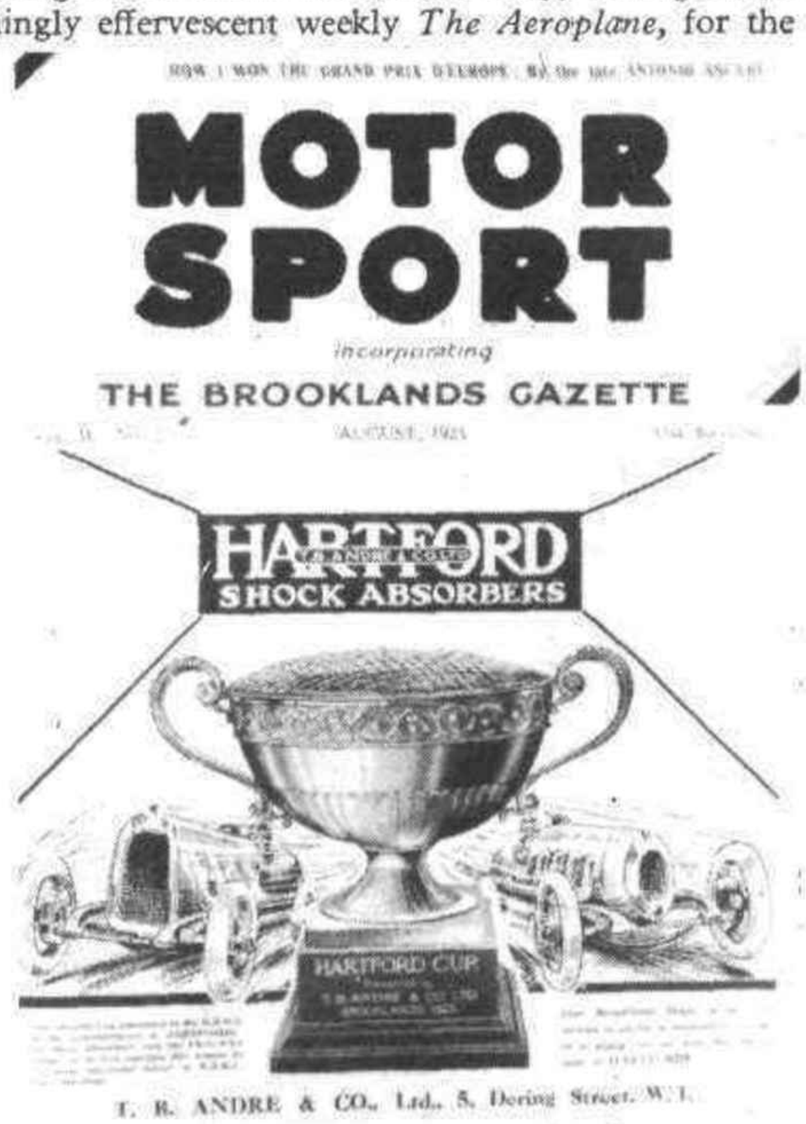
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MATTERS OF MOMENT

■ THE EDITOR LOOKS BACK

It must be apparent from the contents of this issue that MOTOR SPORT has attained its half-century. This is, we are told, an auspicious occasion, so the present Editor proposes for once to conduct this Editorial in the first person. It has been said that no-one reads an Editorial and, while there is proof to the contrary, this makes the task a trifle less onerous! Other motor journals are older than MOTOR SPORT, and while I am grateful to the late C. G. Grey, unforgettable Editor of the now-defunct but in its day refreshingly effervescent weekly *The Aeroplane*, for the thought that to be first merely proves antiquity whereas to have become first is an achievement, modesty precludes me from enlarging on the theme. The remarkable fact is that a sporting monthly (which began as *The Brooklands Gazette* in the summer of 1924) has survived to celebrate its 50th Anniversary. It seems to me no less remarkable, or daunting, that I have been at the helm of MOTOR SPORT for more than half that span.



The front cover of the first issue of MOTOR SPORT.

How this came about I described in the leader to that other Anniversary issue 25 years back so now it is only necessary to reiterate briefly. Unable to get any sense out of cars by attacking them with tools, I was forced into writing about them. In this way, before the war, after serving unknown and indeed unseen masters for a time, until the paper entered another of its spells of bankruptcy, owing me a tidy sum, I came into contact with its present Proprietor, Mr. W. J. Tee. To my surprise he suggested I should take over the Editorship, which was an irresistible carrot to so young and avidly-keen an enthusiast. Since then MOTOR SPORT has been steered, with his energy and support, to what I am sometimes informed is a position of eminence and influence. If this is so, believe me, it stems simply from having had fun with cars and trying to set down honestly and without fear or favour our opinions about them. In this the paper has been helped by people equally as enthusiastic as myself, and by some curious quirks of fate. For instance, if the RAE had not claimed me for more pen-pushing, now flavoured by aeroplanes, during the war, it would not have been possible for MOTOR SPORT to have come out uninterrupted, although edited by remote-control, throughout the period of hostilities. Nor would it have happened at all, had Mr. Tee not been prepared to "have a go", to take a chance. But it *did* happen and during those war-years I was aided by enthusiasts who, deprived by Hitler of their motoring, wrote for us from ships at sea, from Army camps and from RAF aerodromes, articles of reminiscence and technical erudity that shaped the pattern of motoring history.

Previous to this MOTOR SPORT had followed a similar path with those historic discourses of E. K. H. Karslake, his "Great Racing Marques", "Veteran Types" and Baladeur's "Sideslips". It was E. K. H. K. who directed attention to the intriguing possibilities of the bigger and more powerful veteran cars, those sleeping giants that were to prove more exciting than the already discovered Brighton-primitives. All this was before the formation of the VSCC. Indeed, I find that I suggested a Club of this sort in the motoring Press about the same time as Karslake, after

Continued on next page

having been out in Chitty-Bang-Bang II, was launching his crusade, and it had been my intention to run the 1912 Lorraine-Dietrich "Vieux Charles Trois" in the Brighton Speed Trials and to establish a Class-A-Mountain lap-record at Brooklands with it. Alas, someone got there before me with the "fiver" that was being asked for "Old Charles". But from such interests there emerged that splendid VSCC, which has given so much pleasure to so many people of like enthusiasms.

How this paper began and developed is portrayed so graphically by those former Editors and contributors who have kindly written us the Anniversary messages that are published on page 922, that my purpose here is simply to recall the changing scene from the days of our first issue, onwards. In 1925 the pages of MOTOR SPORT brought alive for me, then but a youthful reader, the almost unbearable fascination of the sport. There was only Brooklands available in this small Island for serious (?) racing. But the spell of that was on me, never to be broken. Down at the Track, in what then seemed remote Surrey, it was apparent that gentlemen raced motor cars at a country estate, where the ribbon of scarred concrete wound, ambitiously banked in places, past rhododendron bushes and tall pine trees. It was the antithesis of the vulgar speed-bowl the uninitiated supposed it to be; many of the cars that raced there were as mellowed by time as their surroundings, and all the more fascinating for that. I can say honestly, and I know it applies to many others, that motoring enjoyment has never been quite the same since racing at Brooklands ceased.

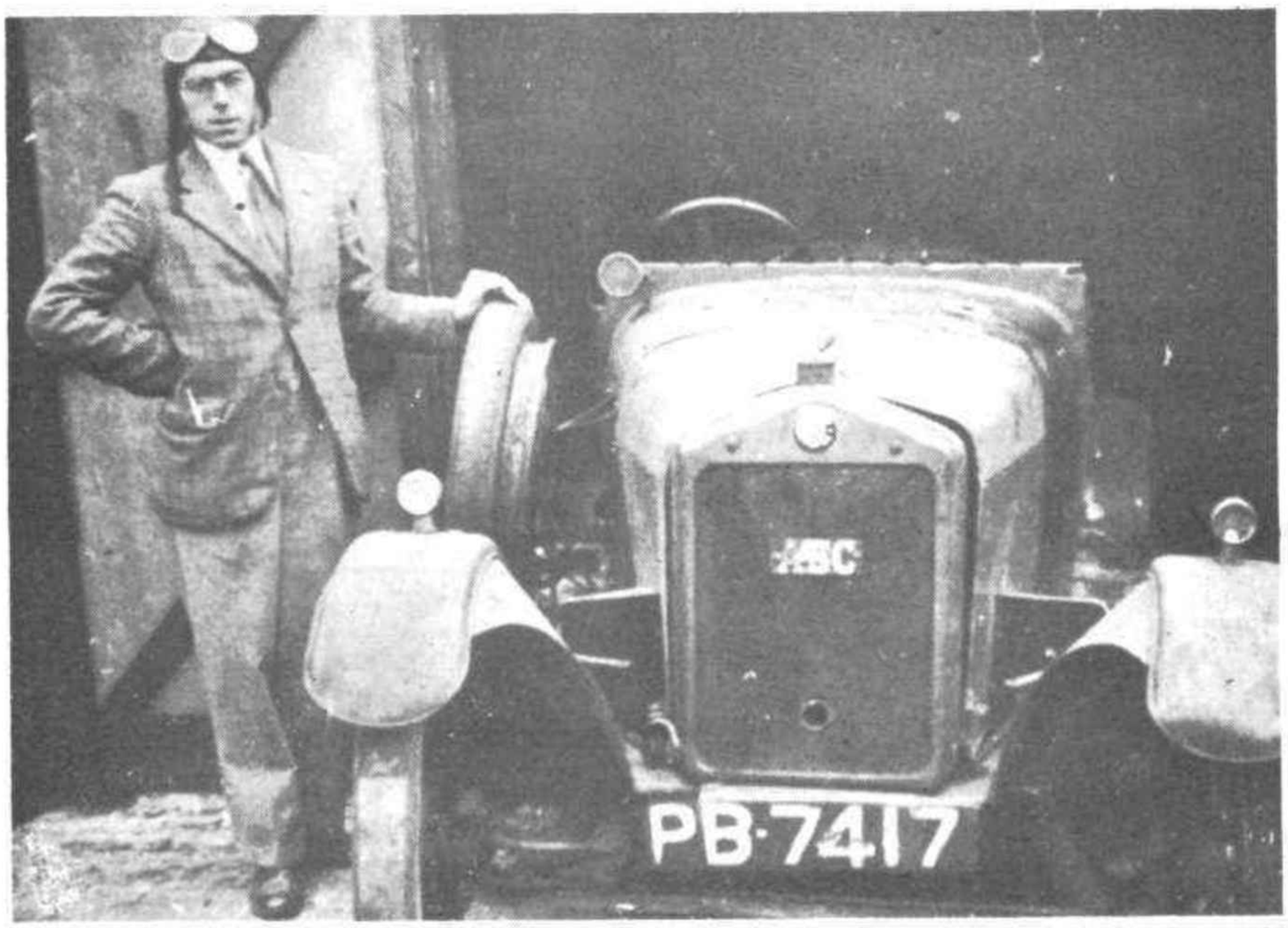
Before that happened Donington opened and another kind of racing could be enjoyed in this country, culminating in the stupendous arrival of the Mercedes-Benz and Auto-Union teams, which opened insular eyes to what real motor-racing was all about. How proud we were of Dick Seaman in this context and how desirable a cycle-path round the circuit would have been, to prevent things like ERAs and Altas getting in the way of the unrelenting onrush of German might!

Looking back half-a-century, to when this paper began, it will hardly be comprehended, by those who took to motoring after the war, what conditions were like in those distant years. The universal 20 m.p.h. speed-limit was eventually rescinded and in the '30s all one had to look out for were Police cars, usually Fords, enforcing the 30-limit that prevailed in towns. Compulsory third-party insurance was soon to be introduced, it is true, but this served to draw the Cops' attention from ineffectual brakes, tyres through which the inner tubes were about to burst, and a certain brazenness of exhaust note, as they asked for and inspected the new cover-notes. Certainly it was possible then to motor unmolested and unconvicted in vehicles that even the most optimistic would not today bother to take for a DoE test—in my case ABC, Rhode, Gwynne, Lancia, Alvis, a Jowett costing £3 and a series of sad Austin Sevens—providing you possessed valid insurance cover to wave before the eyes of prowling policemen.

The roads, however, were very different. If surfaces were better, so that punctures were less inevitable than they had been on the tar-and-grit of the early 1920s, widths were mean and bends innumerable. This is reflected by comparing the average of 50.5 m.p.h. which I achieved, driving a 4¼-litre Bentley as hard as I could, and mostly by night, from London to John O'Groats in 1938, and the 114 m.p.h. average which a colleague whom I sat beside accomplished in a Jaguar the first time he drove up the full stretch of the then-new M1. It is an outrage that in spite of the enormous improvements which have been made to our roads and the safety of our cars, our purblind rulers now restrict us to miserable 50s and 70s . . . . Before, and indeed for quite a time after, the war the so-called Great North Road was a nightmare procession behind long lines of trucks and vans and as the typical family car of those days was seldom driven at more than about 40 m.p.h. and a sports car was doing very nicely to attain 80, a long fast journey really was a sporting affair, if by sport you mean lots of gear-changing, accelerating and braking.

It was another quirk of fate that led D.S.J. and me to meet during the war, so enabling me to convince Jenks that he should set down on paper his encyclopaedic knowledge of racing machinery—his protest "That's your job. I'm concerned with engineering", I still remember clearly!—with results that are well-known to all of you. His subsequent association with Stirling Moss, when that driver was at the height of his great career and was the idol of us all, I need not emphasise, either, except to say how nice it was that Moss so willingly helped us with the appraisal of racing cars over the years that forms the subject of a special feature in this Anniversary number of MOTOR SPORT. I was not in Italy when the Mercedes-Benz driven by Moss won that 1955 Mille Miglia at record speed, with D.S.J. navigating, an achievement we relived in a special reconstruction in the June issue. But the news came to me over the wireless. Going out for a breather and to digest it, I met a fellow motor-racing participant, to whom I hastened to unburden my pent-up excitement. He looked confused and said he did not think there had been any racing in Italy that day but did I know he had won his race the previous day in his Ford Special at Silverstone? Which brought home to me how diverse and prolific the sport had become, compared to the days when there were so few important races you could without difficulty actually remember who had won the last one, and when the pleasures of Brooklands were gently punctuated by interludes at places like Lewes and Dancer's End . . . . I have watched the American 500-Mile Race, not at Indianapolis but in a picture house in Croydon to which, on this occasion, it was relayed live via Satellite. I must say the accident which stopped the race before it had properly begun was in the very best cinema tradition! This was matched by the first-lap accident which stopped the British Grand Prix at Silverstone two years ago, but how excellent that British cars and drivers eventually triumphed at Indianapolis as well as dominating the Grand Prix circus for so many years.

Fortunately it had all started up again after the war, although petrol no longer cost 1/6 a gallon and was apt to be denied us due to things like the Suez Crisis, tanker-driver strikes, and more sinister Political implications. MOTOR SPORT took to flying to the earlier post-war races, those in the IoM, Jersey, at Le Mans and Barcelona, etc., in charter aeroplanes of the DH Dragon, Avro Anson and Airspeed Oxford persuasion, before it was discovered that D.S.J. would be willing to go to all the foreign Grands Prix, which he did as our exclusive correspondent, at first on a motorcycle, later in aged Fiat 1500 and Lancia Aprilia cars, before insisting, as his inimitable and analytical approach to race reporting became a recognised and appreciated feature of MOTOR SPORT, that he could travel faster and more dependably in



THE EDITOR with his very first car, an ABC that cost £5—"even the most optimistic would not today bother to take it for a DoE test"! It put a roller big-end through its crankcase within a few days of being purchased, when en route *for Prescott, where the Bugatti Owners' Club ran exciting speed hill-climbs—and still does.*

Motor Sport Fixture List For August

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Aug. 1st/3rd	**BRSCC**	**Birmingham**	—	**Avon Motor Tour (INT)**	—
Aug. 2nd	**AC von Deutschland**	**Nurburgring**	**Adenau**	**German Grand Prix, World Championship Round 11 (INT)**	—
Aug. 2nd/3rd	Thame MC	Ford & Slater, Bicester Rd.	Aylesbury (165/806146)	*(R)*	20.30
Aug. 3rd	Forest of Dean MC	Aylburton	162/593030	BTRDA Autocross *(NAT)*	14.00
Aug. 3rd	Truro & Dist. MC	Killegrew Farm, Trispen	Truro (A30 Road)	Auto-Cross	14.30
Aug. 3rd	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting *(C)*	13.30
Aug. 3rd	Hagley & Dist. LCC	Alberbury	Shrewsbury (118/361141)	Vintage Sports Car Hill-Climb *(R)*	13.00
Aug. 3rd	BRDC	Silvestone Circuit	Towcester, Northants.	Trophy Meeting *(R)*	09.00
Aug. 3rd	TEAC	Lydden Circuit	Lydden Village, Kent	Race Meeting *(R)*	11.00
Aug. 10th	**Karlskoga MK**	**Sweden**	—	**Formula Two (INT)**	—
Aug. 10th	**NAV**	**Zandvoort**	**Holland**	**ETC (Groups 1-2) (INT)**	—
Aug. 10th	**AC Enna**	**Enna**	**Pergusa, Sicily**	**S2 (INT)**	—
Aug. 10th	**BRSCC**	**Mallory Park Circuit**	**Kirkby Mallory, Leics.**	**Race Meeting (INT/R)**	14.30
Aug. 10th	Winchester & Dist. CC	Vicarage Farm, Fairoak	Winchester (135/490202)	Autocross *(R)*	—
Aug. 10th	BARC	Snetterton	Thetford, Norfolk	Championship Race Meeting *(R)*	—
Aug. 10th	BARC	Croft Autodrome	Darlington, Co. Durham	Championship Race Meeting *(R)*	—
Aug. 16/17th	Sevenoaks & Dist. MC	EKV Ltd., Ashford Rd.	Chartham	Kent Rally *(R)*	22.30
Aug. 17th	**STMSC**	**Osterreichring**	**Austria**	**Austrian Grand Prix, World Championship, Round 12 (INT)**	—
Aug. 17th	BARC	Thruxton Circuit	Andover (A303)	Formula 5000 Championship	14.00
Aug. 22nd/23rd	Omagh MC	Seden Ave.	Omagh (4/450½729)	Duckhams Bushwhacker Rally *(NAT)*	13.00
Aug. 23rd	Lanarkshire CC	Esplanade, Dunoon	59/175766	Burmah Rally *(NAT)*	00.30
Aug. 23rd	Bentley Drivers' Club	Silverstone Circuit	Towcester, Northants.	Race Meeting	12.45
Aug. 24th	**Karlskoga MC**	**Mantorp Park**	**Sweden**	**ETC (also Formula Three) (INT)**	—
Aug. 24th	**BRSCC**	**Mallory Park**	**Kirkby Mallory, Leics.**	**Ford Sport Super Saloon Day (INT/R)**	14.30
Aug. 24th	Sheffield & Hallamshire MC	Cadwell Park Circuit	Louth, Lincs.	Speed Hill-Climb *(R)*	13.30
Aug. 24/25th	BARC	Gurston Down	Coombe Bisset, Nr. Salisbury	Hill-Climb	12.30
Aug. 25th	TEAC	Lydden Circuit	Lydden Village, Kent	Rallycross *(C)*	08.00
Aug. 25th	**BRSCC**	**Brands Hatch**	**Fawkham, Kent**	**European Championship Shell Sport 5000 Races (INT/R)**	14.00
Aug. 25th	BRSCC	Snetterton Circuit	Thetford, Norfolk	Championship Car Races *(R)*	14.00
Aug. 25th	Lancashire & Cheshire CC	Longridge Circuit	Preston	Race Meeting *(R)*	13.30
Aug. 30th	VSCC	Llandow Circuit	Cowbridge	Race Meeting *(C)*	—
Aug. 30th	Morecambe CC & Kirkby Lonsdale MC	Kendal Showground	89/523942	Rally *(R)*	08.15
Aug. 30th/31st	BRDC	Silverstone Circuit	Towcester, Northants.	European Championship Formula Two (INT)	—
Aug. 30th/31st	Green Belt MC	Kitchen Bros., Diss	(144/125½793½)	Uniflo Mad Hatter Rally *(R)*	—
Aug. 30th/31st	**Wiesbadener AC (A.v.D.)**	**Hockenheim**	**Germany**	**S2 (Groups 1-7) (INT)**	—
Aug. 31st	**BRDC**	**Silverstone Circuit**	**Towcester, Northants.**	**Formula Two (INT)**	—
Aug. 31st	BRSCC	Rufforth Circuit	York	Race Meeting *(R)*	14.00
Aug. 31st	Hagley & Dist. LCC	Alberbury	Shrewsbury (118/361141)	Loton Park Hill-Climb *(R)*	13.00

Porsche and Jaguar E-types—but don't ask me how he explained away his transfer of allegiance from air-cooled rear-engined to water-drenched front-engined cars!—a point I had better not pursue, remembering my one-time fanaticism for the VW Beetle . . .

Post-war racing was almost as good to experience as the short period of real GP racing I had seen prior to 1940. I remember Mike Hawthorn's great exploits with the Cooper-Bristol, the intense battles between the non-supercharged 4½-litre Ferraris and blown 1½-litre Alfa Romeos, in the hey-day of top-ranking drivers such as Ascari, Fangio, Farina, and brute-force Gonzales. I remember Farina winning the European GP at Silverstone watched by King George VI and other members of the Royal Family. I have happy recollections of the growing excitement as Raymond Mays brought his black 2-litre ERA up to the starting-line in sprint contests at Brighton and Shelsley-Walsh. I reported the revived TT at Dundrod when Moss won so ably for Jaguar in torrential rain and I was present at three of his accidents, which he experienced in a Cooper-JAP at Castle Combe, in practice with a Jaguar at Silverstone, and the final one at Goodwood. I recall the fuss at the RAC when the FIA announced the 1½-litre GP formula, the tense excitement when a Vanwall led the French GP momentarily at Reims, and of shedding tears of joy when at last this British racing car took the chequered-flag at Monza.

There are too many memories, of course, to set down here—but let us recall the pre-war pride when Seaman, having sold his ERA after an argument with the factory, won three important *voiturette* races in a row, in the straight-eight Ramponi-prepared 1½-litre Delage that was ten years older that the opposition. After the war, we lived through the embarrassing debacle of the too-ambitious V16-BRM but loved the noise it made, and I was rendered near to tears when the fat French proprietor of a small *estaminet*, which was the best MOTOR SPORT could then afford for its reporters, met us with outstretched hand on our return from the Le Mans circuit, because we were Britishers and a Jaguar, he had heard on the wireless, had won the great 24-hour race. Later still, of course, the technical supremacy of Mercedes-Benz, whose production models I called the best-engineered cars in the World, dominated racing; but I think something was lost to sports-car racing when the competing cars began to depart drastically from catalogue specification. Because Jaguars on the road had the same six-cylinder twin-o.h.-camshaft engines as did the Jaguars that won races, the Coventry company probably derived more benefit from competition successes in this field than Mercedes did later. Which is why the decline of races like Le Mans, the TT and the Targa Florio is so regrettable.

I remember seeing clue-less spectators in horrifically close proximity to racing cars in full cry, at Barcelona and elsewhere, as they used to be during the pre-war Ulster TTs, at Phoenix Park and many other circuits, before safety precautions were sensibly introduced, but eventually over-played.

Over all these active and dramatic years MOTOR SPORT tried to report faithfully on what was happening and to direct the Sport along the right lines, if that does not sound too pompous. Nor was the historical

Continued on page 921



THE EDITOR indulging in a little mild competitive motoring before the war—at Lewes, another BOC event, in a 1½-litre Meadows-HRG borrowed from the factory.

THE BRITISH PLAYERS GRAND PRIX

A Motoring Jamboree

Silverstone, July 19th

AN EVENING OUT at the circus is always pleasant, a full day at the circus is really enjoyable, but three whole days of circus is almost more than anyone can stand. The Royal Automobile Club and the British Racing Drivers' Club combined with Silverstone Circuits Ltd. and put on the greatest spectacular of all time. With practically every motor club in the country providing marshals and helpers the RAC were able to take the credit for organising this mammoth motoring jamboree, the greatest, most spectacular, gigantic, colossal, never-seen-before, three-day circus in the green fields of Silverstone; and it was a sell-out, with the spectator attendance at such astronomical figures that the quoted 77,000 must surely have been an "accounts estimate" for the tax man. In the centre of the airfield was the biggest and friendliest motoring-orientated garden-party that has ever happened, involving more than 10,000 "in" people, and it was such a-gathering that there was hardly time to look over the fence to watch the super circus acts that were being performed for the benefit of the paying customers, to say nothing of looking up in the sky, for it was all happening up there as well. The feeling was that there must have been someone who wasn't at Silverstone, but it was very difficult to think of anyone. As soon as you did, there he was walking through the crowd, and people were continually saying "I'm sure I saw so-and-so just now", to which the answer was "indeed you did". If ever there was a dull moment pending during the three days of Thursday, Friday and Saturday the heavens would open, thunder would roar and lightning flash, and Silverstone would disappear under torrential rain. It really was the greatest spectacular of all time, making Le Mans and the Nurburgring look like rather dull old ladies' tea parties. There was something interesting or exciting taking place the whole time and I felt very sorry for some of the long-suffering enthusiasts who were helping on the administration side of the show, shut away in an office or in charge of a machine to keep it all going, and could only hear it all and not see anything. At least those manning key posts on gates or barriers to control the movements of people and vehicles had an ever-changing scene, while those who were on duty around the arena, soaked through one moment, baked dry by a blazing sun the next, and lifting the performers out of the catch-nets the next, were seeing all the action.

For three solid days people were saying to me, "Come quickly, you must see this", or "Come to this gathering", or "to this meeting", and unlike some Grande Epreuve gatherings everything was pleasant and enjoyable, there were no Union Meetings, no Protest Meetings, no Decision-making Meetings, no Strike Meetings, no Policy Meetings; it was all mid-summer madness and terrific fun, and I am certain I saw a White Rabbit looking anxiously at his watch and hurrying off to



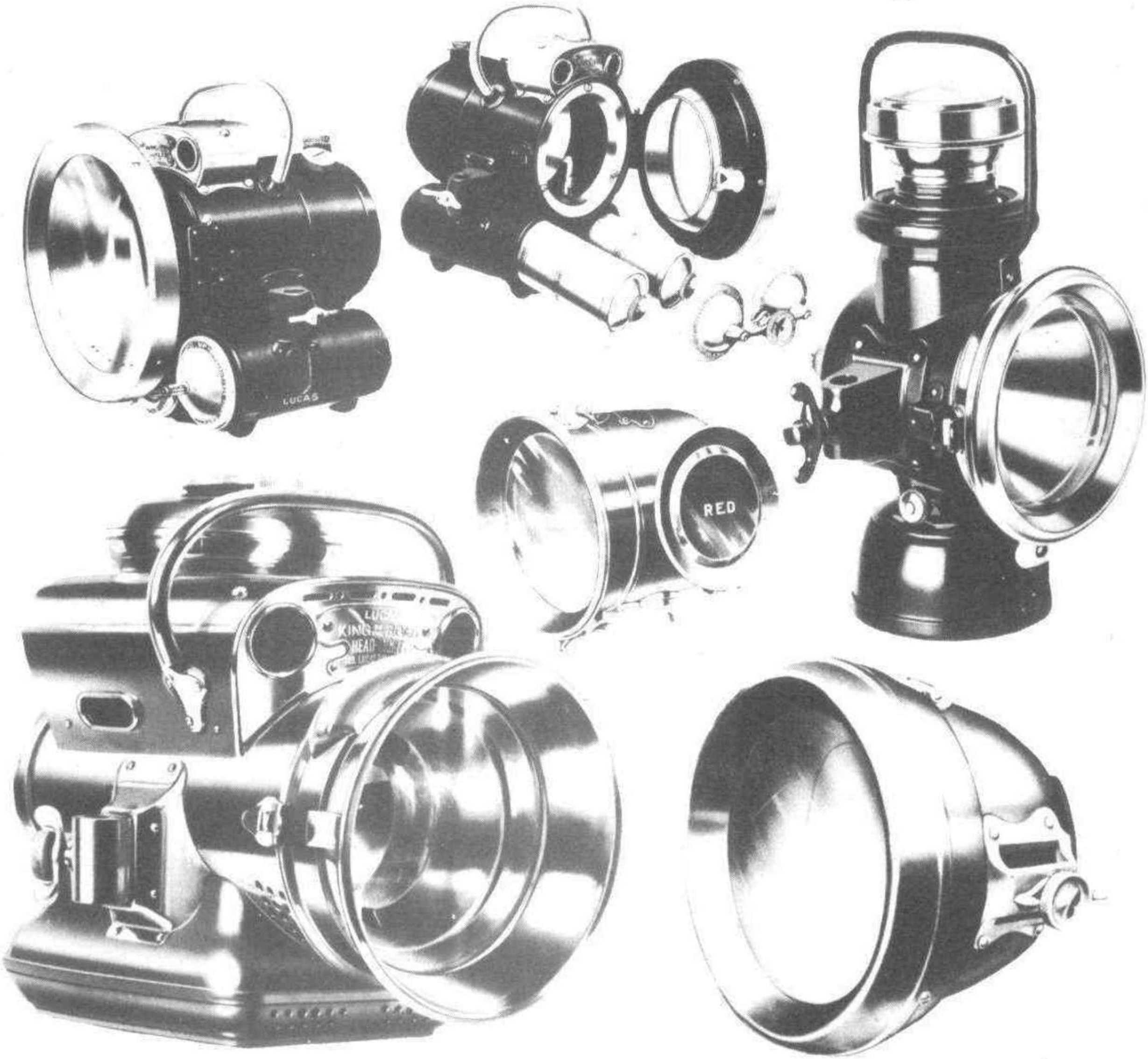
"All but one of them slipped off the wire and fell in the catch-nets."

meet a Prince, or a Duke or an Earl. The Mad Hatter was actually selling Hats, to those who had got ahead, alongside the T-shirts and Rally Jacket stands, and Alice and all her delectable sisters were there, disappearing instantly when Thor flung a shaft of lightning in their midst, to re-appear again completely unruffled when the sun came back.

We all rushed off to the stately home of m'Lord Hesketh, to drink champagne in the stables and look at the lovely new Hesketh racing car which Harvey Postlethwaite had designed. It was all brand new, with rubber suspension front and rear, a narrower, sleeker, lower car than before, with no great drag-conscious air intake over the driver's head, but instead a sleek fairing behind his head with "nostrils" on each side. Then it was off to a beer-party to celebrate or commiserate with Graham Hill over his official retirement from acting as a racing driver, and to officially inaugurate him in his new role as team-owner and constructor. He decided to give up when he saw how quickly the Hill car could go when driven by young Tony Brise. It was a nice informal party put on by his sponsors, Embassy cigarettes, and Jackie Stewart put in a guest-appearance.

Away we had to go to see another new racing car, a Formula Two March powered by a 2-litre Renault-Gordini V6 engine, a delightful little power unit with four valves per cylinder, four overhead camshafts driven by exposed toothed belts, fuel injection, and a bark that Ferrari would have been proud to be associated with. The French racing driver Michel Leclere took it for a run round the arena and it looked to be a nice little racing car. It is the prototype for next year's Formula

Remember those smashing old cars they used to hang on our lamps?



Joseph Lucas first set up shop, way back in 1875. The catalogue then was a lengthy five items long. These were navigation lamps for ships, of all things.

Shortly after, Lucas came across an interesting accessory that could really make his lamps a success. It was called the motor car.

This was the turning point. It quickly became obvious that the motor car could be attached to a whole range of Lucas products: batteries, ignition systems, magnetos.

Today, manufacturers are fastening their cars to over 20,000 Lucas products in the auto-electrical field.

We'd like to take this opportunity to thank the motor car for nearly a century of successful partnership.

And also to congratulate the youthful Motor Sport on the occasion of its Golden Jubilee.

LUCAS

"ladies (young) are not expected to..."



"...this strange highway ritual..."

But every other MG driver should.

Or so *The Sports Car* – official magazine of the MG Car Club – would have you believe in 1939. What was this strange highway ritual?

It was the MG Salute. Both picture and quote come from an article in the September, 1939, edition of *The Sports Car*; an article devoted to the ways one MG fanatic might hail another along the wilds of the Great North Road.

"MG owners are not snobs" maintained the contributor. The jealous, petty, ignoble, uncaring attitude of other road users "is not shown by MG owners, let us thankfully say. Rather do they seem keen on meeting their brethren and passing the time of day – or at any rate, conveying something which can be taken for a cheerful greeting. The MG salute is a definite part of the MG owner's equipment..."

While the writer's intention was blatantly humorous, the underlying principle was real enough.

The MaGazine

MG drivers were different, and as individual and as special as the cars they drove.

Perhaps it was because MGs were *the* sports cars. Fast, good-looking, handling beautifully. Their owners raced, rallied and hill-climbed in them. Or just drove them because they were fun to drive.

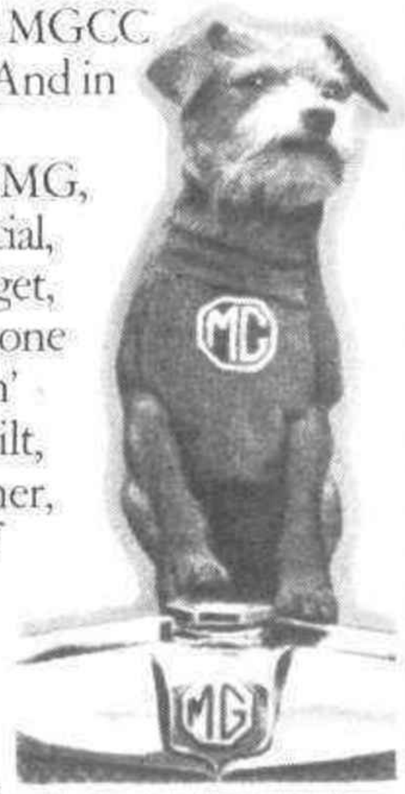
Even family pets seem to have wanted to get into the act!

This sense of camaraderie found its liveliest expression in the MG Car Club, which had a large and enthusiastic following throughout the Thirties.

In 1975, the MGCC still flourishes. And in 1975, the 50th Anniversary of MG, the MG badge is still something special, whether you're sporting it on a Midget, MGB, MGB GT, MGB GT V8, or one of the 750 'limited edition' MGB GTs specially built, and available this summer, to mark half a century of motoring heritage.

1925 MG 1975

An MGB, for example, tops 105 mph; accelerates from 0–60 in 11 seconds;* handles superbly; and looks as beautiful as it performs.



"...even family pets..."

Go and test-drive one. And discover that motoring can be fun if you're driving the right kind of car.

You can do it in an MG.



BRITISH LEYLAND **MG** From Austin Morris, Britain's best-selling range of cars.

*Source: Motor

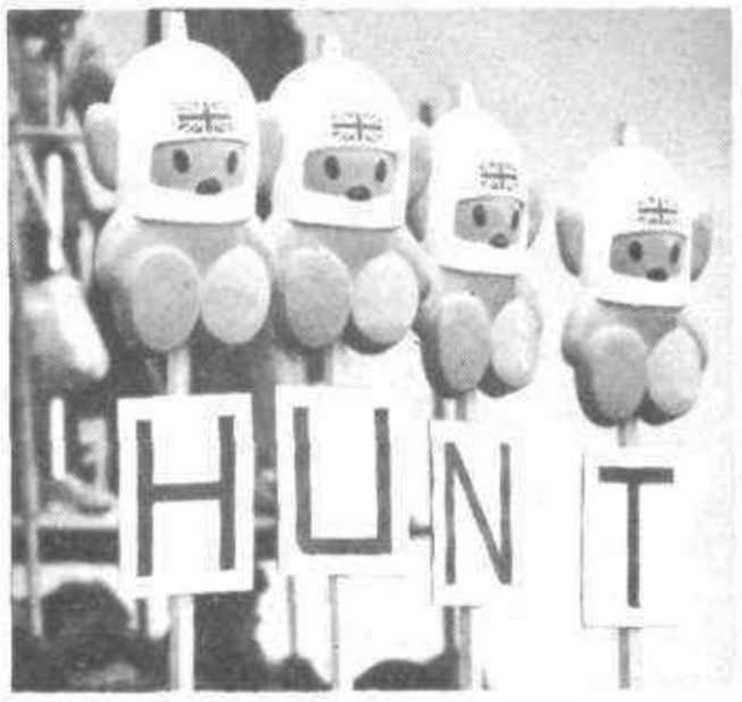


They say somebody won a motor race at the circus.

Two, in which engines can be of pure racing design and not developments of production engines. I was just thinking about exhaust-driven turbochargers on a 1½-litre version of this Gordini engine when "whoosh", the Red Arrows Gnats went over at zero feet under a very low cloud base, and proceeded to put on a death-defying display with very little vertical space in which to do it. Meanwhile the Goodyear airship cruised serenely round in the background in virtual silence and helicopters were hopping about over the hedges bringing people to the jamboree and avoiding the enormous traffic queues stretching for miles in all directions as people sought in vain to join in the fun.

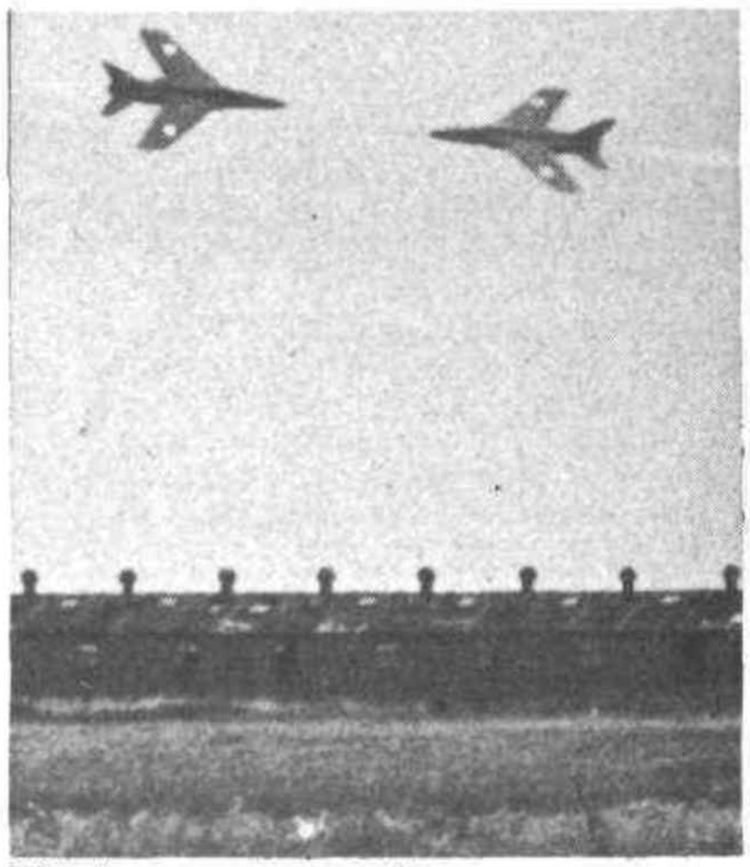
Off in a flash we went to applaud Regazzoni for being the most unlucky driver in the recent French Grand Prix, though I am not sure why, and then back to the arena to cheer good old Graham Hill as he set off on a farewell lap in GH1/4, the newest of his Embassy-sponsored racing cars, disdaining a helmet (och, Graeme, it's not safe !) so that he could smile and wave to his public, and there certainly were a lot of them. A rousing cheer for another very popular English driver, as Derek Bell did a lap of honour in the Le Mans-winning Gulf car, with Cosworth V8 power. While some people turned away for a drink, thinking the gardeners had moved in to mow the lawns, the incredible sight was presented of a chap arriving on a two-stroke motorcycle, running on the back wheel with the front wheel some five feet off the ground. Not only did he arrive, but he roared off round the arena, changing up through the gears as he went, and disappeared at some 50 or 60 m.p.h., still up on the back wheel.

It was all beginning to get too much and the time came to join the happy throng in the paddock lavatory, where you meet all the best people and so many old friends that you have to tear yourself away for fear of missing the next act. "Saloon cars", said someone, and I felt I could afford to miss them, but in passing looked into the bonnet of what appeared to be a Ford Escort. Now I knew the whole jamboree wasn't real; in place of the four-cylinder push-rod 1,300 c.c. was a 2-litre V8 BRM engine. Then another saloon arrived that had obviously started life as an Escort and I couldn't find an engine in it at all. "It's under there", said the chap in charge, pointing to a large box almost between the front seats. "It" turned out to be a full racing 2-litre Brian Hart engine. Then a DAF fired up with a noise like thunder, which was not surprising as the tiny little Renault engine had been replaced by a highly-tuned V8 Oldsmobile engine, while a beautiful blue Chevrolet-Corvair shook the ground as the driver started up its 8.1-litre Chevrolet V8 Can-Am engine, which had replaced the air-cooled flat-six Corvair engine. And so it went on, every saloon that arrived was an exciting riot of fun and ingenuity, to say nothing of the effort and inventiveness involved in building them, and underneath were Grand Prix suspension, wheels and brakes. Holding my head and thinking it must be mid-summer madness, I staggered away. "But, but, I thought saloons were rather dull production things like Broadspeed Triumph Dolomites or Toyota Celicas or Hillman Avengers?" I cried. "Oh yes, they are", said a great hairy monster, "these are Super Saloons, and we are a friendly lot. We can cheat as much as we like, and quite openly, providing the engine remains more or less at the same end of the car as on the original production model. We don't reckon to move it beyond the centre-line of the driving compartment."



If you go down to the woods today. . .

Hardly had this lot of performers returned to their pen than the air was filled by tiny flies as the RAC let off a great swarm that had become captive in race control. As Dean Delamont rode across the paddock on the back wheel of his bicycle and Basil Tye gave a rendering of "Abide with me" on a Southern organ, a group of evil-minded marshals let a swarm of tiny racing cars onto the track and 33 budding World Champions roared away in their Formula Three cars to contest the challenge of qualifying for the super act. Before the next batch of 33 could appear, thunder and lightning swept the airfield, there was a blinding flash and all the lights went out and the electric power disappeared, which brought everything to a grinding halt. But not for long, the *homo sapien* is not easily beaten by natural phenomena, and next morning it was all in full swing again. As fast as one batch of beetle-men were swept out of the arena and picked off the catch-nets, the next lot arrived



The bravest circus performers.

and there never was time to lunch with the Vandervell group, or take tea with ELF, or coffee with John Player or beer in the Penthouse or visit Duckhams, Shell, Champion, Ferodo, Goodyear, Texaco, Lucas, or even take a quick aperitif with Martini.

After two days I began to wilt, ". . . and that was only practice . . .", I thought. "Tomorrow is the real thing". And I nearly forgot; the British Grand Prix was taking place amongst all this enjoyment and fun. Putting on a very serious air I sharpened my pencil and prepared for work, but it didn't last, I soon found that Bernie Ecclestone, Max Mosley and Teddy Meyer and their cohorts were joining in the spirit of the thing. As someone said, "We know Mosley's father, and we know Meyer is an American lawyer, but who *is* Ecclestone?" "Oh, he's the chap who runs modern Grand Prix racing", said a bystander, "but don't tell the RAC, the CSI or the FIA, because they all think they run it." The Formula One actors really did join in the fun, Jacky Ickx had decided it was all too much for him and had opted out of his contract with Lotus and Chapman had put Jim Craw-

Congratulations from the Elite to the elite

Lotus



". . . a thing like a fork-lift truck palette. . ."

ford (Jim who?) in his place, and Oberfuhrer Ecclestein had permitted Chapman to bring along a third Lotus as it was a John Player Jamboree. Into this Chapman had put Brian Henton (Brian who?) and poor old Peterson was wondering what was happening, not that he ever really knew. Just to add to the fun the cars of the new boys had the rear torsion bars replaced by coil-springs and they both had the lengthened wheelbase as first used in the French Grand Prix. It was all too much for Peterson and he had his Lotus put back to the 1973 specification, not that it made any difference, but it made him feel better. March produced a thing like a fork-lift truck palette on the back of Brambilla's car, which appeared to transgress all the rules about aerodynamic devices. "You may have known who Max Mosley's father was, but you obviously didn't know that Max is a brilliant barrister" smiled Robin Hood and his merry men as they wheeled the car through the scrutineering bay. "Ach, zo, ist sehr guht", muttered Max to the tall blond young man by his side, but young Hans Stuck was looking longingly at some of the Super Saloons and thinking "8-litres, turbo-charged 4-litres, even Hart 2-litres, they call it saloon-car racing?" He was driving Lella Lombardi's March 751, while she had the prototype test-car, and as Max pocketed a fistful of First National City Bank Travellers' Cheques, Roger Penske wheeled out a brand new March 751 for Mark Donohue to drive. It was heavily disguised by "bull" to make it look like the Geoff Ferris-designed Penske PC1, but Donohue soon showed that it wasn't a bad buy, by keeping up with Mario Andretti in the other "All American Formula One Kit Car".

Most of the runners and riders were unchanged from when last seen and some, like Hesketh, were using a spare car and conforming to the rules of the game by having 24T on it, while others like Brabham had a row of cars all with number 7 on them and the Oberfuhrer told the RAC to ignore any cars with T on them and merely list their practice times under the number. Now, the timekeepers, who only know how to do things the right way, carried on listing drivers like Hunt with a time for 24 and a time for 24T, or Brise with a time for 23 and another time for 23T. "Dear, oh dear", said Dean Delamont, "there really isn't time for T, we've got so much to do, just list them all under 24 and 23". Apart from picking Scheckter out of the catch nets and collecting Reutemann and Watson, who had broken their Cosworth mainsprings, this part of the Jamboree began to drag. "But we are practising", said the young heroes as they went round and round the arena as many as eighty times. "What are you practising for?" we asked. It turned out that they were hoping to hold the British Grand Prix on Saturday, if space could be found in the very full programme planned to keep the arena occupied from dawn to dusk.

Just as we were thinking it was getting a bit dull the man of the motorcycle went by on his back wheel and the fun began again and Lord Tomnoddy and the Earl of Such went off to take tea with the Prince. "We've been behind the scenes long enough", said some of the Formula One mechanics, "let us have a go in the arena". So six Tyrrell men and six McLaren men brought all their gear out in front of the grandstands and Scheckter and Fittipaldi drove their cars slowly around and then stopped side-by-side. The mechanics fell upon them and changed all four wheels, and Scheckter was gone in 12½ seconds, while the boys in blue fell back gasping and clutched at the £600 wager-money. The McLaren men were beaten, having lost time through faulty equipment, but it was their turn to laugh later when the Tyrrell chaps had to do the same thing "for real" in the pits and it took them 35 seconds. But that was with the wheel-nuts done up properly and fully tight and the safety pins in place. The "real thing" was nothing like so entertaining as the entertainment.

I was just going off to the paddock lavatory once more, to meet more old friends, when someone grabbed my arm and said "Come quickly, they're going to hold the British Grand Prix". The daring young men were coming out to do their high-wire balancing act, and do it they did in a very impressive manner until all but one of them slipped off the wire and fell in the catch-nets. The odd man out was the careful Emerson Fittipaldi who had stopped at the pits to let the McLaren mechanics show the Tyrrell boys how a wheel-change should be done when it was important. With no more riders and runners the RAC decided to scrub the whole event and award Fittipaldi first prize, but as they had a lot more prizes to give away as well they gave them to the unhappy band of Pace, Scheckter, Hunt, Donohue and Brambilla, the first four being in the ambulance at the time and the swarthy little Italian driving on because he doesn't speak English and no-one could explain to him that the party was over.

It had been a lovely garden party until the Grand Prix aces were allowed into the arena and the weather Gods took a disliking to the scene. The trouble was that Lauda was not leading in his Ferrari, so the best thing was to put a stop to the whole affair. Out came the chap on his motorcycle again and as he disappeared away round the arena on the back wheel, the circus warmed up again and carried on until dusk. As darkness fell the airfield was dotted with open fires burning and the aroma of sausages and steaks cooking drifted across the fields. There were still many merry revellers about and who knows when the last one departed. Tired and happy the spectators trudged their way home, while all those who had worked so hard to put on the three-day spectacular were just tired and those who had taken part were completely overcome. Over the hill the organisers of the National Pop Festival could be heard asking Billy Butlin, "Who are these people RAC and BRDC?" The RAC and the BRDC were saying to themselves "That was a splendid Jamboree, but what a pity that Formula One lot nearly messed it all up. Perhaps next year we can run it again and not invite them to come along".

One consensus of opinion was that a three-day Jamboree like that, held once a year at Silverstone, would be very popular and while it was on we could quietly take a handful of Grand Prix drivers and cars away to Donington Park and run the British Grand Prix before a selected audience. The only problem would be that it would get no coverage in the Press, the Jamboree would over-shadow it. MOTOR SPORT could always tell the story a month later, as all their stuff is history anyway. If we ever find out what happened to the 1975 British Grand Prix we'll tell you next month; somebody said it took place somewhere in the Midlands on July 19th, but I am sure they were mistaken.

D.S.J.

Forty-eight hours after the Grand Prix results remained unofficial after a protest from Max Mosley.



Instead of Evel Knievel, the RAC engaged Barrie Williams for the circus and APG gave him the Man of the Meeting award.

RALLY REVIEW

Morocco Rally



Yet another example of modern aviation getting together with modern motoring. During the Morocco Rally, Fiat's service helicopter sheds its load of spare parts at Tata Oasis to "rescue" retired competitors.

IF A BOOKMAKER had to give odds on the runners in the RAC Rally, the Monte Carlo Rally or the Thousand Lakes, he would hardly be likely to place among the favourites anyone driving a Peugeot 504, for such cars are far too big and heavy to be anything like as competitive as the smaller, lighter and far more agile cars which regularly achieve success in the faster, smoother rallies. But in really rough country strength becomes more important than anything else and in the continent of Africa the durability of the big French cars has become a by-word.

In the days when Peugeot's Safari activities were confined to the splendid efforts of Marshalls of East Africa, 404 saloons were regularly among the winners. More recently the factory itself has become involved and were this year rewarded by an outright win on the Safari with a 504. In June, the make scored its second World Championship win of the year when Hannu Mikkola and Jean Todt led 15 finishers into Casablanca's main square at the end of a tough Morocco Rally.

The tracks through the dry, dusty, rocky deserts of Southern Morocco are indescribably rough, passing over countless dry river beds each amply scattered with huge boulders. When such terrain as this has to be crossed against the tick of a clock, discretion has to prevail and one always has to remember that survival is far more important than sheer speed. It's no good driving at camel's pace, of course; an optimum speed must be found so that the car is not broken, fairly quick progress is maintained and those behind do not get within striking distance of overtaking and sending back their dust clouds.

The Morocco Rally has always been noted for its long special stages. This year the organisers linked a number of familiar ones together to create one enormous stage almost 800 kilometres long. No car could complete that sort of distance without service, even if only for refuelling and changing tyres, so both professionals and amateurs alike set up service points within that long stage, mostly at the oasis settlements of Tata, Foum Zguid and Zagora.

The Safari has no special stages, the whole thing being run on an open-road basis with timing only to the minute. In Morocco, the organisers ran their event almost in the same style, for they timed the special stages only in minutes, using seconds only for the first special stage which was used to determine the running order thereafter. In effect, the remaining eight stages became very similar to a "road" event, which of course is simpler to run and involves simpler results calculation.

Distances are so great, and the road network so sparse, that servicing is by no means easy. Aircraft have been used in the past to supplement ground vehicles, but airstrips are nothing like as numerous as they are in Kenya so the work of an aircraft is largely one of an airborne radio relay station, ensuring that messages can get from car to car without being blacked-out by the Atlas Mountains. This year the only team to have an aircraft was Fiat. Both Peugeot and Opel had radios in their cars but found themselves severely restricted without a high relay station. Fiat even went one better by renting a helicopter from the Moroccan Gendarmerie, packing it with as many spares, wheels and fuel cans as it could carry, installing two Turin mechanics and flying it along the route of each special stage. Although a costly exercise, it was most efficient and the Fiat drivers knew that they would have instant service wherever they needed it. Alas, the helicopter's range was limited and when trouble started the machine was either away being refuelled or grounded at night.

Not one of the three works Fiat Abarths finished the event, Darniche retiring early when his engine flooded in a water crossing and both Waldegård and Alén stopping in the desert, their cars broken on rough boulder crossings. Two works Opel Asconas were even less fortunate, Aaltonen having blown a cylinder head gasket and Röhrl having had his second replacement suspension break beneath him.

There was no team from Citroën, as there has been in past years, but two Paris-registered DS23s were in the hands of Ponnelle and Deschazeaux. The latter driver, a veteran who lives in Morocco, is a wily master of finding little short-cuts in the desert, but his cunning could only get him to fourth place this time after he had been delayed by a broken radiator—a problem which he overcame by pouring red pepper powder through the filler.

In the early stages the Fiats held the lead, but when they fell by the wayside it was Mäkinen's Peugeot which took over. But when the Finn looked all set to win he suffered a broken driveshaft on the very last stage, dropping to fifth and allowing teammate Mikkola into first place.

The Peugeot jubilation at the finish bordered the emotional, for the team had won not only the Safari and the Morocco Rally, but the Bandama Rally as well, the non-championship event in the Ivory Coast which is regarded as very important in France. The two championship wins were those of which Peugeot had the greatest chances, but it is not likely that the make will be able to improve its championship position significantly in the events which are to come, for they aren't really of a type which favours the 504. However, the team achieved what it set out to do, and that is reward in itself.—G.P.

GENERAL CLASSIFICATION

1st	H. Mikkola/J. Todt (Peugeot 504)	23 hr. 30 min. 48 sec.
2nd	B. Consten/G. Flocon (Peugot 504)	25 hr. 12 min. 03 sec.
3rd	R. Neyret/J. Terramorsi (Alpine-Renault 110)	25 hr. 48 min. 19 sec.
4th	J. Deschazeaux/J. Plassard (Citroën DS23)	27 hr. 32 min. 52 sec.
5th	T. Mäkinen/H. Liddon (Peugeot 504)	28 hr. 01 min. 03 sec.
6th	S. Mehta/R. Bean (Datsun Violet)	28 hr. 09 min. 23 sec.
7th	M. Hoepfner/C. Fourton (Peugeot 504)	30 hr. 51 min. 03 sec.
8th	C. Trautmann / M-O. Desvignes (Peugeot 504)	30 hr. 51 min. 06 sec.
9th	K. Noujaim/J-C. Maget (Peugeot 504)	30 hr. 57 min. 49 sec.
10th	J. Osstyn/H. Wellenmann (Volvo 142)	31 hr. 42 min. 53 sec.

103 *starters* — 15 *finishers.*

* * *

Announced in July were a few changes to the RAC Rally of Great Britain which takes place between November 22nd and 26th this year. Sponsored again by Lombard North Central, the rally will keep its forest style—any changes there would be unthinkable—but its timetable will be revised so that the whole of the Saturday will be taken up by stages in the Yorkshire forests before returning to York for a night stop. On the Sunday morning will begin the journey southwards when, for the first time in many years, the route will penetrate into the West Country. The return trip to York will be via Wales and, after a second stop during the Monday night, the final leg will take in the North-West, the South of Scotland and those notorious north-eastern stages in Kielder Forest. The field will return to York on the Wednesday morning and presentations will take place later that day.—G.P.

A THICK, THIN AND CURLY VIEW OF BRYLCREEM.



THICK HAIR can really benefit from Brylcreem. It makes it more supple and manageable while letting it lie more easily.

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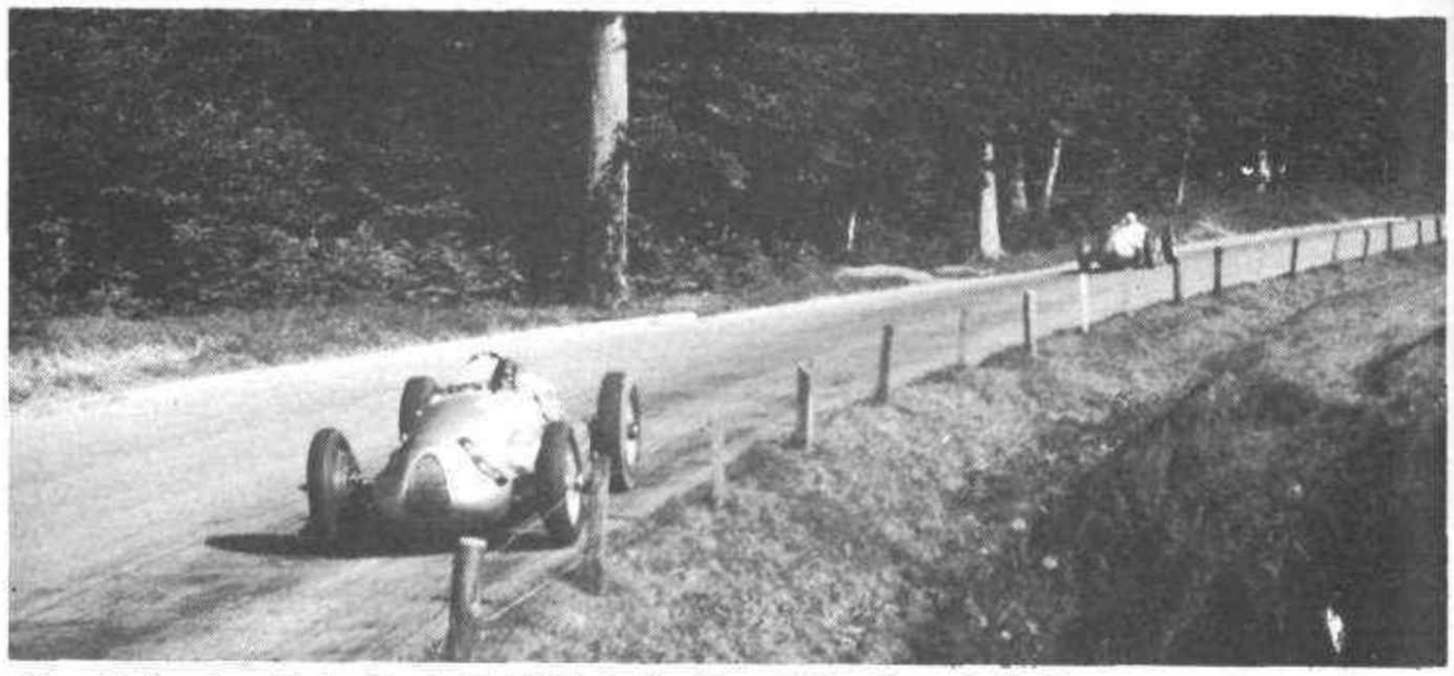
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And you'll have that famous feeling we call "The Bounce."



"A little dab'll do ya."

CONTINENTAL NOTES



Nuvolari's Auto-Union leads the 1938 Swiss Grand Prix through the Bremgarten Forest, Berne.

SWISS GRAND PRIX

THE Swiss Grand Prix used to be one of the classic motor races, held on a very fast and challenging circuit in the forest of Bremgarten, on the outskirts of the Swiss capital city Berne. It all started in 1931 when a big exhibition to encourage sport was held in Berne, and the local motorcycle club organised some racing on the paths through the forest. This motorcycle racing proved very popular with the public and was held again in 1932 and 1933, with increasing success and a company was formed to build a semi-permanent track through the forest, using existing roads and a pits and grandstand area was built on either side of the main road running along the top of the forest. All over Europe motor racing was getting on its feet again after the slump of 1929/30 and was proving to be a good tourist and business attraction for big towns. The Burgomasters of Berne appreciated this and gave their support to the construction of the circuit with a 50% financial interest in the project. It was only intended to run the Swiss Grand Prix on the Bremgarten circuit, and that only once a year, so in the legal documentation drawn up, this fact was stated; as the roads used were normally open to the public, official permission for their closure had to be granted and a blanket permission was given to close the Bremgarten forest once a year for the purpose of running the Swiss Grand Prix. This meant that all the racing had to be done on one weekend, which was no hardship, for it was normal to have motorcycle races on a Saturday and car races on the Sunday.

The first Swiss Grand Prix was held on August 26th, 1934, Dick Seaman won the "voiturette" race in a K3 MG Magnette, and Hans Stuck Snr., won the Grand Prix with an Auto-Union. The big race was marred by the death of Hugh Hamilton, who crashed in one of Whitney Straight's Maseratis on the last lap. The Swiss Grand Prix continued with increasing success until 1939, when the rest of Europe went to war, leaving Switzerland as an isolated and neutral "clearing house" in the middle of the holocaust.

Racing started up again on the Bremgarten circuit in 1947, but now the Burgomasters of Berne were not so keen, as Switzerland was rich and prosperous and did not need to put on any shows to attract people. However, the 1934 legislation was still valid so the Automobile and Motorcycle Clubs could not be prevented from organising their weekend of racing. With the cream of the Grand Prix world of two and four wheels (to say nothing of three wheels!) in Berne for the weekend of racing it was not surprising that the crowd attendances were enormous, and the racing went from strength to strength. The town councillors were very much against the disturbance and confusion that the racing caused, as they wanted to engender an atmosphere of peace and serenity, especially after the six years of war that the rest of the World had become embroiled in. While racing was permitted in Switzerland, roads being closed for the purpose in Geneva, Lausanne, Lugano, Locarno, and many other towns, the Bremgarten was safe for its one great event of the year, and it was a great event.

Then came 1955 and the Le Mans catastrophe where a car went into the public enclosure and killed more than 80 spectators. The whole of Europe was aghast and there were a lot of official panic measures taken, many of them later rescinded. The Swiss government panicked with the rest of Europe and passed a law that forbade any form of motor racing in Switzerland, and that put paid to the Bremgarten and the Swiss Grand Prix. While other countries took a rational outlook and tempered their hasty decisions with a little logic, the Swiss were adamant. It was the final and irrevocable end to motor racing in their country. While the rest of the World were too busy with their own problems to worry about Switzerland, the Swiss racing enthusiasts lived in hopes of a change of heart within the Government, and at least a reprieve for the Bremgarten circuit, but it never came. The great wooden grandstands and the pits remained on either side of the main road until only a few years ago, and while Swiss enthusiasm for racing was as strong as ever, they had to leave their country to partake in the sport.

Twenty years after the closure of the Bremgarten the Swiss Automobile Club are to organise a Formula One race in France on the Dijon-Prenois circuit, about 100 miles from the Swiss border and it will be called the Swiss Grand Prix. The idea of holding a Swiss Grand Prix *outside* Switzerland has been mooted for many years, but never came to anything. Now with the financial aid of Phillipe Morris Ltd. the makers of Marlboro cigarettes, whose European headquarters are in Switzerland, the idea has come to fruition. The race will be held on August 24th, almost to the day of the first Swiss GP in 1934. A good Formula One entry has been promised and the hope is that if the race is successful it will become part of the 1976 World Championship series, even though it is not held in Switzerland.

Behind the idea of holding a Swiss Grand Prix *outside* Switzerland is the hope that it might shame the Swiss government into financing the building of a modern Autodrome. The Bremgarten circuit can never return, for motor racing has moved on beyond such tracks, and equally the street races of Geneva, Lausanne, Lugano and Locarno can never return, but it would be nice if some form of International motor racing could return to Switzerland. The complete history of the Swiss Grand Prix from 1934-54 is documented in a book by René Häfeli, published by L'Année Automobile in Lausanne, and is obtainable in French or German languages. It is profusely illustrated and well worth while for the photographs alone. It is a large book, of 352 pages, and the closing line on the last page says "The Bremgarten is dead, long live the Swiss Grand Prix".

* * *

Wings and Things

It all started a year or two ago when the Goodyear Tyre and Rubber Co. Ltd. made it known that their reason for supporting motor racing was not for publicity, but for technical reasons and that one of their aims was to provide tyres and knowledge to the Formula One teams that would enable the cars to go round corners as fast they went down the straights. Grand Prix cars were doing anything from 160-180 m.p.h. down the straights on some circuits and the thought of them doing these speeds round the corners as well threw the CSI officials into a "tizzy". A lot of the people in control of the destiny of motor racing still think that racing should involve a battle down the straights and a sort of "neutralisation zone" round the corners. Goodyear added, after the content of their statement had gone home, that if the Formula One drivers wanted to go faster down the straights then that was up to the engine designers, but whatever the straight-line speeds achieved, Goodyear wanted to match them through the corners, where the adhesion between the tyres and the track is the limiting factor. Keeping the tyre in contact with the road was the problem of the chassis designer, and obviously if all three parties worked closely together some dramatic progress could be made and, in fact, it has been made as witness the continual rise in lap speeds on most circuits.

The chassis designers have been using aerodynamic forces to take greater advantage of the adhesion offered by the racing tyres, and cornering forces and G-forces are being recorded today that were undreamt of a few years ago, which is all good scientific progress. Since 1903 the people in control of motor racing rules have been saying "It's too fast" and have looked for ways of curbing the speeds being achieved by the designers. Over the years many lines of progress have been stifled by legislation, often tinged with vested interests, and the latest outcry has been over aerodynamic devices and tyres. The "powder-

Continued on page 881

The Lancia Beta Coupé. Probably not the car you think it is.

You could be forgiven for thinking that our Beta Coupé is a typical example of high priced Italian exotica.

To begin with, it looks the part. Inside and out.

And its performance is nothing less than spirited. Nought to sixty in around 10 seconds and a maximum of over 110 mph. It gets there by courtesy of a 1592 cc twin cam engine, driving the front wheels through a crisp, 5-speed gearbox. Together, they give the Beta Coupé the kind of fuel consumption normally associatedwith small family saloons. At a constant speed of 75 mph, for instance, with two people in the car, we achieved well over 30 mpg.

Inside the car there are four deeply cushioned seats that look extremely comfortable and feel even better. All four have integral head restraints and the front seats are fully adjustable for length and rake.

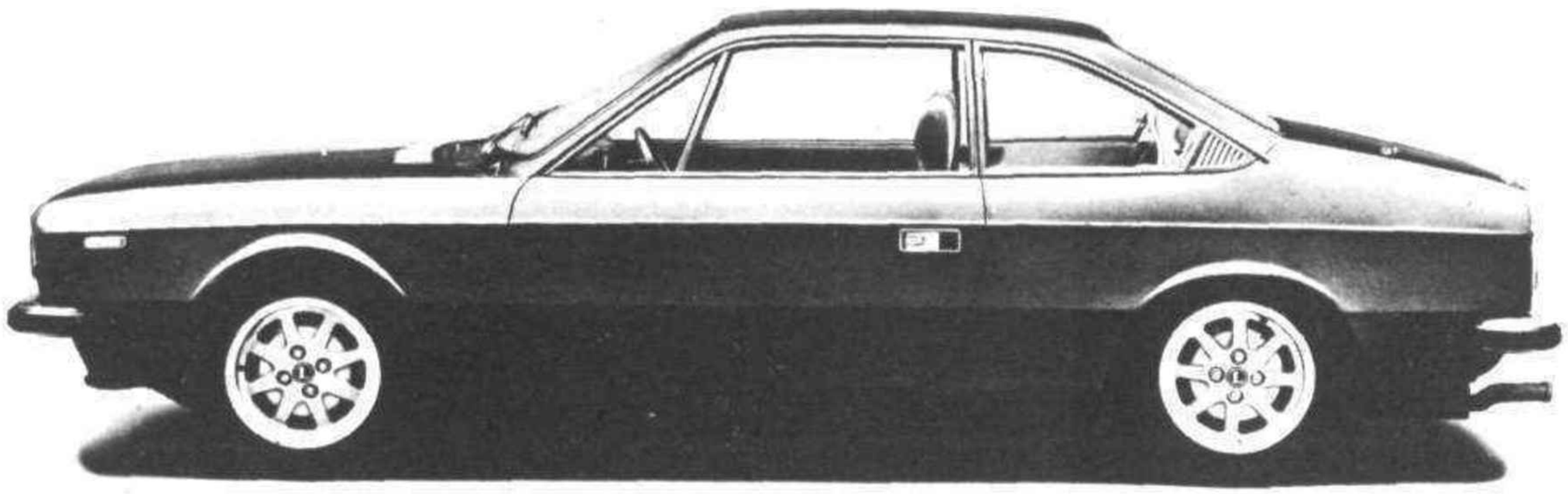
And the whole passenger compartment is surrounded by a rigid safety cage and major impact forces are absorbed by progressive collapse sections front and rear.

The car behaves very safely too. Thanks to all round independent suspension, which endow it with magnificent handling and roadholding.

Standard equipment includes dual circuit disc brakes on all four wheels, a vertically adjustable steering column, four quartz halogen headlamps, 2-speed wipers with intermittent sweep, light alloy road wheels and a heated rear window.

You probably think that all this adds up to something in the region of £3500. But visit your Lancia dealer and see the Beta Coupé. Italian. Exotic.
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Around and About

Mundy's Marvel

SINCE the days of the 3.8 Mk. IIs, Jaguar saloons have grown into rather more "luxury" than "sporting" carriages: the performance is there still, but the cars are somewhat softer in character and often cushioned by automatic transmission. That is particularly true of the XJ12, which has potentially formidable saloon-car performance blunted by its compulsory Borg-Warner Model 12 transmission. But take one of the new 285-b.h.p. DIN fuel-injected V12 engines, mate it to a five-speed gearbox, drop it in an XJ12 saloon with its already superb roadholding improved by alloy-wheel mounted, brand-new Dunlop tyres, shortly to be introduced on the new XJ27, its "driveability" enhanced by the latest (on V12s only) higher-ratio power steering, and the result is a five-seater bombshell of tremendously sporting character.

Harry Mundy, Jaguar's Associate Director, Chief Engineer, Power Units, has just such a car, into which the Assistant Editor recently found himself pushed by Mundy, quite unexpectedly, for a few unchaperoned miles. The transformation which the five-speed box has made to this car proved astonishing. This gearbox is pure Jaguar, of tremendous strength (more than enough to cope with now sidelined development 6.4-litre V12 engines, said to have as much torque at 1,000 r.p.m. as the 4.2-litre straight-six has at maximum) and, certainly in Mundy's car, having a quite delightful gear-change and perfect ratios for road use. The tragedy is that much as Jaguar's engineers would love to see this superb gearbox in production, the cost of tooling up would be prohibitive for building it in the smallish quantities which they anticipate would be sold in the mainly automatic-orientated V12 market. For this reason production of it is unlikely.

We think they underestimate its viability. Given the courage to invest in it and salesmen to push it to other car manufacturers—in the USA specifically, where even specialised markets are comparatively huge—it could more than justify its existence.

Extra performance (which was quite shattering) was only one virtue of this car; after all, the standard, automatic, injected car accelerates from 0–60 m.p.h. in 7.5 sec. It was the improved driving control, the ability to use the power properly to exploit roadholding on corners that transformed this Jaguar into a very sporting motor car indeed. One hundred miles per hour registered at a mere 3,000 r.p.m. in 5th (using the higher 3.07-to-1 final-drive ratio of the new injection cars), 110 m.p.h. represented a mere 3,400 r.p.m., 100 m.p.h. in 3rd gear represented only 5,150 r.p.m. (giving two more gears and several hundred more revs to go). Sixty miles per hour meant only 1,900 r.p.m. in 5th gear, in which ratio the car would run at, and accelerate from, less than 700 r.p.m., *i.e.*, tickover speed. Indeed, a Jaguar engineer claimed that 5th can be used from a standstill on a level road.

With a genuine top speed of 140 m.p.h. for the automatic car, Mundy's XJ12 must be capable of 145 m.p.h. plus, even allowing for aerodynamic drawbacks at that speed. It would not be over-exaggerating to say that if this specification Jaguar was put into production it would knock BMW and Mercedes opposition into a cocked-hat on practically all counts. How about it, British Leyland?



BACK TO AUSTERITY.—Ford have re-introduced the Popular name for this cut-rate Escort derivative. At £1,299 it is cheaper than the Mini 1000 and exactly the same price as the Polski-Fiat. A small-choke economy carburetter, removed sound insulation, lack of a passenger's parcel shelf and cross-ply tyres are the main specification changes. Chrome gives way to matt black, actually enhancing appearance on bright-coloured versions. Behind is the first Popular, the re-launched Model Y of 1934

Cheap Parts for Old BL Cars

FOLLOWING our article in the May issue criticising their handling of spares for older cars, British Leyland have announced a special redundant stock clearout sale to give owners of certain out-of-production vehicles "a once-in-a-lifetime opportunity to buy new parts for their cars at well below cost price". As much as 75 per cent off some parts, in fact.

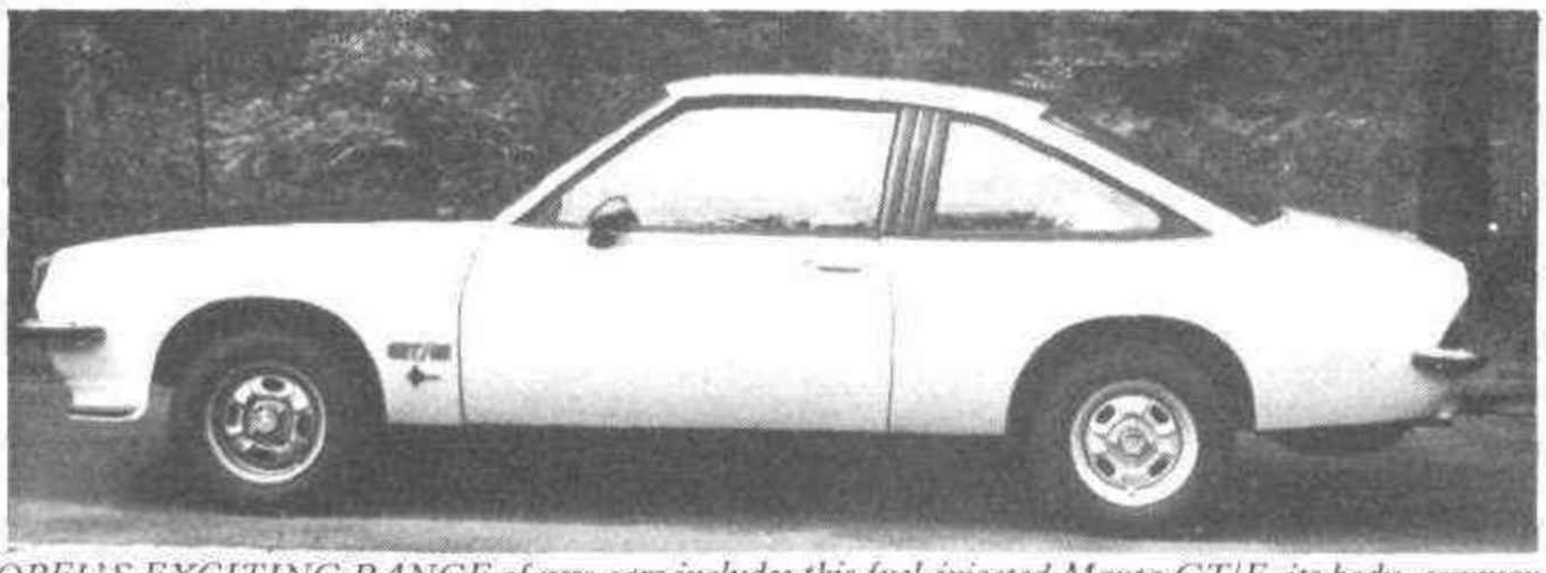
The full-list of models affected is: Austin A40, Austin A55/60 and Morris Oxford (including Wolseley and Riley derivatives), Austin A110 and Wolseley 6/110, Jaguar Mk. 2, S-type, Mk. 10 and 420 and the Triumph Herald and Vitesse range.

Examples of the special sale prices are a crankshaft for a Jaguar 3.8 Mk. 2 or S-type for £30 (originally £130), a stripped, straight-port Jaguar cylinder head for £50 (was £177), 3.8 Mk. 2 rear axle assemblies with limited slip differential, £50 (£139), a right-hand front door for a Mk. 10, £20 (£89), a door assembly for a Mk. II A40, £6 (£37.25), a front wing for an A60, £12 (£37), a cylinder block for a 2-litre Vitesse, £40 (£235).

A full list of the parts included in the sale will be available at British Leyland outlets, through whom the parts can be ordered. All orders will be dealt with on a first come, first served basis.

Though it would be nice to take credit for prompting this sensible move, we think that, unbeknown to us, it was already in the pipeline when our article appeared.





OPEL'S EXCITING RANGE of new cars includes this fuel-injected Manta GT/E, its body, common to 1.2, 1.6 *and* 1.9-*litre carburetter Mantas, replacing the popular and familiar Manta. The GT/E's Bosch L-Jetronic-injected engine produces* 100 *b.h.p. This new Opel offering includes a replacement Ascona with engines varying from* 57-*b.h.p.* 1.2-*litre to* 95-*b.h.p.* 1.9-*litre in the "S" version. Opel styling triumphs again in the attractive Ascona, but not so its German Press Office, which has managed one of the poorest Press launches we remember for some time. So much for German efficiency—even if the hospitality was pleasant enough.*

The Jensen GT

RAPPING the press over the knuckles for rumour-mongering, the outspoken Kjell Qvale, American owner of Jensen Motors Ltd., told us at a recent conference: "If we read too often that we aren't going to last, then it will probably come true." The remark was coincidental with the announcement of the Jensen GT, and if Jensen need something as a business booster then this beautiful 2 + very small 2, fixed-head GT ought to do the trick.

Jensen can hardly disguise the fact that the Jensen-Healey, on which this GT is based, has not been a resounding success. A reputation founded on the unreliability of the all-aluminium, twin-cam, 16-valve Lotus engines and poor finish of the early production cars takes some living down. Though the latest Jensen-Healeys we have driven, now with the five-speed Gertrag gearbox, are excellent cars (and reliable, though finish is not yet perfect), with roadholding, handling, performance and comfort to shame open sports cars from MG and Triumph, they have failed to sell in realistic quantities.

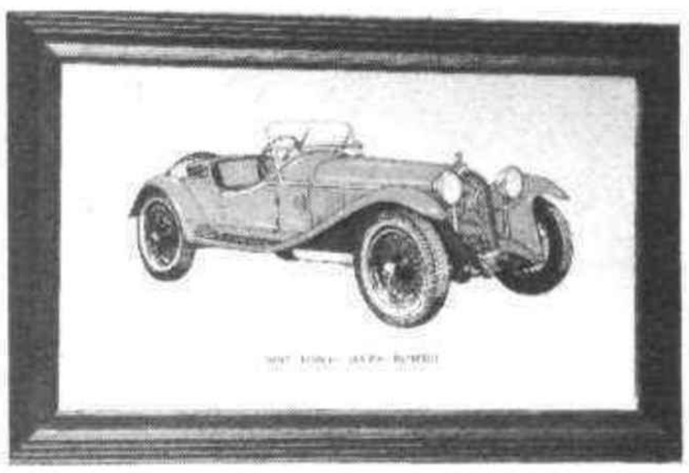
Qvale claims that the Jensen (note the dropping of -Healey) will create a new market. "We're up-marketing the Jensen-Healey into a market where we can expect more success, a market which is now being created. This £4,198 car is being built with the quality of a Jensen and the economy of a Jensen-Healey, a luxury car with economy built in."

This GT's interior is most attractively designed and finished—except for the atrocious, protruding self-tapping screws, inherited from the Jensen-Healey, in the screen pillars. Burr walnut facia with excellent instrumentation, electric windows, deep, high quality carpeting, thermal delay interior lighting *à la* Interceptor and very comfortable, Ambla and Nylon upholstered front seats are all included. The small rear seats—"for kids up to 10 years old", says Qvale—fold forwards individually to extend the luggage space. Gas-filled struts support the lift-up rear tailgate, which has its own screen-wiper and washer. Connolly leather upholstery is available as an extra. As Qvale intimates, the whole air of this elegant car is much more akin to the Interceptor than the Jensen-Healey. Air-conditioning is optional for the UK, standard on most export cars.

Mechanically, other than for attention to shock-absorber and spring rates and the fitting of a front anti-roll bar (it weighs 100 lb. more than the Jensen-Healey), the GT is identical to the later open cars. Production of the Jensen-Healey has been temporarily suspended to concentrate on the GT, production of which will rise to 40 per week. When the Jensen-Healey is put back into production it will incorporate many of the improvements made in the GT. Interceptor production has been levelled off at 10 per week.



THE NEW JENSEN GT, based upon the Jensen-Healey.



THIS 1,750-c.c. Alfa Romeo on a 25 in. × 15 in., heavy wooden-framed, mirror is one of a splendid series of reproduction Vintage Car Mirrors available from Bedfords and Co., 161, High Street, Wandsworth, London, SW18 4JB. A 1907 20-h.p. Rover, 1910 Model T, 1911 Stanley Steamer, 1912 Silver Ghost (hardly vintage, these), 1925 Bentley 3-litre (the radiator a bit out of proportion on this) are the others. Price is £8 plus postage and packing.

Small, Sporty and Useful

FIAT have extended the appeal of their 1.3- and 1.1-litre FWD 128 coupé models by introducing a revised three-door model to be known as the 128 3P. Aside from the telescopically-assisted third door, the 3P models offer more comfortable interiors with reshaped seats carrying cloth centre panels, useful improvements in engine torque and (probably) fuel economy.

Externally the frontal styling is mildly modified with new rubber inserts for sturdy new bumpers, while at the rear the third door is accompanied by the vertical arrangement of tail-lights.

It is unlikely that the British market, which will probably receive the latest addition to the line after the Motor Show in the autumn, will take the smaller-engined version at all, as this proved a slow seller when Fiat first introduced the previous coupé. For the record the 1.1 motor produces eight less horsepower than the 1.3's 73 b.h.p. at 6,000 r.p.m., and 64.3 lb. ft. torque against the bigger engine's 73.7 lb. ft. at 3,900 r.p.m.

Internally the engines have new combustion chamber profiles and compression ratio has been raised from 8.8 to 1 to 9.2 to 1 in the search for increased m.p.g., with no penalty in octane requirement. While peak horsepower has actually dropped by 2 b.h.p. on the 1300, the car loses no performance and is easier to drive because of an 8.5% torque increase that is backed up by a substantially improved torque curve from 2,000 to 6,000 r.p.m.

Maximum speed of the 1300 version is put at 99 m.p.h., and we are quite prepared to accept that as the speedometer on "our" demonstrator was descending from an indicated 108 m.p.h. or so when we did finally get the chance to have a look on the busy Italian country test route.

The amount of tyre squeal and slip under anything beyond a half-throttle standing-start would have been more at home within the confines of Santa Pod's quarter-miles. However its useful 1,297-c.c. performance of 13.5 sec. from 0-62 m.p.h. could be delivered to tarmac less dramatically.

The 128 3Ps we tried suffered from sticky steering, but they still handle in a safe manner that can be exploited readily within the bounds of increasing understeer until the throttle is lifted. The three-door configuration and foldaway rear seats allow maximum load to be increased in capacity from the previous model's 11.3 cu. ft. to an astonishing 32.4 cu. ft., though the catalogue illustrates a man sitting on his own with a large potted plant growing over the folded-forward front seat, which may explain some of the difference! It is nice to note that Fiat have included a luggage cover, which doubles as the rear shelf.

The 128 range of saloons, estates and three-door coupés nears the 2½ million mark in production and the 128 3P can only extend that appeal to the benefit of Fiat and those who consider a Capri oversize, or who find other full-size coupés impractical and too expensive. The only penalty such customers will pay is that of excessive engine noise and drumming at speeds beyond Britain's highest speed limit.



THE Fiat 128 3P.

Goodbye Front Plates

MOTORCYCLE front number plates cease to be a legal requirement after August 1st. The protruding edge of these front plates "has afforded a significant safety hazard to rider and pedestrian", says a DoE report. Motorcycles, mopeds or scooters are all included in this new regulation, which doesn't however, insist on removal of existing plates, a point of interest perhaps to owners of vintage motorcycles who would be loath to change long-standing appearances. Rear number plates remain a statutory requirement.

Whitehead's Ferrari

FOR the benefit of D.S.J., who will undoubtedly complain (!), and our readers, a printing error in correcting another error has transformed the ex-Peter Whitehead Ferrari described on page 892 into a 1-litre instead of a 1½-litre supercharged car.

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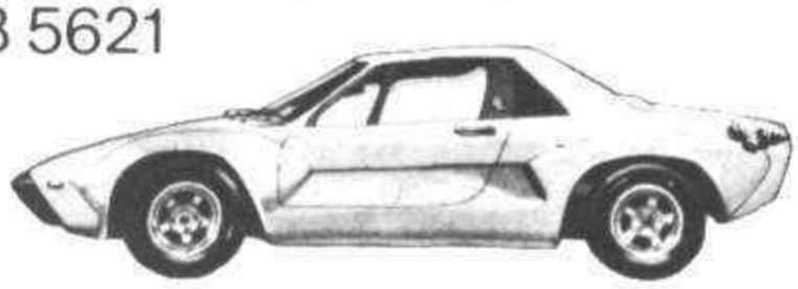
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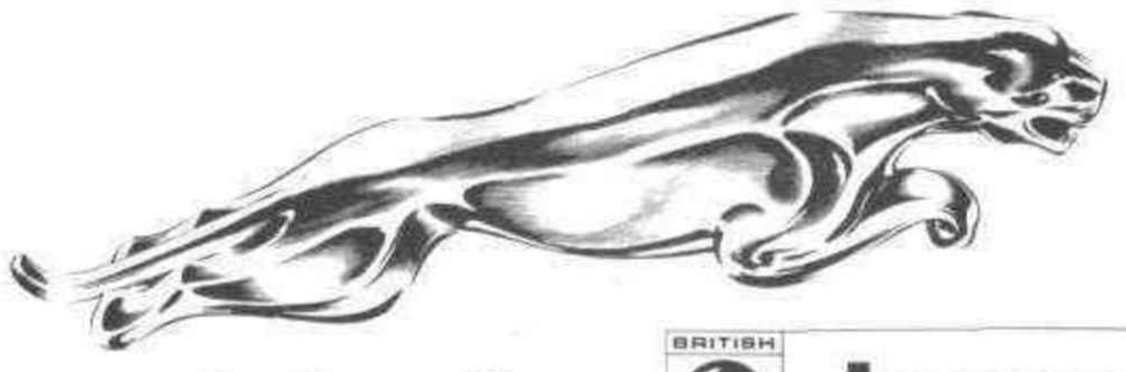
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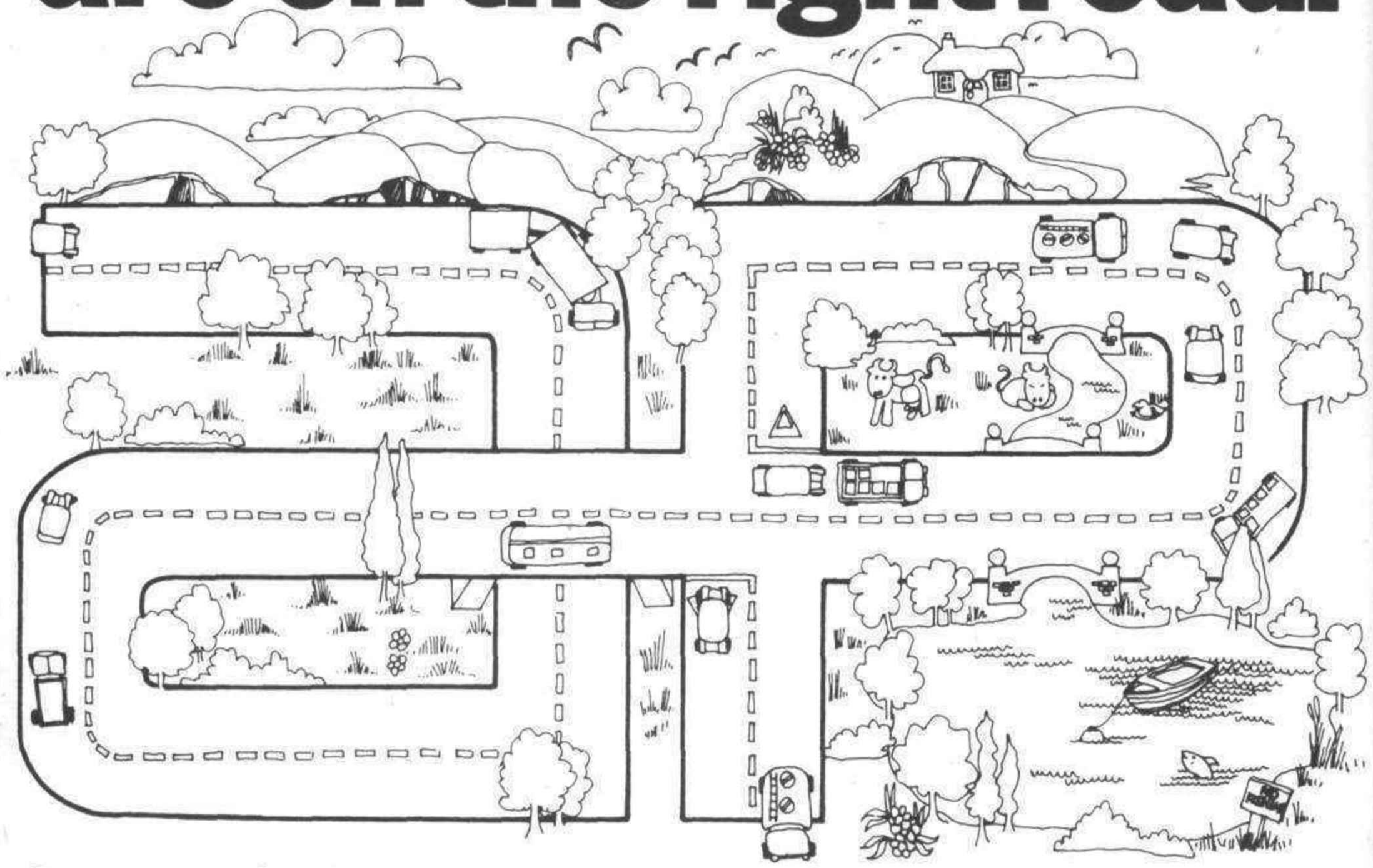
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Book Reviews

"Francois Cevert" by Jean Claude Hallé. 213pp. 8¾ in. x 5½ in. (*William Kimber & Co. Ltd., Godolphin House, 22a, Queen Anne's Gate, London, SW1H 9AE*, £3.50).

Nearly every racing driver of note in the F1 field has now had a book published about him and here is one about Francois Cevert, who was killed in practice for the Watkins Glen Grand Prix in 1973. I do not like it. It is over-obsessed with morbidity, as indicated by the sub-title, "A Contract With Death". I suppose William Kimber, who have published the biographies of Emerson Fittipaldi, Jackie Stewart, Jo Siffert, Jack Brabham, Jochen Rindt, Graham Hill, Mike Hawthorn, Stirling Moss and Peter Revson, are pleased to have netted a book about Cevert. But they could have got a kinder author to write it.

While the account of this driver's racing activities and driving methods is up to standard, the amount of pathos included, particularly how the driver's death was announced to those near and dear to him, is not. There is, admittedly, plenty of the former material, written to appeal to both enthusiast and novice. But the last chapter, too dramatically recalling the fatal accident to the Tyrell-Cosworth, should have been omitted. So should the Epilogue which is pure journalese. The pictures are good.—W.B.

"A Traction Engine Miscellany" by Ronald H. Clark, MI Mech.E. 243pp. 11¼ in. x 8½ in. (*Goose & Son Publishers Ltd., 9a, Victoria Street, Basingstoke, Hampshire, RG21 3BT.* £10.00).

The author is extremely well-known in the traction-engine world and in this book, which is packed with illustrations and drawings, he ranges about across the years, covering various aspects of the movement, in what is his tenth book, if one includes a novel and his history of the Brough-Superior motorcycle.

Thus one finds odd snippets of information here, how traction engines were tested, how some of them indulged in dramatic accidents, how cranes were fitted to them, their dimensions, details of single and multi-cylinder types, etc., etc. The contents conform to the George Borrow quotation the author has chosen—"The dog that trots about finds a bone". So this book will no doubt be of great appeal to avid steam enthusiasts, especially in this 21st Anniversary year of the NTEC, with its great road-run from Nettlebed to Appleford scheduled for the 12th of last month. It contains a staggering number of pictures, 349 in all. But it seems very expensive, nevertheless.—W.B.

"The Batsford Colour Book of Vintage Cars" by Anthony Harding. 63pp. 8⅞ in. x 7⅞ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0HA.* £2.30).

Very superficial, this is a classic pot-boiler, because unless I am very much mistaken, the colour prints, four of which are by our own London Art Tech., have been used previously, in similar Batsford books by Michael Sedgwick. The once-famous motor book house will have to do better than this to re-establish itself in this lucrative market-place—W.B.

Cars In Books

FROM "The Rainbow Picnic", Daphne Fielding's portrait of Iris Tree (Eyre Methuen, 1974), I learn that Iris Tree's mother was badly disfigured in a motor accident while being driven by the actor Lewis Waller. This lady can, however, be regarded as an enthusiast, because this unhappy experience did not deter her from buying a car of her own, with what money she had left after the failure of Wyndham's Theatre of which her husband had made her manageress, to give her a new interest. This was in 1913, so it is a pity the make isn't quoted. Nor is that of the car in which Iris and Diana Manners motored to the Salzburg Festival in 1925, nor yet again what was the "fine car" owned by Fredrich Ledebur, whom she married. But in the 1950s she bought, with her earnings from her part in the film *La Dolce Vita* ". . . a secondhand car: an enormous Alfa-Romeo that had belonged to a Roman princeling. It was caddish in appearance, a glutton for petrol, and as hard to control as an unbroken horse. For an impoverished middle-aged lady who had not driven for years, no vehicle could have been less suitable, and Iris was frankly, and justifiably, terrified of it". However, she drove it from Rome to Ischia and reached Naples safely. She left the car in a garage by the docks and on her return found only a large hole in the ground. As all the car's papers had been in the glove-box, that was that! Later she acquired a used blue VW, which shared in many adventures in her later life, and on one occasion got itself stolen.

No finer or more readable biography of a great man can be found than Duff Hart-Davis' book (Jonathan Cape, 1974) about Peter Fleming, the explorer, and brother of Ian Fleming of James Bond notoriety, who died a few years ago of a very sudden heart attack. At an age when travel books did not normally appeal to me in any way, I found Fleming's story of his remarkable travels in China absolutely enthralling. But only after reading Hart-Davis' very capable book did I realise what a remarkable character Peter Fleming was. His enormous capacity for travel in highly improbable places, often largely on foot, and his war-time and literary activities, mark him out as a quite exceptional person, who was also obviously very likeable.

His life was so broad that to pick out the relatively few motoring aspects seems even rather trite. However, I know those who read this feature will be interested to be informed, until such time as they take the opportunity of reading the biography in its entirety, which I strongly recommend them to do, that even while he was at Eton Fleming drove a car; this was during the General Strike of 1926, when he was nearly 19. All we are told, alas, is that it was ". . . an old buff-coloured car procured from the ancestral stables at Joyce Green". Joyce Green was the vast family mansion near Nettlebed and the young Fleming drove the car taken from there to Reading Gaol early every morning, collected copies of the *British Gazette,* and ferried these to Swindon, armed with a riding crop. At Oxford, Hart-Davis tells us, Peter shared "a Morris two-seater known as "William" with Ian Fleming—this was in 1926, so it would have been a bull-nose. It seems to have served the young Flemings very well; in 1928 Peter drove it to Scotland, doing 440 miles on the first day, 160 by lunch-time on the second, and the following year the car was still in use, being used for a tour through France and Spain with Rupert Hart-Davis, although "the whole trip was coloured by the constant breakdown of the car's steerage". Peter drove all the way, including covering 900 miles and two sea-crosings in three days on the return journey, so the Morris could not have entirely disgraced itself. Incidentally, in hotel registers Peter who loved a joke in any and every situation, entered his profession as "Sanitary Inspector" . . .

Apart from cars, there are many references to aeroplanes and flying-boats in this long and splendid story of travel and adventure, commencing with Fleming's first flight, in 1930, from Guatemala City to Mexico, reminder that inter-city air travel was pioneered by the USA. Ignoring references to cars of that period which Fleming drove in remote areas, such as from Shanghai to Nankin, but the makes of which are not disclosed (presumably they would have been American cars), and the "ancient cars" they used for hunting expeditions from Breslan in 1934 (and what would these have been?), one comes next to an Imperial Airways flight from Kashmir to Croydon, which took three days in 1935. In 1941 Peter Fleming was engaged in harrying the Japanese and in Saiaing sacrificed a Ford Mercury in a faked accident, leaving decoy documents in its boot—I was pleased to find evidence that he had considerable respect for Sherlock Holmes, who Fleming remarked later, would not have been fooled by the skid-marks they had purposely made before crashing this luckless Ford. In other places, too, there is reference to the greatest detective in fiction.

Back in England after the war, Fleming, the biography informs us, ran "a vintage Rolls-Royce shooting-brake, at his 2,000-acre estate at Nettlebed, which "being hopelessly un-mechanical, he drove with an atrocious grinding of gears". This car formed the subject of one of Fleming's essays in the *Spectator,* for which he wrote regularly, which all R-R lovers should hunt up; it was GF 7500, and I wonder if it has survived?

Before this, in 1939, Jonathan Cape, who published Fleming's travel books, had paid for most of a Dodge car—its owner was naturally amused by the exhortation to "Dodge" on its prow—which would have been, perhaps, a Custom Eight. Does the Classic American AC know? Anyway, he described it as a good car, badly needed as his old one was devoid of brakes. Incidentally, the Dodge is picked out in the Index to this biography but the Rolls-Royce, and the Citroën shooting-brake which Fleming was using in 1966 after "he had long abandoned vintage cars", are not—which makes me wonder whether it was compiled by an American! Read "Peter Fleming" if you possibly can; it is a great book, apart from the motoring, flying and railway episodes it contains.—W.B.

Rallying's outstanding era remembered by Stuart Turner

STUART Turner was one of the many keen and enthusiastic young men who have worked within the pages of our contemporary Motoring News, *founding the Verglas rally column, which is still a weekly feature today. He is perhaps the best known of those to grace those pages, leaving to take the post of Competition Manager to BMC in 1961. The succcesses recorded by the Big Healeys and shrill Mini derivatives etched the Turner name firmly in the rallying annals of the 1960s. From 1967-1969 his bespectacled countenance was behind the Castrol Competitions and promotions people in ensuring that Lord Wakefield's Company continued to enjoy an enthusiastic reputation, but as the 60s turned into the 1970s Stuart Turner began to command even greater professional respect for his achievements with Ford Competitions, masterminding the Essex-based team in their winning assault on the 16,000-mile World Cup Rally of that year. By 1972 Turner had moved further up the Ford corporate tree with much of the final say on the company's competition policy, and managing what was then the thriving Ford Advanced Vehicle Operation at Aveley in Essex. Today at 42 years of age he awaits the production of the most recent developments from Ford Advanced Vehicles Engineering team (production of vehicles ceased at Aveley just after the beginning of 1975 and new cars will be made at Halewood in Britain and Saarlouis, Germany), of which only the RS2000 and Mexico Escort derivatives remain to reach public hands.*

Dynamic is the word used generally to describe a man such as Turner in best journalese, but it is the restless imagination and forceful, energetic, manner which communicates that this is a man whom sporting legends swiftly surround: he is a quick and clever thinker who gets on and does things, hoping to freshen up motoring sport. Ideas and plenty of opinion pepper his conversation as he ensures that he knows what is going on in most corners of the enthusiast world.

Rallying has been the cornerstone by which the Turner style was bred, but it should not be forgotten that he had plenty of racing contact at BMC (everything from Spridgets and Minis to Sebring Big Healeys and MGBs: he met Jackie Stewart in those days, when Stewart came along to a test day and disgraced all the regular sports and saloon drivers pretty thoroughly, driving their regular cars at Goodwood) as well as the obvious current and past Ford tarmac activities since 1970.



THOSE WERE THE DAYS. Turner's world-beating BMC team of 1966. Left to right, Paul Easter, Simo Lampinen, Mike Wood, Turner, Rauno Aaltonen, Tony Fall, Paddy Hopkirk, Timo Makinen and Henry Liddon, partly hidden by Ron Crellin, not forgetting the all-conquering Mini-Cooper S.

For a man of many talents – his Danbury home is a resting place for several Turner wheeled restorations, including such diverse subjects as a Jaguar XK, Gipsy Caravan and a Penny Farthing – his memory has the traditional weakness for dates, but the meaning of an era is firmly retained.

"I think the high spot of rally activity might well have been the 1960s, by which I take into account enjoyment and the events: the first international rally I did with John Sprinzel contained endless zig zags to ensure that no Michelin guide recommendations were missed *en route*!" Thus did Turner begin to impart the feeling of the era, "I remember that files I inherited when I went to BMC demonstrated how different rallying was in the early 1960s with long reports detailing how worthy an effort a 35th overall and 1st in class had been."

In Turner's view the big change in rallying during recent years seems almost to have co-incided with an invasion of Norsemen. "Those beady-eyed Finns and Swedes following in the wake of Eric Carlsson all wanted to win at virtually any cost – it really was the difference between Gentlemen and Players, all over again."

Turner was certainly familiar with the Carlsson mystique, winning the RAC in a SAAB with that large and determined gentleman. "When we won in 1960 it was because Erik's 840cc two stroke had defeated all the opposition on a proper rally stage, not because of some navigational trick of driving test twirls. It marked the beginning of real international special stage rallying in this country and a whole new breed of rally drivers like Tom Trana, Bengt Söderstrom, Rauno Aaltonen and Timo Makinen. It is really rather like international athletics where the best in Britain are put into perspective by a representative field with people who set new standards . . . and that's exactly what the Finns did for British drivers, for Mr. Hopkirk didn't like being beaten by team-mates like Rauno Aaltonen. Thus Paddy set to work to prove that you didn't have to be Scandinavian to be best . . . something that's still hard to do today!"

Looking at the motivation behind those factory teams of that era, Turner comments, "simultaneously marketing methods became a lot more professional while the traditional Monday morning successs advertising (especially of class victories) began to die out. The emphasis switched to dealer promotions with management showing a great deal more interest in what was happening to the money budgeted for motor sport purposes, swiftly realising that money spent on just motorsport and associated success advertising could be totally wasted if there was no real success trumpet . . . and that means winning outright in most people's thinking."

"A second strong factor emerged in British rallying's growth when the RAC Rally itself progressed from its driving test and road navigation form into 1960's combination of special stage and tests, which finally gave way to the super all-special forest stage format that decides the event today." Turner agrees with many of the overseas visitors who contest the event every year that, "the RAC is now one of the best rallies in the World".

Speaking as many enthusiasts feel, Turner says there is something missing even from today's sophisticated events, that is, "The 1950's circus of international works teams. I saw Chenisse (of Renault Alpine-J.W.) recently and he was delighted that we were going to contest rallies in France with British-built Fords: the Press interest will be double that when just French teams are involved, and this is good for all of us.

OPPORTUNITY KNOCKED for "Flying Finn" Timo Makinen when Turner employed him in the BMC team. Here he's pictured during his epic drive in a Big Healey to 2nd place in the 1965 RAC Rally. It's a salutary thought that 10 years later Makinen remains probably the world's fastest rally driver and is employed by Turner still – albeit under the Ford banner. The best woman driver of the era was (and still is) BMC's Pat Moss, pictured with Turner and Don Morley.







"PADDY HOPKIRK set to work to prove that you didn't have to be Scandinavian to be best . . ." He did a good job of trying, too, as he shows here during the Oulton Park stage of the 1965 RAC Rally. In that golden era, his became rallying's household name in Britain.

I sometimes regret that I missed the days when Mercedes, Citroen, Triumph, M.G., Rootes and BMC joined others in all corners of Europe. Even when I started at BMC the influx of teams for events in the South of France made the hotel situation just as it is for today's Grand Prix. The great thing about those days was that you could really judge somebody's performance directly against the best in international opposition. Nowadays the works teams do the events that mean the most in sales and marketing terms for their own ends, and it is a shame we don't all get together on at least two events per year, one tarmac, one loose!

"I think what really changed the International rally situation was the influx of new team managers within the UK making things less cozy and rather more businesslike for the sixties. Don't underestimate the contribution made by Alec Issigonis and his enthusiasm with the Mini. In fact the Mini-Cooper gave BMC the tool they needed to win outright. If there hadn't been a Mini-Cooper I am sure the Lotus Cortina and hotter Escorts would have never appeared." Turner remarked on this point with satisfaction, gazing speculatively at the shining new poster for the latest in the Ford swift Escort line that adorns his wall. In fact the poster reflects the times we live in very accurately drawing enthusiast attention to the RS1800's fuel economy nearly as prominently as to its undoubted performance capabilities.

Putting the contrast of a decade and more ago and today into words Mr Turner remarks, "I don't think the climate is right today for a full scale revival of the factory teams. There is not the money to support advertising of class successes, whereas BMC used to boost the whole range, especially things like the A35, A40 and Morris Minor. Today, if you are going to sweat round the Alps for 10 days, and I'm including a proper recce, which is vital for most continental success, then you want to be able to say more than 'A40 wins class'. For Ford, the advertising of class success is almost an admission of failure after their record in recent years. The only exception to the class-winning rule, from a manufacturer's point of view, is France where a category win can certainly benefit sales." That's one of the reasons Ford were such enthusiastic Monte supporters, where the Escort was a capable fourth or fifth, a touring car win, a lot of publicity and some valuable lessons learned against more suitable tarmac machines.

Some salient points emerged from Stuart Turner's remembrances of the Sofia-Liege 'road race/rally' classic, including the fact that the whole event was constructed around the principle of making every second of each mile pass as quickly as possible, so that any loss of time in 84 hours of tough road mileage could, "eliminate the innocents who dawdled along having interpreted the regulations as allowing the time shown, whereupon the organisers could close a control early and ensure that everyone had to drive flat out to be competitive".

Turner recalled Pat Moss arriving at a Sofia-Liege secret check just a minute early, whereupon the gentlemanly organisers promptly scrapped that control. "I enjoyed the organisers' attitude to secret checks as well," continues Turner, "they would announce that the police wanted secret hideouts to monitor this bunch of rally drivers racing across the country . . . but, simultaneously, they would hold aloft a description of where the secret checks were!" Also featured by the BMC team was a mobile 100 gallon petrol bowser and a service aeroplane, from the portholes of which inevitably fluttered most of the servicing schedule papers on one occasion. A special hazard of African rallying!

Turner's first RAC Rally as a competitions manager probably persuaded his rivals, and a youthful Paddy Hopkirk, that the BMC factory team was the place to be. Andrew Hedges and a mechanic, plus Turner, used an Austin Princess to turn up at the majority of special stage exits, complete with flashing lights so universally adopted today on British events. Today Turner feels that an awful lot of servicing is unnecessary: "I think we would have won most of the events that Ford did win, whether we had extensive service or not." Except Marathons, he means.

On the current role of the navigator, or co-driver as they are sometimes known in a hangover from the past, Turner says, "on events such as Sofia-Liege the co-driver had to share in the competitive motoring, or you fell asleep. In particular Timo Makinen didn't like being driven, so today Henry (Liddon) barely kisses the steering wheel. However there are a lot of co-drivers who cover the road miles that connect stage to stage. In fact we have a bit of a shortage at Ford at present for co-drivers, especially younger ones on the way up, who may turn out to be the new Jim Porter or Liddon." In fact the trouble is finding people who have already shown outstanding talents in home events, then bring them forward to the stage where they can cope with Internationals coolly.

When one considers that a 3-4 car works team can dispose of £40-60,000 to reconnoitre and then contest Kenya's Safari Rally these days, you might imagine that Marathon rallies such as London-Sidney and London-Mexico don't appeal to a motor industry suffering recession all over the world in quite the way they did. Turner feels, "I watched the cars arrive in Sidney and thought that their arrival was a great credit to all the organisers, but especially Tommy Sopwith and Tony Ambrose: they made possible a new style of rallying. Later, London-Mexico was great for the team and me, but what I'd really like to see is a rally round the World before I pass on."

Launching into the press and TV coverage accorded to rallying (and he has been responsible for a couple of rallying programmes on BBC2) Stuart smiles behind the massive framework of his spectacles and advances the theory, "manufacturers could always find some obscure Bulgarian event, take as many journalists as possible and gull everyone that this is the greatest thing East of Watford, with consequent beneficial coverage."

Why is rallying such a great spectator draw these days? Turner responds to this frequently-posed question, "well it is not, definitely not, because it is free to spectators. Many spectators come from Birmingham to Wales and there's no way that petrol comes cheap these days. I think it is simply that they can get close to the sport – remember the Colditz Castle that now poses as pits in Grand Prix racing – and to the leading competitors. All the teams have to push the crowds away at a major rest halt like Machynlleth, but the rallyist has to be pretty hardy to follow the sport into the forests. I am always happy for rallying itself when I discover again how expert some spectators are." – J.W.

TURNER'S WORLD-BEATING activities have continued into the '70s for Ford. This discoverer of Scandinavian rally driving skills continues to use them to advantage, which paid off again when Hannu Mikkola, on Turner's right at this after victory interview, won the London-Mexico World Cup Rally. Left, the two sides of Turner's job. During his Ford period Turner has helped Roger Clark to dominate British rallying and Jackie Stewart to dominate Grand Prix.





THE DUTCH GRAND PRIX

An Englishman wins

Zandvoort, June 22nd

EVERYONE went to the seaside circuit in Holland resigned to the fact that the Dutch Grand Prix would be another Ferrari walk-over. Memories of the way Lauda and Regazzoni had dominated the 1974 race still lingered uncomfortably in the minds of the Cosworth V8 users, even though the massacre was avenged later in the season. The 1975 Ferraris, with their ever more powerful flat-12 cylinder engines and the new chassis with the transverse-shaft gearbox ahead of the rear axle centre-line, has been a resounding success and has been dominating the Grand Prix scene. Whether the Cosworth V8 engine has been powering Tyrrell, Brabham, Shadow, Lotus, March, McLaren or Hesketh running gear, the answer has invariably been that Lauda and the Ferrari have been the combination to beat, with Regazzoni often being a strong supporter of the Maranello cause.

Even before practice began at Zandvoort the tone was "who will be the quickest of the Cosworth-powered cars," and the first practice did nothing to allay this feeling. The Ferraris were using long thin tail-pipes on their exhausts instead of the more usual megaphone ends and the engines were set for a wide power range to assist acceleration from the too slow, but important hairpin bends on the Dutch circuit. With a strong headwind blowing along the straight and Goodyears supplying everyone with "standard" tyres, there being no "super-sticky" ones for the chosen few, it was not anticipated that the all-time fastest lap of 1 min 18.31 secs set by Lauda in practice last year would be approached, even by the Austrian himself. The race lap-record stands to Peterson (Lotus) at 1 min 20.31 secs set up in 1973 and last year the fastest race lap was only 1 min 21.44 secs by the same driver and car. These sort of times give an average speed of around 116 m.p.h. and apart from the Panorama ess-bend, most of the back leg of the circuit is flat-out in fifth gear for the ace drivers. 1 min 20 secs was going to be a good lap time to aim for, while 1 min 21 secs or longer was not going to be very impressive or of much use for a good grid position.

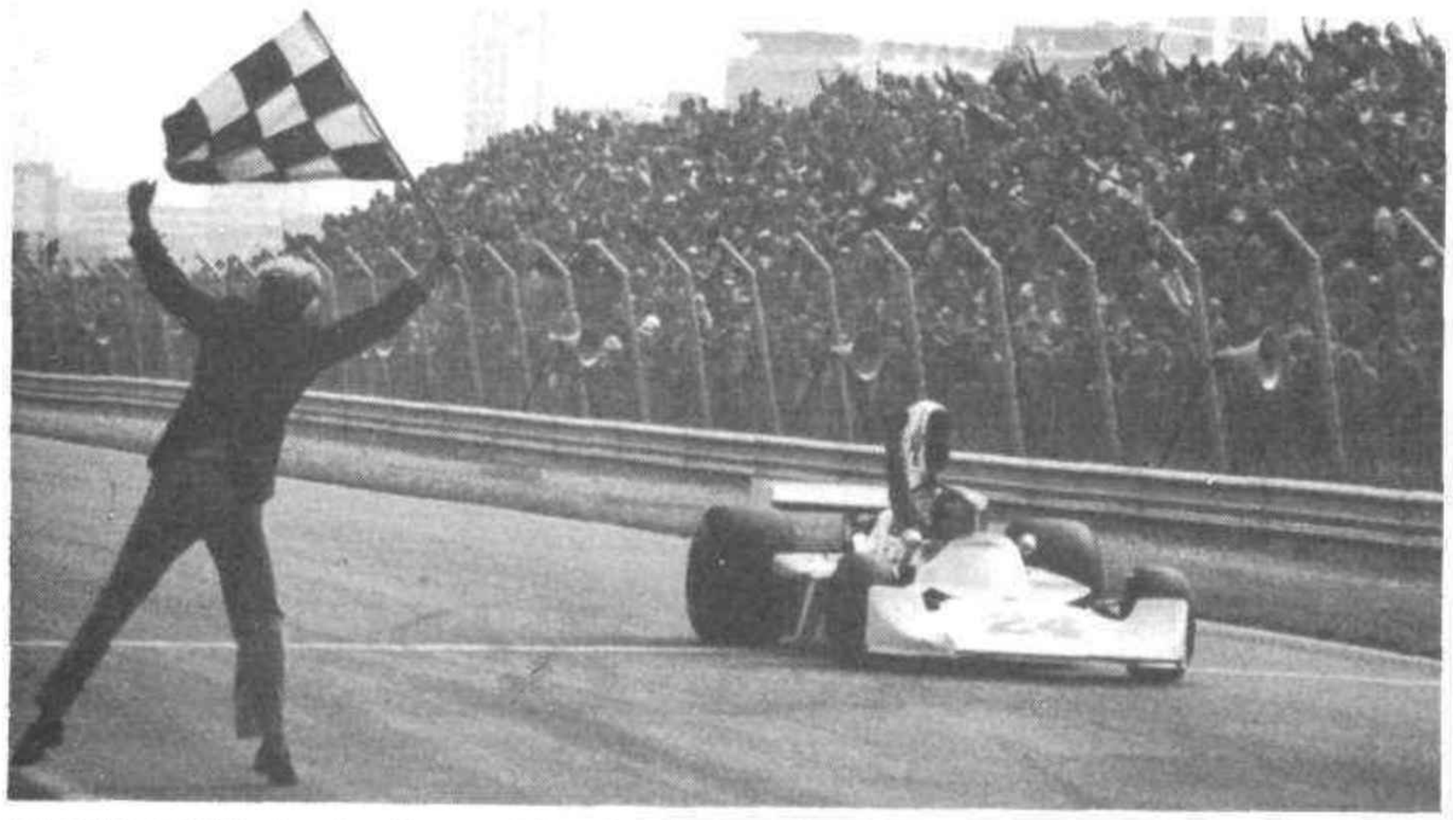
The expected Ferrari domination materialized with Lauda and Regazzoni recording virtually equal times, the Swiss being fastest by a mere hundredth of a second, with 1 min 20.57 secs. Among the opposition was a single ray of hope in James Hunt, with the Hesketh 308/2, who just cracked 1 min 21 secs, by three-hundredths of a second, but everyone else was in the comparatively unimpressive category, while a few were down-right slow by ace-Grand Prix standards, but nevertheless very fast by normal standards. While all the leading teams were unchanged as regards drivers and cars, there had been some re-shuffling among the lower orders. The Harry Stiller-sponsored Hesketh 308/1 activity had ceased, so Graham Hill snapped up Alan Jones for the number two spot in his Embassy-sponsored team, alongside Tony Brise. "I had to have young Jones," said Hill, "I used to race against his dad in the Tasman series." Ian Scheckter was having another go with one of Frank Williams' cars, and Jacques Laffite was back in the team. The Hesketh hire-car 308/3, driven in Sweden by Torsten Palm was back as Hunt's spare, all white and pure once more, and Wilson Fittipaldi's little Brazilian team were pleased to have got a new car completed, their third altogether, this one having neater tubular front wishbones. Gijs van Lennep was driving Morris Nunn's Ensign in place of Wunderink, who was still on the sick list, and there was a brand-new Ensign in the paddock, but it was not due to be run just yet. The Vels Parnelli team were missing once again, Andretti having a more important race to contest in the U.S.A., and a newcomer on the scene was Hiroshi Fushida with the blue and white Maki from Japan, though it looked as though it had been built in England, with its Cosworth V8 engine, Hewland transmission and Melmag wheels.

The first practice session had been from 10 a.m. until 11.30 a.m. under cloudless skies, and after lunch the glorious weather and practice continued. From 1 p.m. to 2 p.m. the lappery continued and while Regazzoni was not so fast Lauda went much faster, down to 1 min 20.34 secs. However, two more drivers joined Hunt in the elite class, these being Scheckter with Tyrrell 007/2 and Reutemann with Brabham BT44B/1. All three were greatly encouraged by being faster than Regazzoni on the afternoon times, but they were still slower than his morning time, so the end of the first day saw the two Ferraris on the front row of the grid. The Maki did not appear after lunch as the oil pressure disappeared from the Cosworth engine and the small team had no spare engine. That the Zandvoort circuit is not a very difficult one for a skilled driver of a Formula One car was shown by ten drivers recording times within the span of three-quarters of a second. To most people one whole second of time is difficult to visualize, let alone three-quarters, and in that space were Emerson Fittipaldi, Jarier, Brise, Brambilla, Laffite, Watson, Mass, Pryce, Pace and Depailler; a situation that brought forth some discussion on the validity of the existing method of timing practice laps.

Saturday was another hot and hazy day, but the headwind on the main straight was stronger which prevented the fast ones going any faster, but allowed a few more to get a bit closer and join the under-1 min 21 sec group. World champion Fittipaldi just scraped into this group, as did Tony Brise with the Hill car. Apart from the two Ferraris which were recording "ace" times at every session, no-one else got below the 1 min 21 secs barrier. Although the two Ferraris were dominating the scene it was not without a certain amount of untoward excitement. Lauda had the rear suspension come adrift on his car, and later had the nose section and front aerofoil mounting collapse, while Regazzoni had his engine go off song, requiring a complete change at the end of Friday, and on Saturday he had a misunderstanding when passing Scheckter, who was going relatively slowly, and the Ferrari clobbered the front of the Tyrrell, both cars being slightly damaged. There were a certain amount of excited shouting in Italian and Afrikaans, but it soon died down.

Conditions did not alter for the final hour of practice and just to convince everyone, Lauda improved his time to 1 min 20.29 secs, consolidating himself yet again on pole position. Fittipaldi appeared to have the measure of things and once more broke the 1 min 21 sec barrier, but there were no other "ace" times, though one or two drivers improved their lot, moving up from a lowly place on the grid to a not so lowly place. Competition among the mid-field runners was very intense, the second place of decimals on a lap time pushing a driver back another row on the grid. Lauda and Regazzoni had complete command of the front row of the grid, with Hunt and Scheckter behind them, their times almost being equal. Then came Reutemann, his best time being made in the spare Brabham, alongside E. Fittipaldi, with Brise the only other driver in the "ace" category. From Jochen Mass in eighth place with the second of the works McLarens, to Peterson in sixteenth place in Lotus 72/R9, there was less than half a second difference, and in this tiny gap were Pace, Jarier, Brambilla, Pryce, Depailler, Watson and Laffite, so that even if the two Ferraris were out on their own, there was going to be a very close pair of Cosworth races, for only a quarter of a second separated the five Cosworth-powered cars in the "ace" class. Rather dejectedly at the back was Ickx, who looked as if he had retired from Grand Prix driving, but had omitted to tell anyone.

Sunday started off another bright and sunny day, but it did not last, for grey clouds came from the east, bringing rain and by mid-day everything was covered up and the whole paddock sheltered from the heavy rain, only the poor unfortunate spectators being unable to do



JAMES HUNT takes the chequered flag for the first Grand Prix win by an Englishman since 1971.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 21.61	1. 21.04	1. 20.91	1. 20.95
2	J. Mass	McLaren M23/8-Cosworth V8	1. 21.28	1. 21.48	1. 21.01	1. 23.62
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 21.18	1. 20.74	1. 21.19	1. 21.04
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 21.75	1. 21.79	1. 21.32	1. 21.20
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 22.22	1. 22.48	1. 21.90	1. 21.46
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 23.20	1. 23.76	1. 23.26	1. 23.34
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 23.20	1. 20.87	1. 21.74	1. 22.35
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 23.92	1. 21.68	1. 21.19	1. 21.06
9	V. Brambilla	March 751/3-Cosworth V8	1. 21.31	1. 21.25	1. 21.14	1. 22.28
10	L. Lombardi	March 751/2-Cosworth V8	1. 23.99	1. 24.75	1. 24.17	1. 25.05
11	C. Regazzoni	Ferrari 312B3/021(T2) -flat-12	**1. 20.57**	1. 20.97	1. 20.96	1. 21.93
12	N. Lauda	Ferrari 312B3/022(T3) -flat-12	1. 20.58	**1. 20.34**	**1. 20.59**	**1. 20.29**
14	R. Evans	BRM P201/05 -V12	1. 24.00	1. 23.53	1. 22.97	–
15	–	–	–	–	–	–
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 21.62	1. 21.70	1. 21.16	1. 21.82
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 21.44	1. 21.15	1. 21.10	1. 39.71
18	J. Watson	Surtees TS16/05-4-Cosworth V8	1. 21.68	1. 21.32	1. 21.23	1. 21.79
19	–	–	–	–	–	–
20	I. Scheckter	Williams FW/03-Cosworth V8	1. 23.93	1. 24.39	1. 22.82	1. 22.92
21	J. Laffite	Williams FW/04-Cosworth V8	1. 21.75	1. 21.32	1. 22.61	1. 22.17
22	A. Jones	Hill GH1/3-Cosworth V8	1. 22.77	1. 22.55	1. 22.01	1. 22.70
23	A. Brise	Hill GH1/1-Cosworth V8	1. 22.88	1. 21.24	1. 20.94	1. 21.16
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 20.97	1. 20.70	1. 22.23	1. 21.55
25	–	–	–	–	–	–
26	–	–	–	–	–	–
27	M. Andretti	Parnelli-Cosworth V8		not entered		
28	M. Donohue	Penske PC1/03-Cosworth V8	1. 23.83	1. 22.74	1. 22.33	1. 24.06
29	–	–	–	–	–	–
30	W. Fittipaldi	Fittipaldi FD/03-Cosworth V8	1. 24.48	1. 24.62	1. 24.68	1. 24.15
31	G. van Lennep	Ensign MN/02-Cosworth V8	1. 24.33	1. 23.30	1. 24.73	1. 23.42
35	H. Fushida	Maki F101/02-Cosworth V8	1. 33.37	–	–	–
2T	J. Mass	McLaren M23/4-Cosworth V8	–	–	–	1. 22.36
9T	V. Brambilla	March 751/2-Cosworth V8	–	–	–	1. 22.77
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	–	no time given	–	–
8T	C. Pace	Brabham BT44B/3-Cosworth V8	–	no time given	–	–
14T	R. Evans	BRM P201/02 -V12	–	–	–	1. 23.80
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8	–	–	–	1. 21.39
24T	J. Hunt	Hesketh 308/3-Cosworth V8	–	–	1. 31.51	–
30T	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	–	1. 26.22	–	–

anything about the conditions. Dutch laws do not allow noise-making on Sunday mornings so there was no untimed test-session as is usual at other races, but with the weather looking settled at "wet", the organisers agreed to do a short test-session before the start of the Grand Prix so that everyone could try out their cars on wet-weather Goodyears and with suspension and aero-dynamic settings for slippery conditions. The race was due to start at 2.15 p.m., but after the test-session there was a reluctance to get on with the job as the rain had stopped and it looked as though conditions might improve to "dry". It was more than 30 minutes after the scheduled starting time that cars began to leave the pits on the warm-up lap round to the dummy-grid, by which time many teams had opted for "dry" conditions. However, while the cars were on their way to the start the rain came down again, and there was a rush to change tyres and adjustments to full "wet". Eventually the 24 cars were ready to go and the two Ferraris led them up to the starting grid, ready for what looked like 75 laps of wet misery.

The flag fell and the two Ferraris hung momentarily with spinning rear wheels, while Scheckter made a superb start and moved up alongside them, his left hand wheels on the grass verge. Lauda found grip and accelerated away, but Regazzoni was slow and Scheckter got his Tyrrell into second place as spray enveloped the whole scene. In the confusion Depailler clouted Brambilla's March and as the field rounded the Tarzan 180-degree corner, the orange March came to rest with a broken rear suspension and the Tyrrell had a deflating right front tyre. While Lauda led Scheckter, Regazzoni, Hunt, Mass, Pryce, Fittipaldi, Reutemann, Pace and Jarier on the opening lap, Brambilla reversed his damaged March up the pit lane to retire, while Depailler limped round to the pits for a new front wheel. With so much spray coming off the tyres no-one got too close to the car in front, and Lauda looked confident in the lead. Fittipaldi dropped back behind the two Brabhams and after Jarier in tenth place a gap had opened up before Peterson came along leading Brise, Donohue, Jones, Laffite, Watson, Ian Scheckter, Ickx, van Lennep and Evans. Behind the BRM and dropping back, were Wilson Fittipaldi and Lombardi, while Depailler was last but making up ground.

Barely had the race order sorted itself out than the rain stopped, and equally quickly the track dried out, especially on the "racing-line," the passing cars assisting with the drying process. At the end of lap 7 Hunt had made his decision and peeled off from his fourth place in the high-speed procession and headed at speed down the empty pit lane to the Hesketh pit where the mechanics were waiting for him. In less than half a minute he was on his way again with four new wheels and "dry slick" tyres, joining the race in nineteenth position. Mass had stopped at the end of lap 7 as well, and rejoined the race just behind the Hesketh, while at the end of the lap 8 Reutemann stopped for a tyre change. On the next lap Emerson Fittipaldi stopped for "dry" tyres and with the track drying visibly it was obvious that the rest would be in soon. Lauda was still in the lead, driving off-line on the wet parts of the track to keep his knobbly tyres cool, and trying to build up as much a lead as possible before making his stop. At the end of ten laps Jarier, Watson and Wilson Fittipaldi stopped for "dry" tyres and the race situation was Lauda, Scheckter and Regazzoni well out in front, then a gap to Pryce, another gap to Pace, a gap caused by Jarier peeling off, then Peterson, Brise, Donohue, another gap, then Jones, Evans, the elder Scheckter, van Lennep, and then a very long gap from which Watson had peeled off. On "dry" tyres now came Emerson Fittipaldi who had rejoined the race just in front of Hunt, then Reutemann and Mass, the gap from which Wilson had peeled off and then Depailler. Already Lombardi had been lapped by the leading Ferrari.

Naturally this situation did not last long, for pit-stops for "dry" tyres were happening thick and fast and at the end of lap 11 Pace, Peterson, Donohue, Laffite and Evans all stopped and the pit lane was a busy place. As Peterson set off he collected the Ferrari team co-ordinator, who was prancing about in the pit-lane, upending him and breaking one of his legs. The Lotus was undamaged and Peterson got on with his racing. At the end of lap 12 Scheckter, Pryce and Brise stopped and the situation was Lauda still leading, with Regazzoni now second, Jones third, but it was all still relative, though what really mattered was that of those on "dry" tyres the order was Hunt, Jarier, Fittipaldi, Reutemann, Mass, Peterson. Next time round it was Lauda who was heading for the pits, leaving Regazzoni in the lead, and Jones was also in the pits. After Regazzoni had gone by there was a long gap and then came Hunt, Jarier, Fittipaldi, Pryce, Scheckter and the rest, the crucial point now being that Hunt had a clear road ahead of him. Lauda rejoined the race after Hunt had gone by and just ahead of Jarier, but during the next two laps while he was acclimatizing himself to the new conditions Lauda was passed by Jarier in the Shadow. As Regazzoni had gone into the pits for tyres one lap after Lauda, the situation was now all sorted out with Hunt out in the lead with no traffic in front of him, Jarier second, Lauda third, Fittipaldi fourth, Scheckter fifth, Regazzoni back in the race in sixth place, followed by Pryce, Reutemann, Mass and Peterson. Apart from Pace, whose stop had taken too long because a wheel baulked at going on the locating pegs, everyone had made good stops, Ferrari, Hesketh and McLaren being particularly

STARTING GRID

11 C. Regazzoni *(Ferrari –flat-12)* 312B3/021 (T2) 1 min. 20.57 sec.	12 N. Lauda *(Ferrari –flat-12)* 312B3/022 (T3) 1 min. 20.29 sec.
3 J. Scheckter *(Tyrrell-Cosworth V8)* 007/2 1 min. 20.74 sec.	24 J. Hunt *(Hesketh-Cosworth V8)* 308/2 1 min. 20.70 sec.
1 E. Fittipaldi *(McLaren-Cosworth V8)* M23/9 1 min. 20.91 sec.	7 C. Reutemann *(Brabham-Cosworth V8)* BT44B/1 1 min. 20.87 sec.
2 J. Mass *(McLaren-Cosworth V8)* M23/8 1 min. 21.01 sec.	23 A. Brise *(Hill-Cosworth V8)* GH1/1 1 min. 20.94 sec.
17 J-P. Jarier *(Shadow-Cosworth V8)* DN5/4A 1 min. 21.10 sec.	8 C. Pace *(Brabham-Cosworth V8)* BT44B/2 1 min. 21.06 sec.
16 T. Pryce *(Shadow-Cosworth V8)* DN5/2A 1 min. 21.16 sec.	9 V. Brambilla *(March-Cosworth V8)* 751/3 1 min. 21.14 sec.
18 J. Watson *(Surtees-Cosworth V8)* TS16/05-4 1 min. 21.23 sec.	4 P. Depailler *(Tyrrell-Cosworth V8)* 007/4 1 min. 21.20 sec.
5 R. Peterson *(Lotus-Cosworth V8)* 72/R9 1 min. 21.46 sec.	21 J. Laffite *(Williams-Cosworth V8)* FW/04 1 min. 21.32 sec.
28 M. Donohue *Penske-Cosworth V8)* PC1/03 1 min. 22.33 sec.	22 A. Jones *(Hill-Cosworth V8)* GH1/3 1 min. 22.01 sec.
14 R. Evans *(BRM-V12)* P201/05 1 min. 22.97 sec.	20 I. Scheckter *(Williams-Cosworth V8)* FW/03 1 min. 22.82 sec.
31 G. van Lennep *(Ensign-Cosworth V8)* MN/02 1 min. 23.30 sec.	6 J. Ickx *(Lotus-Cosworth V8)* 72/R5 1 min. 23.20 sec.
30 W. Fittipaldi *(Fittipaldi-Cosworth V8)* FD/03 1 min. 24.15 sec.	10 L. Lombardi *(March-Cosworth V8)* 751/2 1 min. 23.99 sec.

fast and it was good to see the progress made since the notorious situation in the Spanish GP two years ago. The race was now on its seventeenth lap, with conditions now very dry and all things equal to everyone, apart from minor differences in wing angles and roll-bar settings, depending on how things had been adjusted before the start.

Profiting from his early stop, which had meant an unobstructed run in and out of the pit lane and a clear road ahead of him as soon as he had settled down to the dry conditions, Hunt now had a sizeable lead, but stop-watches soon showed that Lauda was gaining on the Hesketh. As Jarier was between the Hesketh and the Ferrari it meant that the Shadow was being urged along on two counts, one to gain on Hunt, the other to stay ahead of Lauda. The new race was now on in earnest and a most interesting situation it was, for the Ferrari did not appear to have any superiority over the Cosworth-powered cars, it being no faster down the straight and Lauda was driving as hard as he knew how. Hunt was driving for his very life, knowing that his pursuers were closing on him yard by yard, tenth of a second by tenth of a second, but he was determined to keep going as hard as he could and above all not to make any mistakes. The three contenders for the lead were now well ahead of the rest of the runners, with Scheckter in fourth place and Fittipaldi in fifth place, but in trouble with a gearbox that would not select fifth gear. He was followed by Regazzoni, Pryce and Reutemann, while Mass had dropped back due to a throttle control that was playing up. In the excitement of pit stops and the new pattern no-one seemed to notice that Ickx never got as far as "dry" tyres, his Cosworth engine blowing up out on the back of the circuit. With the new situation at the front now so interesting, the happenings among the tail-enders almost passed unnoticed, though Evans was seen to retire the BRM with the final-drive unit breaking up, spoiling his excellent record of steady finishes in the sad and lonely car from Bourne.

At 30 laps Hunt had an eight-second lead from his pursuers, but Lauda had the Shadow in his sights and Jarier was beginning to look in his mirrors as much as he was looking forwards. Fraction by fraction Hunt's lead was being whittled away, but he had no intention of giving up, and when it was down to five seconds Lauda was ready to take second place from Jarier, but the Frenchman had other ideas. The only way to pass an equal car at Zandvoort is to out-brake it past the pits into the long 180-degree Tarzan bend, diving through on the inside and forcing your rival to run wide up the banked turn. As they started lap 39 Lauda did exactly this, except that Jarier was not accepting the manoeuvre and stuck to his line, so that Lauda had to do some



HIROSHI FUSHIDA practised the Maki.

desperate braking and scrabbling about to avoid being run into. Twice more Lauda tried it on and twice more Jarier was unimpressed and the order was unchanged. This little fracas took the pressure off Hunt for a brief moment, and for a couple of laps Lauda sat close behind Jarier wondering what to do about the situation. As they came down the straight to complete lap 43 the Ferrari was that much closer to the Shadow and while still on full song Lauda pulled out of the Shadow's slipstream and side-by-side they went past the pits. This time Jarier had no option but to run wide and Lauda was by, but it was a tense moment, and Grand Prix racing at its best. Now Lauda could really get to work and catch the fleeing Hunt. Almost unnoticed Emerson Fittipaldi had retired when his Cosworth engine blew up and Watson had succumbed to vibrations that were shaking the back of his Surtees to bits. For one lap Jarier followed Lauda, holding third place, and then made a spectacular disappearance from the race when a rear tyre literally exploded in a shower of bits of rubber. This was on a fast right-hand bend and the Shadow driver was very lucky not to be hit by other cars as he spun out of control. There was now only four and a half seconds separating Hunt and Lauda and still a long way to go. In a secure third place was Scheckter, followed by Regazzoni and after a gap Reutemann was fending off a spirited attack from Peterson; then came Pryce, unhappy about the feel of his brakes and the handling of the car in general, and he was followed by Mass still struggling against the odds with his unpredictable throttle response. The only other car on the same lap as the leaders was the Brabham of Carlos Pace, unable to make up for his long pit-stop. Donohue was leading the also-rans but few people had eyes for anyone but the two cars at the front of the race.

Slowly but surely Lauda whittled away the gap until the Hesketh pit-stopped giving Hunt the time gap for the Ferrari was close enough to be seen by the leader, but still the English driver did not give in and began to look for any help that might enable him to retain the lead a little longer. They were now about to lap the faster mid-field runners and Hunt planned his every move with care and forethought. On lap 57 the Ferrari was right behind the Hesketh and next time round it looked as though Lauda might make his bid to outbrake Hunt, but at that moment they lapped Tom Pryce and Hunt made the most of the situation as Lauda was put off his stroke. Two laps later they lapped Mass and once more Lauda was put off balance, and for ten laps he had to work away at retrieving lost ground. Now they were passing some of the slower cars and Hunt took every opportunity afforded him, nipping past one before the "chicane" on the back of the circuit, in a desperate scrabble so that Lauda got hung up, waiting to pass another just before the flat-out sweep onto the long straight so that Lauda's run-through onto the straight was hindered. So it went on, with Hunt doing a superb job of fending off the Ferrari, using every trick in the book. At times Lauda had the nose of his car right under the tail of the Hesketh, but never at a point on the circuit where there was any hope of passing, and Hunt was making sure it stayed that way.

With two laps to go they had got past all the slow traffic, as well as lapping the faster cars and entirely unnoticed Scheckter disappeared from third place when his Cosworth engine blew up and equally unnoticed Peterson retired from fourth place with no petrol getting to his injectors. All this left Regazzoni a distant third, Reutemann fourth, a lap down, followed by Pace. But no-one was very interested for it was now or never if Lauda was going to win his fourth Grand Prix in a row. Hunt had other ideas and having fought for his life this far he had no intention of throwing it all away by a last-minute false move. Going into the last lap Lauda was close, but not close enough to try a passing manoeuvre and he had no choice but to follow the Hesketh for the final lap, having been following it at varied intervals since lap 43.

A joyous James Hunt swept past the chequered flag to bring the first major victory to the Hesketh team and his own first Grand Prix win, and what a magnificent win it had been. It was Grand Prix racing at its very best and the best possible victory for an English driver, the first since Monza 1971. – D.S.J.

Results:

DUTCH GRAND PRIX –Formula One –75 laps –Zandvoort –4.226 kilometres per lap –316.95 kilometres –Wet and dry

1st:	J. Hunt (Hesketh 308/2)	1 hr. 46 min. 57.40 sec. –177.81 k.p.h.
2nd:	N. Lauda (Ferrari 312B3/022(T3))	1 hr. 46 min. 58.46 sec.
3rd:	C. Regazzoni (Ferrari 312B3/021(T2))	1 hr. 47 min. 52.46 sec.
4th:	C. Reutemann (Brabham BT44B/1)	1 lap behind
5th:	C. Pace (Brabham BT44B/2)	1 lap behind
6th:	T. Pryce (Shadow DN5/2A)	1 lap behind
7th:	A. Brise (Hill GH1/1)	1 lap behind
8th:	M. Donohue (Penske PC1/03)	1 lap behind
9th:	P. Depailler (Tyrrell 007/4)	2 laps behind
10th:	G. Van Lennep (Ensign MN/02)	4 laps behind
11th:	W. Fittipaldi (Fittipaldi FD/03)	4 laps behind
12th:	I. Scheckter (Williams FW/03)	5 laps behind
13th:	A. Jones (Hill GH1/3)	5 laps behind
14th:	L. Lombardi (March 751/2)	5 laps behind

Fastest lap: N. Lauda (Ferrari 312B3/022(T3)) in 1 min. 21.54 sec. –186.54 k.p.h.

Retirements: V. Brambilla (March 751/3) on lap 1, rear suspension damaged in accident; J. Ickx (Lotus 72/R5) on lap 7, engine broken; R. Evans (BRM P201/05) on lap 24, transmission broken; E. Fittipaldi (McLaren M23/9) on lap 41, engine broken; J. Watson (Surtees TS16/05) on lap 44, vibrating rear end; J-P. Jarier (Shadow DN5/4A) on lap 45, burst tyre; J. Mass (McLaren M23/8) on lap 62, accident; J. Laffite (Williams FW/04) on lap 67, engine broken; R. Peterson (Lotus 72/R9) on lap 70, petrol shortage.

24 starters – 14 finishers.

Zandvoort Azides

Dr. Harvey Postlethwaite, the designer of the Hesketh was suffering from Dr. Sodt's law. He went home on Saturday night to carry on working on a new Hesketh car.

Ferrari may have been beaten, but to finish second and third is something a lot of teams would like to do.

Jochen Mass ended up in the catch fences when his McLaren decided to respond to the throttle just when he did not want it to.

Tony Brise lost a lot of time on the drying track before making his pit stop and though he was lapping as fast as the leaders afterwards, he could not make much headway against a whole lap handicap.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

THE BROOKLANDS SOCIETY RE-UNION (June 29th)

THE BROOKLANDS SOCIETY staged its Annual Re-Union at the old Track, by courtesy of the British Aircraft Corporation, on a summery day at the end of June. This time there was added incentive, because parts of the historic Track and several of its buildings, including the Clubhouse, have been declared Historic Monuments by the DoE and will therefore be preserved for posterity—just before it seemed too late. There is still, alas, the shadow of the M25 Motorway, which may or may not bisect the hallowed precincts. And, of course, there are ambitious proposals that the entire ground become a National Museum of Transport and Sports Centre, even to allowing a range of attractions from man-inspired pace to steam locomotives therein, which may or may not happen in the future . . . .

The Society itself has grown since we started it. No longer is there strict insistence that only those who knew and loved Brooklands in pre-war times be admitted to the Re-Union. It is now a free-for-all, so that this year there must have been some 3,000 people present, including 1,100 Members and their guests. This made a concourse reminiscent of Brooklands as it was on a busy race-day, with humanity busy about the Paddock area and the car-parks filled with vehicles. Fortunately, this time only pre-war cars were permitted in what was once the Paddock. And they came in fine array—many Bentleys of all kinds, most of them in pristine condition for, as Stanley Sedgwick reminded us, they had come from the previous day's Kensington Gardens *Concours d'Elegance*, Rileys, Frazer Nashes, a gaggle of MGs parked together, Roesch Talbots, Alfa Romeos, Bugattis, Morgan three-wheelers, Lagondas, including Robbie Hewitt's Team 4½-litre, and most of the other sporting makes that frequented Brooklands as their natural habitat in the past. Among them individual cars stood out—the ex-Alan Southon HE, an Edwardian Star tourer, a 3-litre Sunbeam fixed-head coupé, a yellow 36/220 Mercedes-Benz drophead, Sir John Briscow's 1911 *Coupé de L'Auto* Delage with its impressive exhaust system, a sports ABC in polished aluminium, a Lagonda Rapier, that replica first-ever racing Austin 7, a yellow 14/40 Vauxhall, and others too numerous to list, even to a Trojan tourer; cars of exactly the sort the BARC members arrived in all of 36 and more years ago. Even the four-cylinder Austin 20 Marlborough landaulette filled this role.



STAFFORD-EAST'S splendid reconstruction of the GN "Kim" photographed in front of the Brooklands Clubhouse which has recently been declared an Ancient Monument, scheduled for preservation.

Before the Clubhouse the more potent racing machinery had been assembled, ready to make appropriate sounds and scents later in the day, up the Runway. Corner had brought the 4-litre V12 Sunbeam "Tiger", raced at Brooklands by Sir Malcolm Campbell and Kaye Don, and his 3.3 Type 59 ex-Earl Howe GP Bugatti, with Crosthwaite as his co-driver. Russ-Turner had the ex-Birkin Blower-4½ single-seater Bentley and looked himself ready to drive in a Brooklands race. Stafford-East displayed the rebuilt GN "Kim II", its exhaust pipes ending in splendid regulation silencers, reminder that the noise regulations of 1924 have never been rescinded. The original Sandy Murray R1B ERA and Dudley Gahagan's ex-Arthur Dobson 2-litre ERA, a K3 MG Magnette, an Amilcar Six, that four-seater Maserati, the White Riley, and the Cordon Rouge Brescia Bugatti were all there, while in the Paddock an ex-Dixon Riley was being push-started, its six Amals glimpsed more readily than if Freddie had been standing by, and later we were treated to the sight of D.S.J. trying to tow-start the ex-Joyce 16-valve AC along what would once have been called the Aerodrome road.

When the time came for ascents of the Test Hill, now, like much of the Home bankings, ably cleared of weeds and junk by hard-toiling members of the Society, it was opened by Gahagan, driving the actual 2.3 Alfa Romeo that Kaye Don had driven in the Mannin

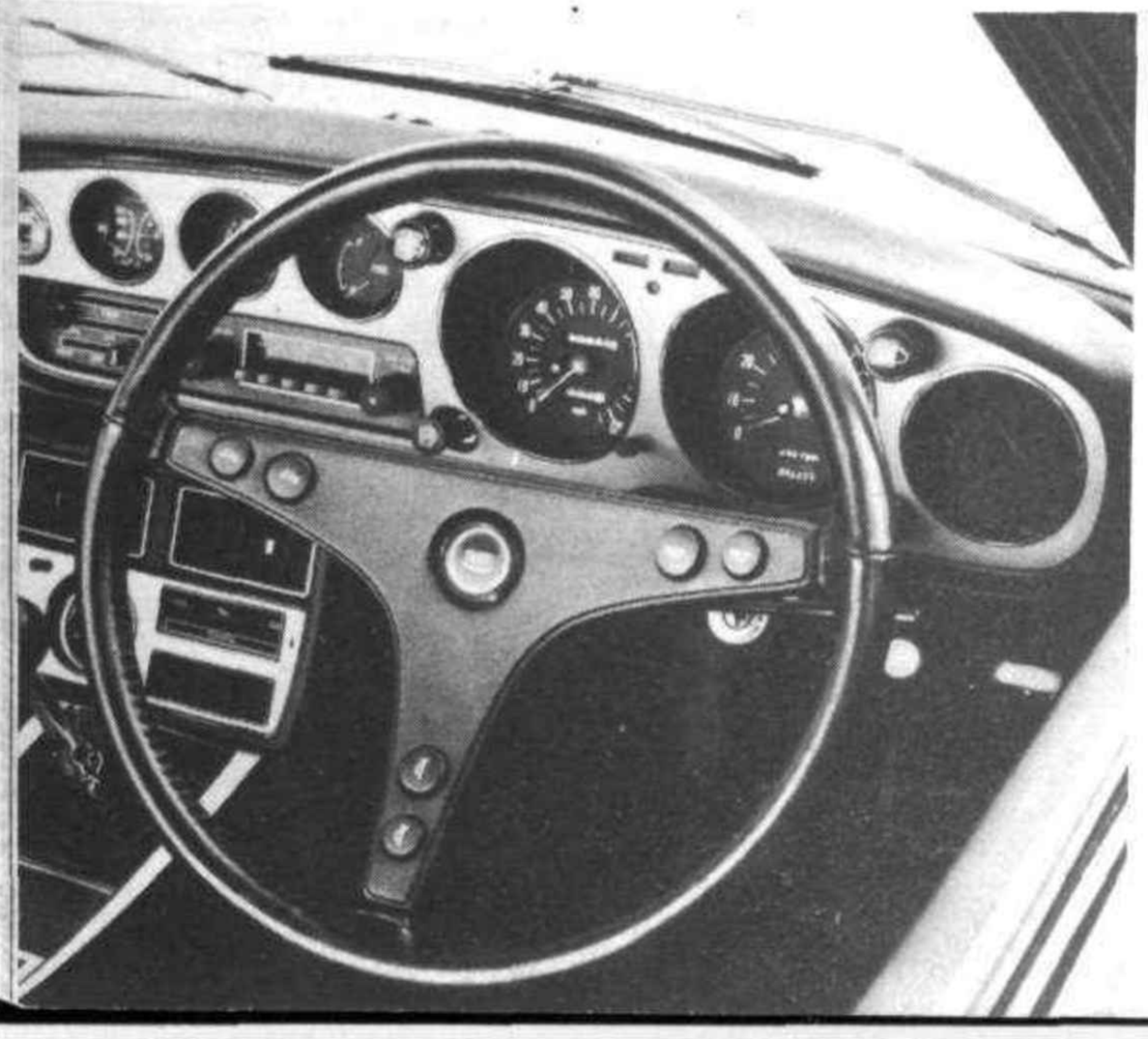
Continued on page 873

The Brooklands Paddock busy again with two- and four-wheeled racing machinery at the June Re-Union of the Brooklands Society.





The Toyota Celica GT Twin-cam. The week-end racer for weekday driving.



Once in a while a car comes along that has everything you've been looking for. Style. Technical precision. Refinement.

The Celica GT is such a car.

Its looks are racy, yet refined. It has a masculine edge about its styling that is sure to turn every female eye.

Beneath the bonnet there's real twin-cam urge from a precision 124 bhp (SAE) power house: 1588 ccs, two twin-choke carbs and up to 115 mph.

A limited slip differential lays the power firmly on the road–you don't want to leave a trail of smouldering rubber every time you open the throttle wide.

The Celica GT is the sort of car you can't wait to get out on the open road. But what's it like in traffic?

Don't worry. The Toyota twin-cam



engine is just as much tuned to town driving as it is to the race track.

The Toyota GT doesn't waste time letting you know it's a race-bred machine.

There's a real leather-bound sportswheel and gear-change knob. The fascia is finished in matt aluminium. The gearbox has five speeds.

The seats are fully reclining with integral head restraints. For your comfort, they're luxuriously upholstered.
Standard equipment is very special: push-button radio with electro-magnetic aerial release, full instrumentation, wide pressed- steel sportswheels with radial tyres, re-inforced roof section, tinted glass, heated rear window, flow-through ventilation, four headlamps, reversing lights, hazard warning lights, cigar lighter, clock.

Ask your Toyota dealer for a test drive.

If you ask him very nicely, he might even be persuaded to part with one.

Especially if you're prepared to part with £2,345.

The Celica GT £2345

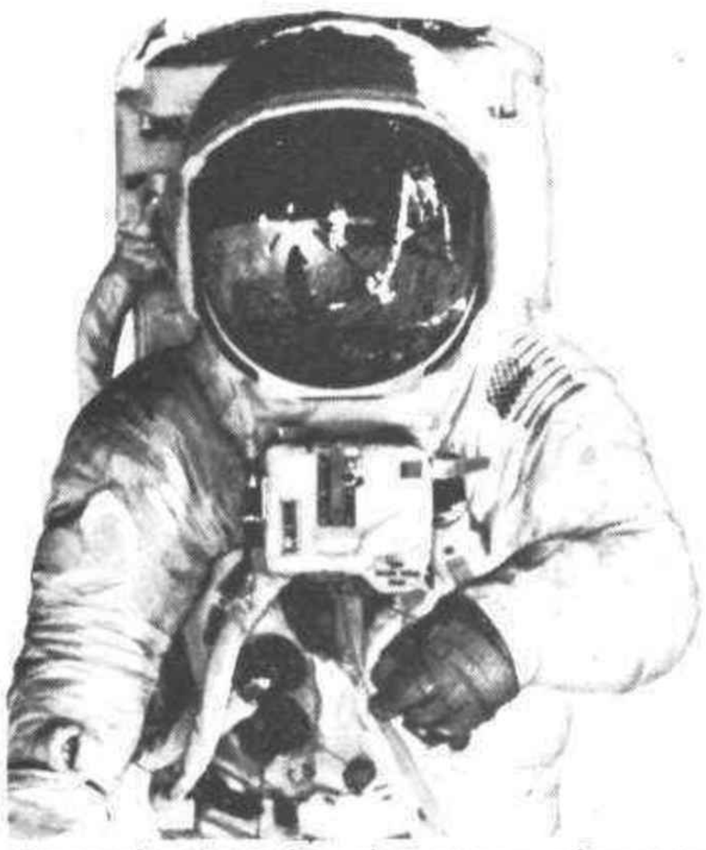
The Celica ST £2002



Recommended Retail Prices include Car Tax and VAT. Correct at time of going to Press. Seat belts, number plates and

TOYOTA. The only trouble you'll have is choosing.

QUARTZ TIMEKEEPING TOOK MAN TO THE MOON. NOW TIMEX BRING IT BACK TO EARTH.



Over the last decade, some of man's most notable achievements were made possible by the development of quartz timekeeping technology. For instance; the quartz principle was crucial to the breathtaking precision of the Apollo moon missions.

For several years, many manufacturers have struggled to bring the phenomenal sophistication and accuracy of the quartz watch within reach of every technologically-minded man. But none has been able to manufacture a quartz watch that's within the buying power of the general public.

Until Timex took a hand. They've managed to bring the prices of Quartz watches right down to earth.



INCREDIBLE £28 PRICE TAG.

At this moment, there are three watches in the Timex quartz range. The most expensive is £31. Incredibly, that is well under half the price of what is, to the best of our knowledge, the cheapest alternative available in this country.

GUARANTEED ACCURACY.

These days, £30 is quite a normal price to pay for a watch. So it's worth reflecting just how much value you're getting if you invest that sum in a Timex Quartz.

From the point of view of accuracy, it would be difficult for anyone to go one better. The Timex Quartz has been so finely engineered that it is guaranteed not to vary from true time by more than 15 seconds a month. In other words, it has a precision and sophistication which makes the ordinary watch movement seem as primitive as the wheel.

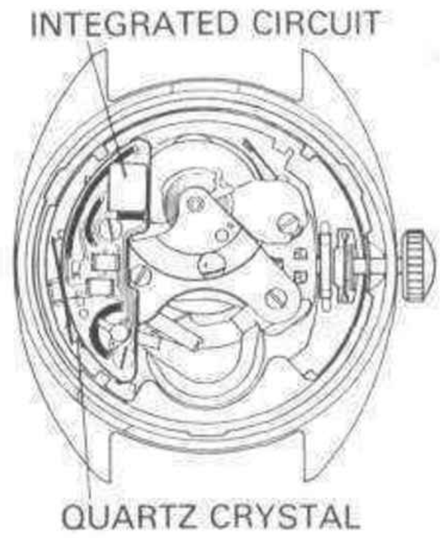
THE MIRACLE OF QUARTZ.

The key to the incredible accuracy of these watches lies in a very small crystal of pre-historic rock known as quartz. The value of a quartz crystal in a watch or clock is that when it is stimulated with an electric current it will always vibrate at an exact and known number of times, according to the way it has been cut. The more frequent the vibrations, the greater is the accuracy of a watch or clock. The frequency of vibration in a Timex Quartz is 49,152Hz (cycles per second).

When you know that the frequency of vibration which controls the movement of an ordinary watch is only 2 Hz, you'll understand why a Timex Quartz is so many times more accurate.

BUILT-IN COMPUTER.

Naturally the problem when dealing with something as small as a watch is how to convert 49,152 electronic pulses per second into the precise movement of second, minute and hour hands. This is done by a micro-dimensional transistorised circuit which reduces the frequency, without loss of accuracy, to a mere 6 Hz.



In fact, the inside of a Timex Quartz is a micro-computer. The system contains over 300 transistors and is able to continually sense and correct any timekeeping variation in the watch. In this way, a Timex Quartz watch is tuned to you and the way you wear it.

LOOK FOR THE Q.

You'll find the new range of Timex Quartz watches at your jeweller's now. You'll recognise them by the Q on their faces. Never before has a watch offered so much for so little.



TIMEX Q

BROOKLANDS—continued from page 869

Moar race, with, moreover, Don himself as passenger and Raymond Mays, holder for posterity of the Brooklands' Campbell circuit and Mountain circuit lap-records, and this scribe, jammed together into the tonneau. Close behind came Corner in the 3.3 Bugatti, with the Society's President, TASO Mathieson, as his passenger. After that all kinds of machinery had a go up the steep strip of aged concrete—solos, sidecar outfits, and a very snakily rapid Ware-replica Morgan three-wheeler. Moreover, the crowds lining the hill were as dense as any seen in the hey-day of the Track. These ascents were not confined to ex-Brooklands' machinery but the only obvious gate-crashers seemed to be a Ford Ten single-seater and I expect that will claim to be, if never raced, at least a pre-war vehicle. Alas, one Hill record-holder, Major Liddell's ex-Kensington-Moir Straker-Squire, was unable to run as it had damaged its back-axle casing at Shelsley Walsh the previous day; which was a pity, as Moir's daughter and her husband were there to watch it.

It took quite a long time before the long cavalcade of visitors' cars, first the pre-war, then the more recent ones, formed up, to tour over to the Aerodrome past depicted items of historic significance, labelled in the yellow and black of the old Brooklands ARC—the "Hemitage", the Mortuary, W. B. Scott's shed, the World's First Flight Booking Office, etc. Members of the London 'Bus Preservation Society were able to ride in Prince Marshall's open-top ex-LGOC omnibus—it is nice to see that unlike his old-vehicle magazine he is still in circulation—others in a more recent 'bus.

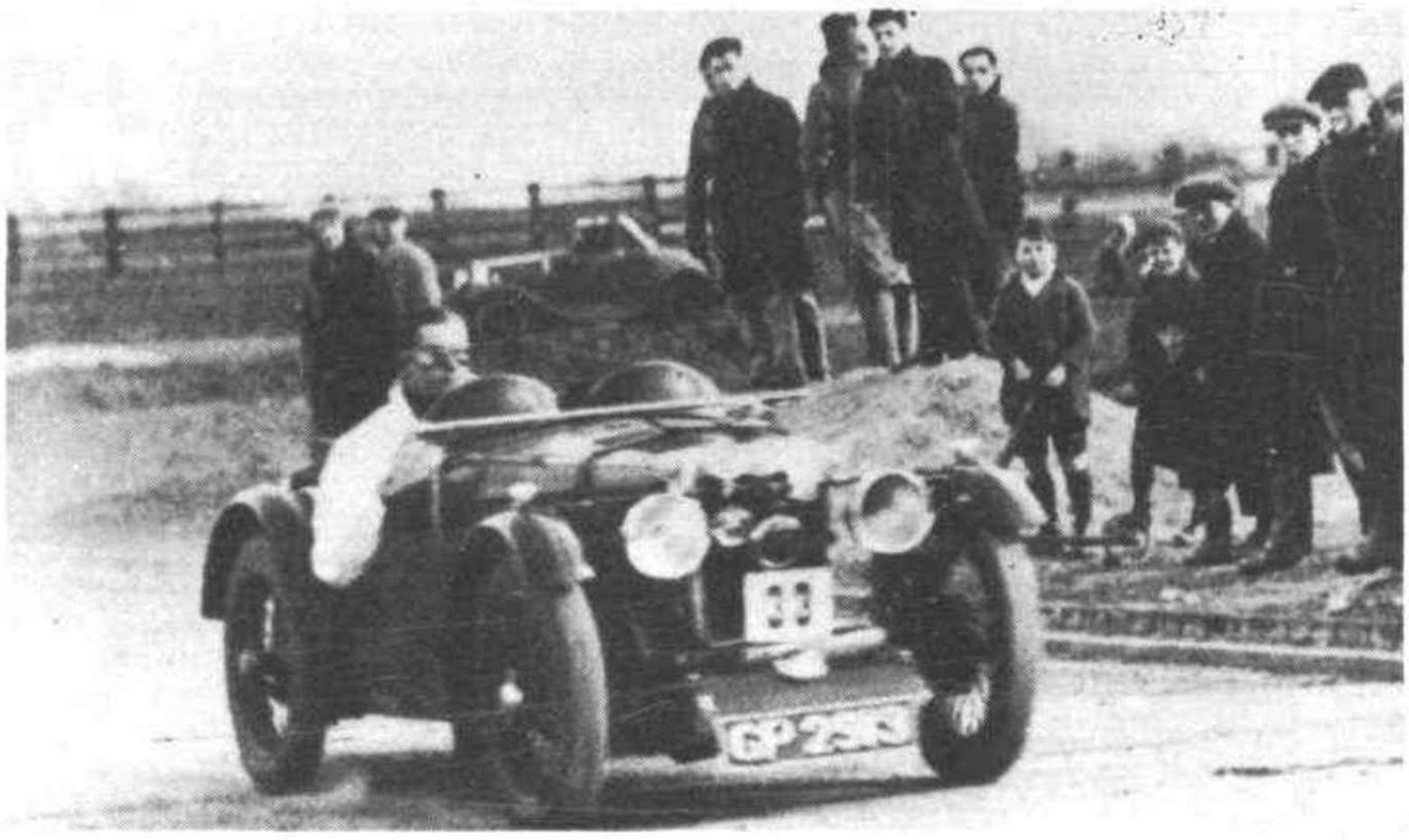
Meanwhile, Brooklands celebrities and personalities were encountered all the time, again too numerous to list in entirety, so that I apologise for many names omitted. Apart from those I have already referred to, I saw Sammy Davis, Wilkie Wilkinson, A. C. Bertelli, George Abecassis, Kenneth Evans, Alan Hess, George Eyston, George Symonds, Dicker, whose record-breaking vee-twin Rudge was but one of a great assembly of historic motorcycles, the Ballamys, Monica Whincop, Mrs. Wyand, who had Lady Campbell with her, Dr. Whitehurst, the Track doctor who claims never to have missed a meeting, including the bicycle races, from 1930 to 1939, Ken Revis, Cyril Posthumus, and many other old friends. I was told, too, that Jack Dunfee, Paul Courtney, Leo Villa, Shura Ramm, Basil Eyston, Whitney Straight, Ian Connell, Gordon England, Harry Clayton, Johnny Morgan and George Fitt were among many well-known Brooklands "names" who had duly signed-in. The Mayor of Weybridge, Mr. Ball of the Weybridge Borough Council, and several members of the Surrey County Council, were present, at what was another memorable occasion tinged as ever with the spice of nostalgia and a touch of sadness.—W.B.

V-E-V Miscellany.—Richard Odell has purchased the 1922 10.8 h.p. sand-racing Riley from Don Wood and wants any available information about this rare car, originally one of three and undoubtedly the oldest existing racing Riley. The HCVC has a static event at Stewkley, Bucks., on July 19th. A pre-war car, D. Stickland's 1934 Daimler 15, took second place and was judged the best open car, in the Daimler & Lanchester OC's National Rally in June. The best Lanchester was R. Perkins' 1934 E18 and the "Workhorse" Prize, for cars in regular use, was won by a 1938 Daimler DB17. Sepia photographs, measuring 19 in. x 16 in., of 1930s Audis, can be bought from Porsche-Audi-America, Englewood Cliffs, New Jersey, 07632, USA. On the Austin front, we learn from the Austin Ten Drivers' Club magazine that a rare 1935 18 h.p. Salmons Jubilee cabriolet has been found in Swansea and is to be restored. Two years ago another rare model, a 1928 Heavy Twelve fabric saloon, came out of hibernation after 32 years in completely original order, even to its 1941 licence disc and a single rear lamp, and appeared at the Midland A7 Club's Longbridge Rally last May, having been successfully DoE tested the day before. Apparently a rather sorry Brough Superior car, *sans* headlamps, has been acquired by the City of Nottingham Museum, these cars having been made in that City. A Caltex advertisement has appeared in a S. African magazine incorporating a colour picture of a bebadged, and unusual-looking, late-pre-war Rolls-Royce saloon with divided windscreen, Reg. No. CA-18, together with a testimonial claiming it to have run more than one-million kilometres and to be much smoother and more economical after a switch to Caltex CX-3 fuel; the car is described as a 1921 Silver Ghost! A. Briton light car is, it seems, being restored by a firm in Wolverhampton, the town in which it was originally made.

The *Western Mail* Cavalcade

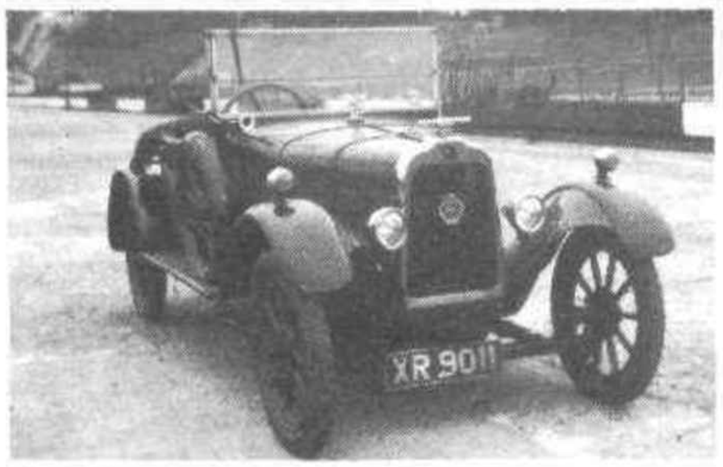
THE *Western Mail* held its Motor Cavalcade from Cardiff to Carmarthen on June 21st. It attracted an entry of 64 pre-war vehicles, 22 of which took part in the 1974 event, over a different route. Carnivals in villages along the way swelled the numbers of onlookers and the hot weather no doubt helped to eliminate some of the starters, although R. S. Weeks' Humber Nine, the ex-Winder "racer", now rebodied as a 3-seater, struggled to the finish with a melted big-end, and was towed home by Keith Hill's Silver Eagle Alvis. Johnny Thomas had completed the rebuild of his impressive open fabric-bodied 6½-litre Bentley, which was once a saloon, the day before the Run, and Husband's 1931 Morris-Cowley with folding roof had had a big-end replaced for the occasion. The entries included a second-owner 1932 Singer 9 saloon, a 1933 open Wolseley Hornet, a 1935 Austin 10/4 saloon that claimed to have the original tyre on its spare wheel, an Austin 7 Pearl cabriolet which cost less than cutting down the tree that had grown through it, and a goodly contingent of sports MGs.

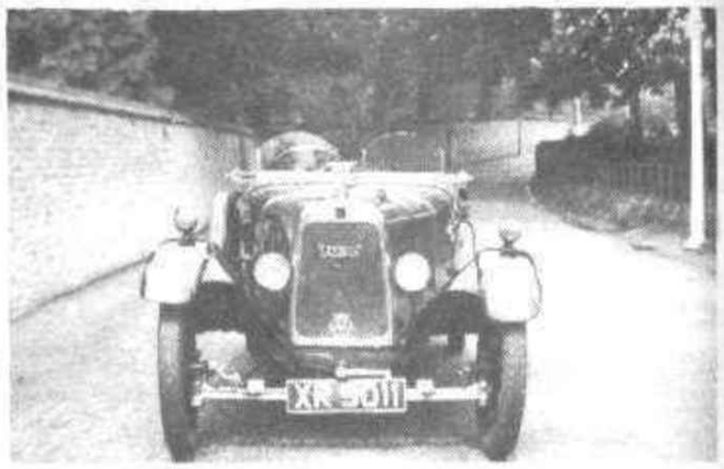
Judging was done in Carmarthen Park, adjacent to a banked circuit, not used by the cars! Eric Hindley of the RAC and I had a busy time, because the other Judge, the Editor of the *Western Mail* himself, hadn't turned up, the vintage 'bus in which he was riding having broken down, as had a Leyland fire-engine. But a Dennis truck with 350,000 miles behind it and a Bristol double-decker 'bus arrived, to represent the commercials. Class winners had to prove that engine-starters, lamps and horn were functioning. George Balls, on his late father's 1903 Oldsmobile, that for some obscure reason the *Mail's* motoring correspondent insists is supercharged (!), scored over a 1905 Star by being cranked up from the driving seat with the aid of its side starting-handle. The vintage class was won by J. Carter's 1926 12.8 h.p. Hillman, an angular saloon which had been so completely restored that it even had painted spring leaves. Thomas Stevens again took the post-vintage class with his 1934 Morris 8 four-door saloon, found in poor condition in 1970 and splendidly restored the following year, but still possessing its original engine, gearbox and back-axle. The prize for the most unusual runner went to Robert Dean's 1937 l.h.d. 328 BMW, rebuilt from a box of bits six years ago after the car had been found derelict and engine-less in a Cardiff street. It is now very smart and had the original tools under its bonnet.—W.B.



In connection with our recent comments on speed trials, a reader has sent us this picture of one taking place at Eynsham, over what is now the Oxford-Witney main road. The year is 1933, the competitor C. W. Wright in his MG. The agency caption says: "The first motor trial on Public British Road", only partially correct! It was the first of this series following the 1925 ban.

OUT OF THE PAST





SAGA OF AN 8/18 TALBOT—Top left, the car on Brooklands. Top right, in "tuned form", by fitting aero-screens; A.F.R.F. had intended to fit front-wheel brakes. Bottom, the end—the Talbot has overturned and gone on fire, so close to its owner's home that he was able to run there for his camera and take this picture himself!



TODAY impecunious young enthusiasts buy shot Minis and have their fun via Issigonis's front-wheel-drive. When I was a young man in the early 1930s one looked for an old cyclecar, a worn-out Austin 7, or something similar. The reasons were just the same and so was the goal. The car had to be cheap, very cheap, to buy and to run, and also fun to drive, whilst providing transport to and from one's place of employment. Another prime consideration was that it should provide reasonable "snogging" accommodation in the evenings. In those days no cars had heaters and most were open tourers, so the girls were not quite so fussy about protection from the elements. [I thought they preferred cinemas—Ed.] Come to think of it, the 1930s were not a permissive age so warmth in a snogging vehicle was not quite so necessary; one seldom took so much off! Anyhow the first consideration then as now was to find an old car which was cheap, and fun.

Ever since I was about twelve I had been wearing out my parents' cars during the school holidays. Even before the "age of consent" (17, for a driving licence) I had driven a few sports cars owned by more affluent young men. After apprenticeship at Bentleys, which led to joining the firm as a Salesman, I got used to driving a lot of cars which were right outside my class. Various drives at Brooklands in Delage, Bugatti, and Bentleys gave me delusions of grandeur which I was financially unable to support, so other people's cars, including my mother's Austin 12 saloon for the evening, gave me all that I wanted until it became absolutely imperative that I should be more independent and have my own personal transport. Needless to say, I was penniless. I looked at several likely vehicles at about £10 but I just had not that amount of cash. I nearly fell for a twin-cylinder ABC Sports for £5 but it wasn't a runner. Aubrey Esson-Scott, whose Grand Prix Bugatti I had been admiring, advised me to buy the ABC. He said that it was a bargain and that I should just take the engine down and put it together properly and then it would go like a bomb. That was out of the question as, although I was fair on the theory and a reasonable draughtsman, I had turned out to be the world's worst mechanic. Victor Gillow, that wonderfully mad Riley racing driver, told me that I could have the remains of a burnt-out Riley Redwing which was in the yard behind his showrooms. He said that he would give it to me and it was almost a runner, but again I felt that I would never make it a proposition. Then I saw in the small ads. in the *Autocar* a 1924 8-18 Talbot two-seater, in excellent condition, for £6, at Pendeller Motors, Brompton Road, London. That had to be "for me". I saw it, tried it, and bought it there and then. I owned it for about two years and it was one of the best buys which I ever made.

The 8-18 was designed by Coatalen, as I proudly told all my friends, and was first produced in 1922. [Yes, I have just restored the first production model and only survivor, I am told, of the 1922 Talbot-Darracq Eight.—Ed.] The heart of the beast was a lovely little overhead-valve 970 c.c. engine. There was a three-speed gearbox with a nice stubby central gearlever, torque tube transmission, and (best of all) a solid back axle without any differential. [Best of all? Not, maybe, at the prevailing price of 710 x 90 tyres!—the present-day substitute for 700 x 80s.—Ed.] The chassis was very light and small with quarter-elliptic springs all round and a wheelbase of only 8 ft. 1 in. My complete car weighed 11½ cwt. and, as the very freely revving engine gave about 20 b.h.p., the car had a really lively performance. My more affluent friends, John and Richard Bolster, were dashing about in real dog-with-chain Frazer Nashes so now I could emulate them further down the scale, as my tail slid too round all the corners. Richard said "Throw the tail away and cut a foot off each end of the back axle and then with a proper crabtrack you'll really be able to go". Of course, the idea was right but I just hadn't the ability to carry out the operation. With that fairly wide track at the rear I was certainly handicapped and rear tyre wear was phenomenal. Even that wasn't quite as serious as it might have been as Dunlop Mac and his boys round the back of the Paddock at Brooklands were good friends. It so happened that my very narrow section covers were exactly the same size as some that Dunlop had been using on a long-distance record bid. Heaven knows what it was—it might have been a bike or some miniature cyclecar; but anyhow Mac gave me a pile of "worn out" covers. Just the job, no tread so less friction for the solid back axle. Those were the days! No silly little tread-depth gauges required! Even in the early 1930s brakes were desirable but, of course, they were not such a vital necessity, since there was so little traffic around. My 8-18 had two brakes. The foot-brake operated on one rear wheel and the hand-brake operated on the other, the former making a hissing noise and a funny smell and the latter producing a juddering effect, but neither slowed the car much. This usually left me scanning the horizon for something to run into, like a haystack or the right sort of hedge. I soon became horticulturally knowledgeable and could recognise and evade a prickly hawthorn or holly on an instant.

Soon after my purchase I proudly showed it to Georges Roesch, the famous Talbot Engineer who was a friend of the family and one of my idols. Georges said (in his well-beloved broken English) "Reevers, you 'ave bought ze wrrong car; you should 'ave bought ze 10-23, the 8-18, 'es no good. Coatalen, 'e made the chassis all wrong and I made it good in the 10-23". [Yes, the frame did break, but could be plated—Ed.] Oh dear, I did want Georges Roesch's approval and I certainly didn't get it, but nevertheless I thought that the 8-18 was a super little car and the 10-23 rather dull. Over the years Georges never approved of my cars. Many years later when I bought Bentleys and Bugattis he would come up to me and say "Reevers, you 'ave bought the wrrong car". Even when I tried to buy a Roesch Talbot, the ex-Fox and Nicholl single-seater Ninety converted to a sports car by Hebeler, it was the wrong Talbot! A contrary but charming and wonderful man was Georges Roesch, so very well chronicled by Anthony Blight.

Vintage Postbag

Whilst I was testing and demonstrating all sorts of glamorous cars at Brooklands I continued to use the little 8-18 Talbot for my personal transport. Friends down at the Track rebored the engine and pushed up the compression. Whilst the car was parked outside Campbell's shed Alistair Millar broke the windscreen by putting the mast of a sailing boat through it, and then paid generously for it, enabling me to have a new folding screen made.

Although I never even contemplated competing with such a pedestrian car I, nevertheless, took it down to the West Country and stormed up a number of trials hills quite successfully. On one occasion I spent a jolly afternoon, probably getting in everyone's way, driving round the Mountain at Brooklands. It was a practice session before a Bank Holiday Meeting and I asked in the office if I could do a few laps just to test something. I didn't tell them what car I was driving and I guess that they thought it was someone's Bentley or Bugatti as they were fairly used to me testing such vehicles. Anyway, off I went, flat out on the 8-18 with a top-speed of about 60 m.p.h.! Each lap as I came up the Finishing Straight the slight gradient approaching the Members Banking slowed me sufficiently to take the turn under the Members Bridge without lifting off. Climbing the banking itself brought me down to about 40 m.p.h., which enabled me to engage second gear. Down the hill to the Fork the speedo went off the dial, there was no rev.-counter, and my main excitement was finding enough brakes to negotiate Chronograph Villa. In less than an hour I wore all the covers down to the canvas and, seeing some important-looking officials around, I hastily returned to the Paddock. I thought that on one occasion I had got in the way of Staniland who was driving a 2.3 Grand Prix Bugatti, so when he came in I apologised. With typical charm he said that I hadn't impeded him at all as he saw that I was only touring. "Only touring" be blowed, I was flat out dicing with death! Oh, how sadly we miss dear old Brooklands, and that happy-go-lucky carefree atmosphere of few regulations and practically no red tape. Remember that I was just an ordinary member of the BARC driving his old "banger", but amongst the top drivers with the fastest cars on an official practice session.

At that time my family lived close to Barnet in Hertfordshire and my brothers and I used a little unofficial circuit of roads nearby. We used to sort-of close the circuit by posting chaps on the corners and crossroads so that fast laps could be timed. Quite illegal it was but then the local Sergeant was a friendly Bobby who knew when to look the other way. Early one Sunday morning I was attempting to better my best on the Talbot. A bald nearside front tyre gave way on a tight corner. There was a high kerb. I struck that kerb, the car turned a somersault throwing me out, and then it came back on its four wheels very bent and on fire. I was perfectly all right and only a little bruised, and even had time to run home and get my camera before the Fire Brigade arrived. That was the end of my 8-18 Talbot, but there are still a few around today, despite the fact that they are all about 50 years old. Will any of the present-day economy cars last that long?

A. F. RIVERS-FLETCHER

The Truth, At Last, About That Renault Missing Link

WE PUBLISH hereunder a most interesting letter from the one person who really knows about those straight-eight Renaults intended for the 1930 Ulster TT, proving that MOTOR SPORT's far-reaching circulation is generally able to close the rifts in motoring knowledge:

Sir,

The car illustrated on page 360 of April's MOTOR SPORT is not the one we took to try out on the Newtownards circuit. Garfield brought a Renault straight-eight over to London and I joined him to take it to Belfast and time it over the TT circuit. This run was intended to be completely unofficial as we had no idea of what speed we could attain in it. It would have given the game away and attracted unwelcome attention if the car had had a racing number on the side of it.

I also remember that it had a fixed windscreen and I always wondered how Garfield and I managed to fly over it when we were catapulted out of the car as it crashed. When the horse-cart came out of a side road on our left, some 150 yards away, Garfield realised that his brakes would not enable him to avoid a direct impact in a straight line and he therefore slewed the car sideways as he braked to reduce our speed by skidding sideways on all four wheels. Unfortunately the front wheels hit the left bank, lifted the near side and the impact shot us out and we landed on the road. The steering wheel crushed Garfield's chest and injured his abdomen and he died a few hours later. I cracked my skull and broke a collarbone and some ribs in landing but, thanks to the wonderful skill, care and kindness of the staff of the Royal Victoria Hospital in Belfast, made a quick and complete recovery.

We had worked out that, allowing for reduced speed in the villages, we had been lapping at an average of 70 m.p.h. for four laps—traffic was very light in those days and at 1 o'clock Garfield thought everyone would be at lunch and we could try an almost "all-out" lap, and you know the rest. Louis Renault was never keen on any racing after his brother Marcel was killed and he stopped the programme at once.

You mention my first name but my second name is Marcel, which my father gave me because he was a close associate of the Renault brothers and was very fond of Marcel who, of course, was alive at the time.

Chichester C. M. de WILDE

Oulton Park Vindicated

Sir,

Most of the people at the VSCC Oulton Park race meeting in June will join with "W.B." in regretting the changes that have overtaken this circuit. But in fairness to the circuit proprietors it should be pointed out that the second of Morley's accidents did not occur on the new link. The Bentley-Napier took charge on the first lap on the approach to Cascades and had not reached the revised section when it clouted the railway sleepers.

Abingdon JOHN McLELLAN
Hon. Press Secretary,
The Vintage Sports-Car Club

[I am glad to hear this—but why wasn't the Press Secretary in the Press Office, to explain this to us after the meeting, at a time when one didn't wish to pester other officials about an accident? Sufficient criticism was heard about the shortened course to justify the report, and I am glad Mr. McLellan agrees.—Ed.]

A Frazer Nash Mystery

Sir,

I have just seen the May issue of MOTOR SPORT and was particularly interested by the photograph of the Frazer Nash MV 3357 on page 481. My father and I have owned this car since 1964. When we bought the car we got several photographs taken before the war when she was owned and raced by W. Peters. Yet neither in those photos, nor in David Thirlby's book "The Chain Drive Frazer Nash", nor yet in talking to the Chain-gangsters, have I met any sign of the car being fitted with the unusual and rather striking bodywork shown in your picture: the louvred undertray, scuttle and tail treatment, as well as the unusual number-plate, all seem very different from the car as she is now or as described on page 196 of Thirlby's book.

I should be most grateful if you or your readers could give me more information about the car.

Dover ZAC WATTS

Napier Green

Sir,

May I comment briefly on your recent article about paint (MOTOR SPORT, June 1975)? During my search for Napier Green, reported in the *Bentley Drivers' Club Review* for May 1975, the possibility of colour card fade was discussed with Sherwood Parsons. They were inclined to discount this because their master set had been kept away from light—and air too—pretty well.

In fact, the formulation in question had never really been discontinued; only the name had been changed. For these reasons, I would remain satisfied that Napier Green is still readily available ex-stock.

Tadworth HUGH YOUNG
Editor, *Bentley Drivers' Club Review*

A Daimler Puzzle

Sir,

The Daimler car on page 480 of your May issue is very likely a 1906, or 1907, model TR 20 h.p., with a four-cylinder, 35 b.h.p. engine of 3,308 c.c., Knight sleeve valve type.

The Army used the same model as staff limousine and other body styles in WW1.

Looking forward to the next issue of the best motor magazine in the world.

Herkenbosch, G. BRAAD-RUBEN
The Netherlands.

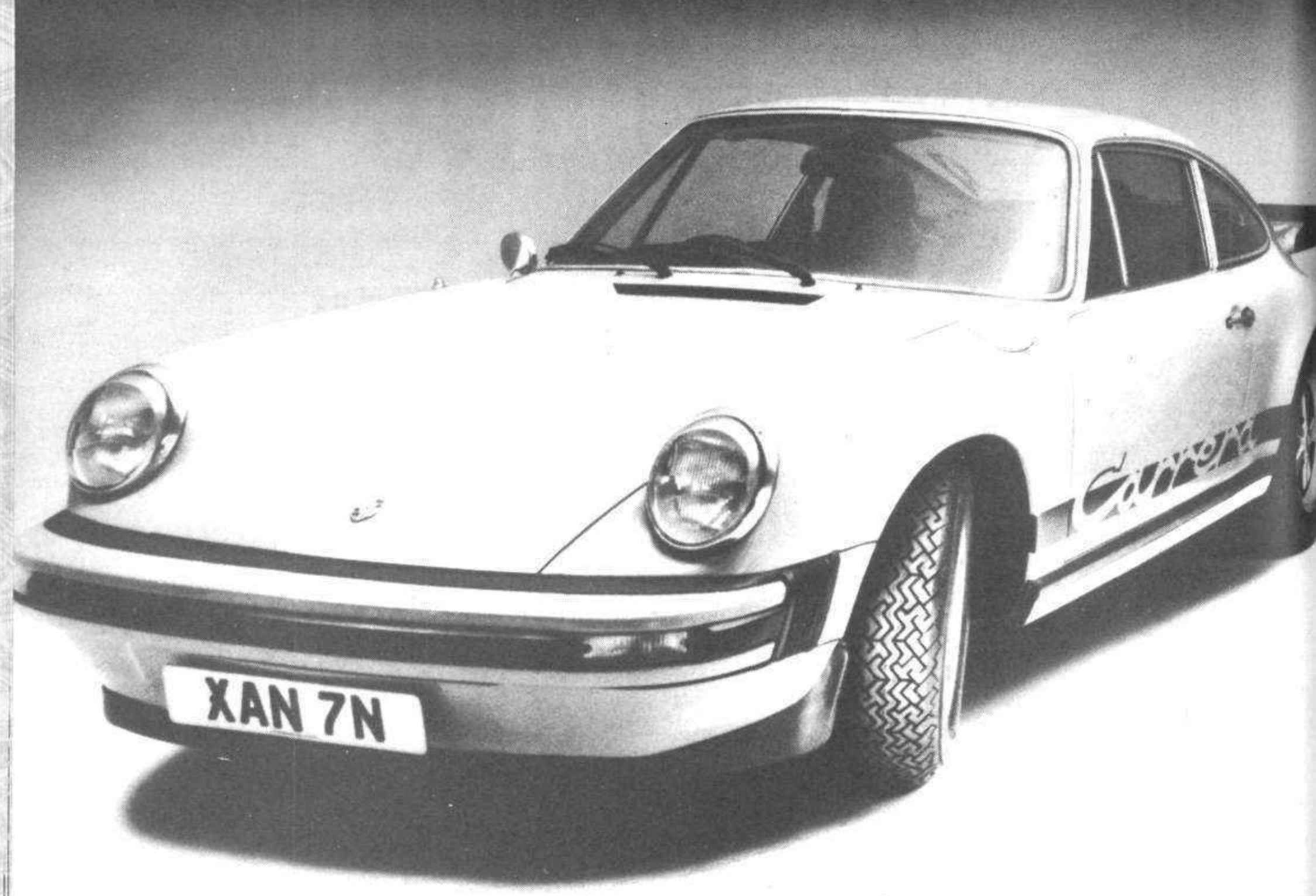
AYL 2

Sir,

The Talbot 105 featured in MOTOR SPORT last month looks splendid, but it is not the ex Dr. Roth car.

Continued on page 878

Both insured with



Porsche Carrera 2·7. Top speed 149 mph, 0–60 in 5·5 seconds.*
Fitted with Pirelli Cinturato CN36.

*Autocar road tests.

Pirelli Cinturato.



Hillman Avenger 1·6. Top speed 92 mph, 0–60 in 14·5 seconds.*
Fitted with Pirelli Cinturato CF67.

PIRELLI
CINTURATO

Continued from page 875

Without having seen it, I can only surmise that it still is what your article says it once was, namely the car registered as JJ 93. This was a 1933 model (registered late 1932) with chassis number 35277 and engine number AV 78.

The Dr. Roth car was a 1934 model registered AYL 2 with chassis number 35499 and engine number AV 398.

The history of the Dr. Roth car is well documented. The original four-seater body was removed in 1935 and the car converted to a single-seater, when amongst several easily identifiable details the bumper supports were removed from the front dumbirons. (These supports are visible on the car featured last month). The registration number was surrendered at the same time.

At the end of the War the single-seater body was removed and the car rebuilt with a home-made two-seater body, retaining the Brooklands single-seater radiator cowl, and re-registered as JKJ 869.

Some years ago JKJ 869 came into the hands of Arthur Archer, Motor Engineer of Great Dunmow, Essex, and its remains, together with the log book, now belong to Ian Polson in Felsted.

In 1973 I borrowed from Arthur the Dr. Roth back axle with high Brooklands ratio, which suited BGH 23 admirably for the Cinquantenaire at Le Mans.

Ian Polson is now commencing restoration of the car, and he holds a letter from the London County Council confirming that the car now registered JKJ 869 is the car originally registered AYL 2.

I do not know the history of JJ 93, but in fairness to its present owner, it does appear to have acquired the original Dr. Roth four-seater body during its career, which no doubt contributed to the idea that it was the Dr. Roth car and encouraged someone to apply for the registration number AYL 2. The story about the learned Doctor and his cuff-links is a nice one, but I fear is pure fantasy. Talbot steering wheel controls are zinc alloy castings, and break off all too easily—apart from which, the Dr. usually raced in a short sleeved shirt.

It would be nice to think that the present owner of JJ 93 could get together with Ian Polson and arrange for the complete Dr. Roth car to emerge from the union of the two cars.

Callington ANTHONY BLIGHT

CORDON ROUGE PRESCOTT

ON July 6th the House of Seagram, importers of G. H. Mumm's Cordon Rouge champagne, again sponsored the Classic Prescott hill-climb and, incidentally, gave me an excellent champagne lunch; which was jolly decent of them, remembering the rude things I wrote last year about the supposedly-replica "Cordon Rouge" Bugatti. This time Raymond Mays, who raced the real "Cordon Rouge" Brescia in 1924, opened the hill as passenger in a four-seater Brescia Bugatti, with one of his old-time supporters and Eric Giles who, with his late brother, originated the BOC in the back.

This was the occasion of the Thoroughbred and Classic *Concours d'Elegance*, which had an entry of 52. I was astonished to discover that this definition covered Sprites, Plus Fours, TR2s, RM Rileys, MG-As, and even Austin A70 and Wolseley 6/90 saloons! It was interesting, however, to see a post-war (1949) straight-eight Railton d.h. In fact, there were far more thoroughbred cars elsewhere than in the *Concours d'Elegance* park. For instance, Peter Hampton had arrived in his immaculate white 1928 S-type 26/220 Mercedes-Benz four-seater, Ettore's Field contained a nice selection of Ferraris, and there were thoroughbreds among the competing cars, such as Clutton's 1908 GP Italia and some GP Bugattis, etc. Johnty Williams had a rather sour-sounding ERA R10B, labelled MANPOWER, the Caesar Special was unleashed, Bowles shared a very stark AC with his wife, Baker favoured slicks all round on his Lotus 7, Burton's Sprite looked to be JPS-orientated, Rouse ran a coupé-bodied YB MG, Mathew's Morris is surely the ex-Ashley Cleve car(?), oversize tyres were used on the Sterry/Newton MG J2, and Michael Bowler was driving that 1940 Mille Miglia 328 BMW that is so classic that a five-figure sum was being asked for it.—W.B.

The revised placing in the MOTOR SPORT Brooklands Memorial Trophy Contest, to the Oulton Park Meeting, are: Peter Morley 36 points, John Venables-Llewelyn and L. D. Jones with 26 points each. The position will have changed since last week's Silverstone VSCC racing. The final round will be at Llandow on August 30th.

A CYCLECAR RALLY

THE Light Car Section of the VSCC has decided that it would be a rather splendid idea to have a rally for cyclecars, those delightfully optimistic creations which appeared between the years 1910 and 1925. It is appreciated that in these days of DoE tests, Motorways, and the common occurrence of front-wheel-brakes, it is difficult to run a cyclecar on the road in original condition, whilst on the other hand there are very few club events which cater for these machines. [Don't let the Morgan 3-Wheeler Club hear you say this!—Ed.]

It is therefore, proposed to hold a rally on September 21st at Caddesby Hall (10 miles N.E. of Loughborough), the home of one of our Section members, Colin Crabbe. The rally is open to anyone with a suitable three- or four-wheeled cyclecar, and will simply be an assembly and natter type of event. There will be a section of private road available for exercising those cars in running order, and we shall be equally pleased to welcome interesting non-running and incomplete cars. For the purposes of this particular exercise a cyclecar is defined as: "A three- or four-wheeled motor vehicle weighing less than 800 lb. and with a total capacity not exceeding 1100 c.c.".

Entries already received include Tamplin, pre WW1 Morgan and GN, AC, Sociable, Jowett, Rover 8 and ABC. Full details can be obtained from Roger Richmond, 15 Penn Hill Avenue, Parkstone, Dorset.—R.R.

CHANGE OF SECRETARY

MR. D. Purdy has taken over as General Secretary of the Lea Francis Owners' Club. He can be contacted at "Amberway", Oxhill, Warwick CV35 0QR.

FACTORY METHODS OF THE VINTAGE ERA

No. 20—Hoyal the Coachbuilders

IN 1929 Hoyal was a name well-known in both the car and boating worlds. The Company made motor-boats at Hamworthy in Dorset and bodywork for cars at Weybridge in Surrey. In all, it occupied some 13 acres of productive area and turned out 100 closed bodies a week, and boats in varying quantities depending on their type. The Hoyal boats were powered with Austin-Seven—in the Aqua Seven—Morris Isis Six, and six-cylinder Chrysler engines.

In a spacious factory by the River Wey—perhaps a legacy from the Weymann group?—Hoyal could build, without overcrowding, motor-coach bodies, for mounting on Dennis, Dodge and Tilling-Stevens chassis. It is interesting, in view of the topicality of motor-coach accidents, that roll-over protection was built into the roof area of these Hoyal coach bodies. Hoyal's made all sizes of car coachwork, both fabric-covered and in the metal, for cars such as Daimler, Rover, Talbot, Chrysler, Fiat, Darracq, Marquette and Chevrolet, a speciality being saloons for the Morris Minor chassis. Open bodies had not been made for some years but a start was soon to be made on a small sports body, maybe for the MG Midget or the Triumph Super Seven. They had also made two 12-seater prison vans.

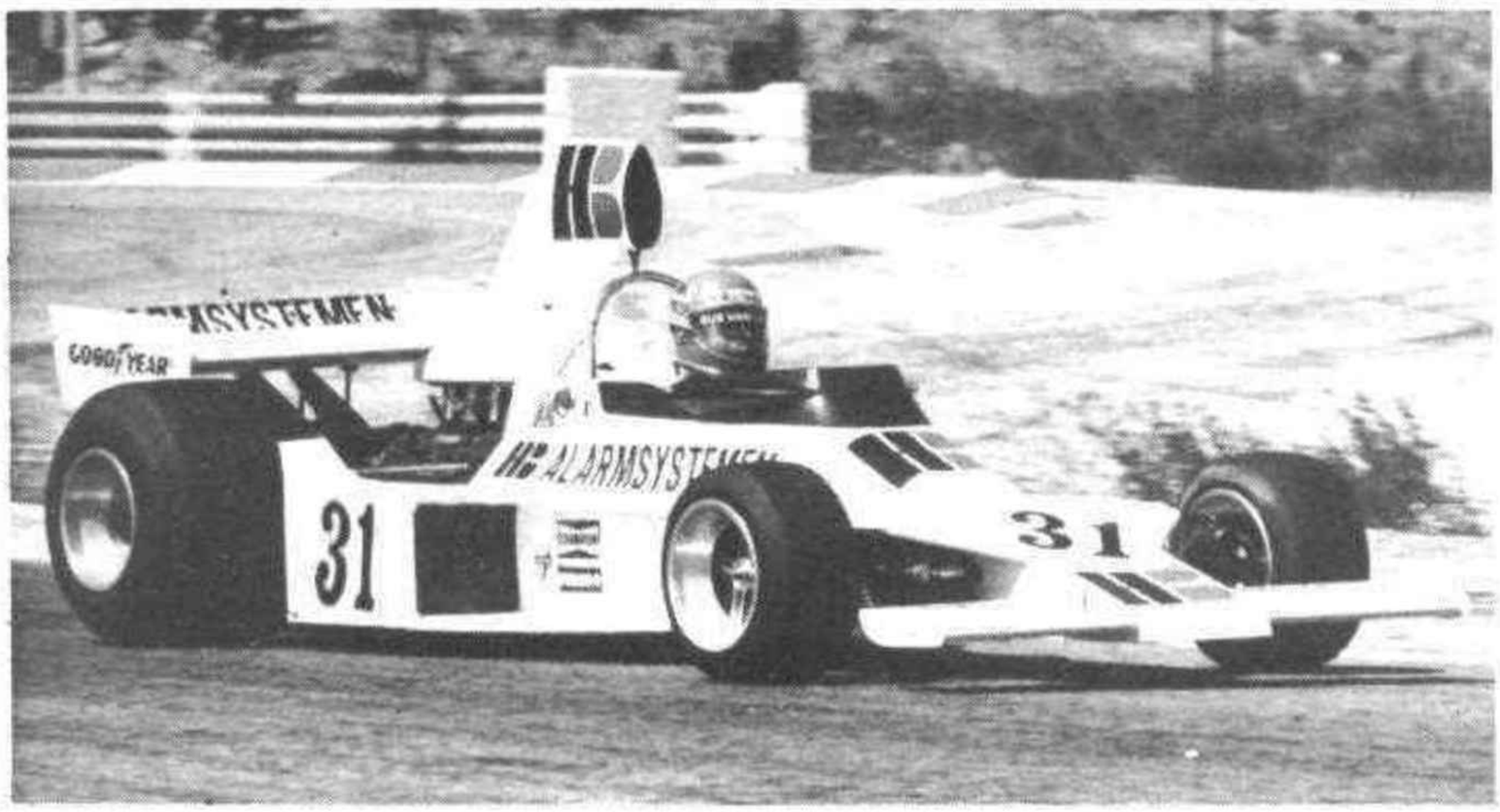
Full-size drawings were drafted of each body and custom-type coachwork was built in a shop separate from that used to make run-of-the-mill bodywork. The fabric bodies were not of the flexibly-framed variety but simply had a fabric covering over a rigid plywood frame. Hoyal's made their own windscreen frames, which were nickel or silver-plated; they didn't like chromium plate, believing that stainless steel would replace it; Ford had recently gone over to it. They ground the screen glasses themselves and had their own smiths' shop and generating powerhouse. They also fitted made-to-measure seats. The main work was putting fabric bodies on American chassis which normally had pressed-steel bodywork. The boats were made of mahogany planking, with brass and copper fittings. Its all a long time ago and I wonder how many Hoyal-bodied cars have survived?

W.B.

VINTAGE TAILPIECE



The GN "Kim" with its Brookland's silencers.



Van Lennep gave the new Ensign its racing début.

The French Grand Prix

Runaway win for Ferrari

Paul Ricard, Castellet, July 6th

THE OUTCOME of the French Grand Prix was made abundantly clear just before practice ended on Saturday afternoon when Niki Lauda showed his hand with the Ferrari, having been playing along with the Cosworth-powered brigade and showing little superiority. On Friday it had been Jarier with the Shadow who was setting the pace and on Saturday morning Hunt was fastest with the Hesketh, the times in the mid one minute forty-eight second bracket. No-one had looked like getting below 1 min. 48 sec., so that when Lauda suddenly put in two laps well below this figure, his best being 1 min. 47.82 sec., there was a general air of disbelief in the pits until the full force of the knowledge struck home.

The flat and rather uninteresting Paul Ricard circuit can be tackled from two opposing angles, or by a compromise. The layout is roughly rectangular with a long flat straight down one side, some "mickey-mouse" twists and turns at each end and a flat-out ess-bend in the middle of the other leg. You can either opt for maximum speed at the expense of cornering power, or sacrifice speed and concentrate on cornering, the choice being made by aerodynamic adjustments, the aerofoil settings for maximum down-thrust through the corners losing you maximum speed on the straight by reason of the increased drag. Some team engineers were in favour of concentrating on flat-out speed, but their drivers were more interested in cornering, while others were trying to achieve a balance between the two. Depending on the angles of the aerofoils the maximum speed on the long straight could vary between something like 175 m.p.h. and 190 m.p.h. and you could be on full song for as much as 30 seconds. Drivers generally being proud of their ability to go round corners showed little interest in speeding down the straight, though some were prepared to accept a compromise.

There were some new cars, new faces and new ideas about the paddock when it all began, the Tyrrell team turning out in a very strong force for the home Grand Prix of their major sponsor, the ELF petrol and oil company. Jody Scheckter had a brand new car, number six in the 007 series, some 50 lb. lighter by attention to the manufacture of detail parts and it had a wide base for the two alloy plates supporting the rear aerofoil, and in this space was built the oil system catch-tank for all the breathers. Depailler had his usual Tyrrell 007/4, while Scheckter's usual car 007/2 was the team spare. In addition to the regular team there was Jean-Pierre Jabouille entered with 007/5, to boost up the French connection with the Tyrrell team. The Lotus team had done a number of modifications to their cars, Peterson's spare car 72/R8 having "helper" coil springs added to the front suspension, to assist the torsion bars, these springs being wrapped round the telescopic shock-absorbers; it had also been altered drastically by having the wheelbase lengthened some five inches by out-rigging the engine away from the back bulkhead of the cockpit, on a tubular structure. In this space was mounted a new oil tank to replace the one over the gearbox, and in consequence the mounting for the rear aerofoil was new. The other Lotus, 72/R5, driven by Ickx, was also modified in this fashion, but without the coil springs.

The Ferrari team produced yet another of their 1975 cars, number 024 which was the fifth of the transverse gearbox models, and Regazzoni was using this while Lauda had 022. Both cars were still using the long thin tail-pipes on the exhaust system. In the Embassy-sponsored pits the Graham Hill mechanics were finishing off a new car for Brise, number GH1/4, while he was using the original Hill car, and in the Ensign pit the Dutch driver van Lennep was fitting himself into Morris Nunn's brand new car, with inboard coil spring front suspension and inboard front brakes. The wandering French driver Francois Migault was in the Williams team for this race, Merzario having split with the team for good. With the weather very hot and the engines having to work hard down the long straight there were quite a few mechanical disasters and both of Frank Williams' drivers broke their engines, Laffite on Friday and Migault on Saturday and a shortage of engines meant that the latter was unable to start in the race. Both the Parnelli team and the BRM team reversed their original plans before race day, Andretti preferring the training car 001 in place of 003, even though they were supposed to be identical and Bob Evans opting for the training BRM for the actual race, after P201/05 gave trouble on Saturday morning. Peterson tried both his Lotus cars and settled for the original short wheelbase car 72/R9, but with the coil spring units on the front, off the spare car, while Ickx had no choice. In the Brabham pits the spare car was fitted with glass-fibre mudguards to the front wheels, though their validity was in question.

There was no lack of activity during the two days of practice and some drivers covered more than the race distance on each day, but whether it did them much good is debatable, especially when Lauda pulled out his two very fast laps just when it was all over. As so often happens in the South of France there was a strong wind blowing off the mountains and sometimes it would be following the cars down the straight and other times it would turn across the straight, all of which was calculated to upset driver's mechanical judgement of what gear ratios were best, or how steeply the aerofoils should be adjusted. On Sunday morning, during the 30 minutes of untimed practice, conditions were different yet again and the wise ones kept their adjustments to the known circumstances of Friday



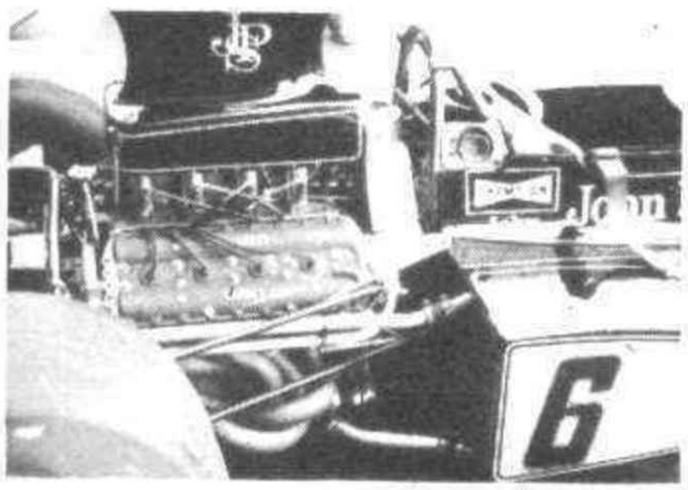
Jabouille drove only an average race in the second Tyrrell.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 50.18	1. 48.75	1. 49.64	1. 49.48
2	J. Mass	McLaren M23/6-Cosworth V8	1. 50.32	1. 49.51	1. 48.68	1. 48.54
3	J. Scheckter	Tyrrell 007/6-Cosworth V8	1. 49.03	1. 48.55	1. 49.20	1. 48.22
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 49.41	1. 49.31	1. 49.42	no time given
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 50.73	—	1. 50.26	1. 50.04
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 51.89	1. 52.34	1. 51.36	1. 50.94
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 50.23	1. 49.27	1. 49.16	1. 48.85
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 49.81	1. 49.48	1. 48.48	1. 48.78
9	V. Brambilla	March 751/3-Cosworth V8	1. 50.55	1. 49.31	1. 49.03	1. 48.56
10	L. Lombardi	March 751/2-Cosworth V8	1. 57.61	1. 56.47	1. 52.97	1. 53.91
11	G. Regazzoni	Ferrari 312B3/024 (T5)—flat-12	1. 49.22	1. 48.77	1. 48.70	1. 48.68
12	N. Lauda	Ferrari 312B3/022 (T3)—flat-12	1. 49.02	1. 48.84	1. 48.28	**1. 47.82**
14	R. Evans	BRM P201/05—V12	1. 54.42	1. 52.83	1. 51.89	—
15	J-P. Jabouille	Tyrrell 007/5-Cosworth V8	1. 51.56	1. 51.06	1. 51.30	1. 51.23
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 49.58	1. 49.07	1. 50.32	1. 48.48
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	**1. 48.67**	**1. 48.44**	1. 48.50	1. 48.57
18	J. Watson	Surtees TS16/05-4-Cosworth V8	1. 53.62	1. 50.95	1. 49.70	1. 49.97
19	—	—	—	—	—	—
20	F. Migault	Williams FW/03-Cosworth V8	1. 52.84	1. 51.82	1. 56.00	—
21	J. Laffite	Williams FW/04-Cosworth V8	1. 52.35	1. 55.80	1. 49.85	1. 49.72
22	A. Jones	Hill GH1/3-Cosworth V8	1. 54.48	1. 53.15	1. 53.14	1. 51.02
23	A. Brise	Hill GH1/1-Cosworth V8	1. 50.21	1. 50.42	1. 50.47	1. 49.21
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 49.43	1. 48.84	**1. 48.25**	1. 48.40
25	—	—	—	—	—	—
26	—	—	—	—	—	—
27	M. Andretti	Parnelli VPJ4/003-Cosworth V8	1. 54.68	1. 50.85	1. 52.41	—
28	M. Donohue	Penske PC1/03-Cosworth V8	1. 51.31	1. 50.87	1. 50.31	1. 50.15
29	—	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/03-Cosworth V8	1. 56.42	1. 51.70	1. 51.64	1. 51.92
31	G. van Lennep	Ensign MN/03-Cosworth V8	1. 51.47	1. 51.71	1. 51.81	1. 51.21
1T	E. Fittipaldi	McLaren M23/4-Cosworth V8	no time given	—	—	—
2T	J. Mass	McLaren M23/4-Cosworth V8	—	no time given	—	—
4T	P. Depailler	Tyrrell 007/2-Cosworth V8	—	—	—	1. 49.54
5T	R. Peterson	Lotus 72/R8-Cosworth V8	—	1. 50.55	—	—
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—	—	—
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	no time given	no time given	—
9T	V. Brambilla	March 751/2-Cosworth V8	—	1. 49.55	—	—
12T	N. Lauda	Ferrari 312B3-018 (T1)—flat-12	—	1. 51.03	—	—
14T	R. Evans	BRM P201/02—V12	—	—	—	1. 51.85
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8		NOT USED		
18T	J. Watson	Surtees TS16/02-4-Cosworth V8		NOT USED		
23T	A. Brise	Hill GH1/4-Cosworth V8	—	—	1. 56.76	—
24T	J. Hunt	Hesketh 308/3-Cosworth V8	—	—	no time given	—
27T	M. Andretti	Parnelli VPJ4/001-Cosworth V8	1. 55.00	1. 50.26	1. 49.72	1. 50.19
30T	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8		NOT USED		

and Saturday, while others were frantically fiddling with things and in most cases getting in a muddle.

The Grand Prix was due to start at 2.30 p.m. and the very hot weather made the wait seem interminable, but eventually the national races were over, lunch had been taken and the Formula One cars set off on their warm-up lap, though with the high ambient temperature there was not much need for warming things up. With Migault unable to start, twenty-five cars lined up on the grid, with Lauda and Scheckter on the front row, the Ferrari driver having chosen the left-hand side of the road. In the third row Pryce was already in trouble, his clutch dragging badly and he was holding the car back on the brakes. Lauda and Scheckter were side-by-side down to the fast ess-bend, but then the Ferrari went through without lifting and it was all over. Even as they returned up the back straight the Ferrari was pulling away impressively, and after twenty-four cars had gone by the travelling marshal's Porsche 911 appeared



The Lotus 72's new oil tank and lengthened wheelbase.

and a little while later Tom Pryce's Shadow as he had made a complete nonsense of the start with his feet on the wrong pedals when the flag fell. At the end of the opening lap Lauda had nearly two seconds lead over Scheckter, which does not sound much, but at racing speeds meant that he was almost out of sight of the rest of the field. Scheckter could neither hold the Ferrari round the corners nor down the straight and apart from being mentally depressed by this realisation, he did not feel confident about the handling of the Tyrrell and like so many drivers today he is not one to overcome adversity, preferring to set his pace to a safe appraisal of the conditions. This meant that he was holding up Hunt, Mass, Pace, Regazzoni, and Brambilla and allowing Lauda an even easier time to increase his lead. By lap three the Ferrari was four seconds ahead and Regazzoni was moving up past the queue behind Scheckter, but not for long as the Ferrari engine blew up at the end of lap 6 when the swarthy Swiss had taken third place from Hunt. Already Pryce had disappeared when the drive to his rear wheels failed, the dragging clutch being a forewarning of worse to come. Scheckter was still holding on to second place, but not for long and Hunt went by on lap 8 and Mass then began to look for a way by the Tyrrell. Pace lost his fifth place when he had to stop at the pits to have a misfire cured, and Brambilla had retired with a broken rear spring unit.

Although the outcome of the race had been decided on the opening lap, providing the Ferrari did not give trouble, it was ten laps before the rest of the runners really sorted themselves out. Hunt pulled well clear of Scheckter, but made no impression on the leading Ferrari, Lauda looking extremely confident and able to set his speed to match any circumstances behind him. Scheckter in third place had the two McLarens of Mass and Fittipaldi close behind him and then came Jarier, who had made a very bad start from the second row. Next was Brise closely followed by Andretti, Reutemann, Peterson and Depailler. It took four laps for the McLaren pair to find a way past the Tyrrell, and then Scheckter was being pressured by Jarier, Brise and Andretti. Depailler got past Peterson and began to work hard to make up for a rather indifferent opening lap, driving with visible effort and enthusiasm that his team-mate lacked. Ickx departed quietly from the scene when a driveshaft universal-joint broke and by 20 laps the scene was a bit processional and Lauda was about to lap Lella Lombardi, who was tailing along at the back of the field. Apart from Jarier finding a way past Scheckter, and Depailler overtaking Reutemann nothing much happened between laps 20 and 30, though Andretti overtook Brise on lap 28, at about the same time that Pace retired with a broken driveshaft joint.

Out in front Lauda was running the race

STARTING GRID

↑

12 N. Lauda *(Ferrari—flat-12)* 312B3/022(T3) 1 min. 47.82 sec.	3 J. Scheckter *(Tyrrell-Cosworth V8)* 007/6 1 min. 48.22 sec.
24 J. Hunt *(Hesketh-Cosworth V8)* 308/2 1 min. 48.25 sec.	17 J-P. Jarier *(Shadow-Cosworth V8)* DN5/4A 1 min. 48.44 sec.
8 C. Pace *(Brabham-Cosworth V8)* BT44B/2 1 min. 48.48 sec.	16 T. Pryce *(Shadow-Cosworth V8)* DN5/2A 1 min. 48.48 sec.
2 J. Mass *(McLaren-Cosworth V8)* M23/6 1 min. 48.54 sec.	9 V. Brambilla *(March-Cosworth V8)* 751/3 1 min. 48.56 sec.
11 G. Regazzoni *(Ferrari—flat-12)* 312B3/024(T5) 1 min. 48.68 sec.	1 E. Fittipaldi *(McLaren-Cosworth V8)* M23/9 1 min. 48.75 sec.
7 C. Reutemann *(Brabham-Cosworth V8)* BT44B/1 1 min. 48.85 sec.	23 A. Brise *(Hill-Cosworth V8)* GH1/1 1 min. 49.21 sec.
4 P. Depailler *(Tyrrell-Cosworth V8)* 007/4 1 min. 49.31 sec.	18 J. Watson *(Surtees-Cosworth V8)* TS16/05-4 1 min. 49.70 sec.
27 M. Andretti *(Parnelli-Cosworth V8)* VPJ4/001 1 min. 49.72 sec.	21 J. Laffite *(Williams-Cosworth V8)* FW/04 1 min. 49.72 sec.
5 R. Peterson *(Lotus-Cosworth V8)* 72/R9 1 min. 50.04 sec.	28 M. Donohue *(Penske-Cosworth V8)* PC1/03 1 min. 50.15 sec.
6 J. Ickx *(Lotus-Cosworth V8)* 72/R5 1 min. 50.94 sec.	22 A. Jones *(Hill-Cosworth V8)* GH1/3 1 min. 51.02 sec.
15 J-P. Jabouille *(Tyrrell-Cosworth V8)* 007/5 1 min. 51.06 sec.	31 G. van Lennep *(Ensign-Cosworth V8)* MN/03 1 min. 51.21 sec.
30 W. Fittipaldi *(Fittipaldi-Cosworth V8)* FD/03 1 min. 51.64 sec.	
14 R. Evans *(BRM—V12)* P201/02 1 min. 51.85 sec.	10 L. Lombardi *(March-Cosworth V8)* 751/2 1 min. 52.97 sec.

* *Non-starter*: F. Migault *(Williams FW/03)*—1 min. 51.82 sec.

as he pleased, the overall pace being more than three seconds slower than in practice, but he merely kept about six seconds between himself and the pursuing Hesketh. In third place, Jochen Mass was driving splendidly, keeping in front of his team-leader and gaining steadily on Hunt. In fifth place was Jarier, somewhat disgruntled as he had hoped to win his own Grand Prix, and on lap 30 Scheckter found himself down in eighth place, behind Andretti and Brise, and it was clear that Depailler would soon relegate the South African to ninth place.

The only interest now lay in the fact that Mass was pulling away from Fittipaldi and was close behind Hunt, and the McLaren and the Hesketh drivers were urging each other along so that they were closing up on the leading Ferrari. There was no actual danger for Lauda, even though the Ferrari was developing more understeer on some corners than was desirable, as the full load lessened and the tyres wore down. Mass could see no hope of getting by Hunt, but that did not deter him from pressing hard. There was no "professional attitude" of settling for third place for the young German, he just drove harder and harder, hoping Hunt would make a mistake or the Hesketh give trouble, but neither eventuality took place. At the back of the field Laffite was really enjoying himself in the Williams as he was right up behind Peterson, who had been driving about as enthusiastically as Ickx. As Laffite got by, the Swede woke up and his pride got the better of his "professional attitude" and he re-passed, but Laffite would not give up and he gave Peterson a bad time right through to the end of the race. Reutemann had been running in front of them, rather disconsolately, but decided he had worn out his rear tyres and stopped to have them changed.

The Mass/Hunt pursuit race enlivened things no end, even though the outcome was never in doubt, and though they closed the gap to the Ferrari to less than three seconds, Lauda was never worried, knowing full well the situation and with plenty in hand.—D.S.J.

Results :

FRENCH GRAND PRIX—Formula One—54 laps—Paul Ricard Circuit—5.81 kilometres per lap
313.74 kilometres—Very hot

1st :	N. Lauda (Ferrari 312B3/022(T3))	1 hr. 40 min. 18.84 sec.—187.654 k.p.h.
2nd :	J. Hunt (Hesketh 308/2)	1 hr. 40 min. 20.43 sec.
3rd :	J. Mass (McLaren M23/6)	1 hr. 40 min. 21.15 sec.
4th :	E. Fittipaldi (McLaren M23/9)	1 hr. 40 min. 58.61 sec.
5th :	M. Andretti (Parnelli VPJ4/001)	1 hr. 41 min. 20.92 sec.
6th :	P. Depailler (Tyrrell 007/4)	1 hr. 41 min. 26.24 sec.
7th :	A. Brise (Hill GH1/1)	1 hr. 41 min. 28.45 sec.
8th :	J-P. Jarier (Shadow DN5/4A)	1 hr. 41 min. 38.62 sec.
9th :	J. Scheckter (Tyrrell 007/6)	1 hr. 41 min. 50.52 sec.
10th :	R. Peterson (Lotus 72/R9)	1 hr. 41 min. 54.86 sec.
11th :	J. Laffite (Williams FW/04)	1 hr. 41 min. 55.61 sec.
12th :	J-P. Jabouille (Tyrrell 007/5)	1 hr. 41 min. 55.97 sec.
13th :	J. Watson (Surtees TS16/05-4)	1 lap behind
14th :	C. Reutemann (Brabham BT44B/1)	1 lap behind
15th :	G. van Lennep (Ensign MN/03)	1 lap behind
16th :	A. Jones (Hill GH1/3)	1 lap behind
17th :	R. Evans (BRM P201/02)	2 laps behind
18th :	L. Lombardi (March 751/2)	4 laps behind

Fastest Lap : J. Mass (McLaren M23/6) on lap 38, in 1 min. 50.60 sec.—189.114 k.p.h.

Retirements : T. Pryce (Shadow DN5/2A) transmission failure, on lap 3; G. Regazzoni (Ferrari 312B3/024(T5)) engine failure, on lap 7; V. Brambilla (March 751/3) shock-absorber failure, on lap 8; M. Donohue (Penske PC1/03) broken drive-shaft joint, on lap 8; W. Fittipaldi (Fittipaldi FD/03) engine failure, on lap 15; J. Ickx (Lotus 72/R5) broken drive-shaft joint, on lap 18; C. Pace (Brabham BT44B/2) broken drive-shaft joint, on lap 28.

25 *starters* — 18 *finishers*.

CONTINENTAL NOTES

continued from page 852

puff press" got on the wrong side of the bandwagon, as they invariably do, and screamed from their headlines that the CSI were going to "ban wings" (they meant aerofoils and aerodynamic devices, but that is neither here nor there). There has never been any intention of banning anything, merely restricting or curbing the enthusiasm. Since little wind deflectors began sprouting on racing cars there have been limitations imposed, both on size and construction, and these limits are going to be made more stringent. In a similar vein there is talk of putting restrictions on tyre dimensions, and it is all a reaction to the original statement made by Goodyear about their reasons for being in racing.

Over the years there have been numerous limitations put on the design of racing cars, among them the banning of oxygen-bearing fuels, fully streamlined all-enveloping bodywork, the use of more than 12 cylinders or more than a given engine capacity, and minimum weight restrictions. The CSI do not really know where to turn to next, and they are not alone, so they are planning to curb the sizes of the two things that are most easily seen, tyres and aerodynamic devices. It could be visibly seen and proved that the ultimate performance of a racing car could be directly related to the driver's masculinity, then restrictions on the human being would be imposed!

* * *

Silverstone Chicanery

At last the great god safety has reared its ugly head in our very midst, so that now everyone can appreciate what I have been banging on about for many years from various parts of Europe. I refer to the introduction of an artificial corner in the middle of the high-speed Woodcote Corner at Silverstone. When a *chicane* was introduced at Spa to slow the cars before the Masta straight, I complained bitterly ; when the fast ess-bend at Whitehouse on the Le Mans circuit was eliminated and replaced by a wiggly new road that slowed the cars down before the pits, I lost interest in Le Mans; when Monza was made a farce by the introduction of a *chicane* on the main straight, the Italian Grand Prix as a motor race died an instant death; when an ess-bend was built at the *Tiergarten* on the Nurburgring, to slow the cars before the start and finish plateau I tried not to look at it; when a *chicane* was introduced at Anderstorp to stop the hair-raising sweep off the runway onto the infield, I kept away from that end of the circuit; when the Tabac Corner at Monte Carlo was eliminated and replaced by some Scalex track I rather lost interest in the Monaco Grand Prix, and so it goes on. Now "chicanery" has struck at the very heart of British motor racing and cars are no longer permitted to take Woodcote Corner on the very limits of adhesion, everyone must be reduced to the lowest common denominator. The reason given is the safety of the spectators in the main grandstands, but that is so far from the truth it is laughable. The real truth is not at all funny; it is the realisation by a lot of people that motor racing as we know it and enjoy it today is living on a knife-edge for its very existence. To the outside world who are not enthusiasts it is a very anti-social activity and everything that it involves is distasteful to "them out there" and whether we like it or not we have got to admit that there are far more of "them out there" than "us in here".

Some of the clever-thinking people among the constructors of Formula One cars can see that their future is limited and they do not want to take a chance with anything that might speed-up the inevitable. We all know that a bad accident in the high-speed Woodcote Corner at Silverstone is safe for the spectators, as Jody Scheckter amply illustrated in the 1973 British Grand Prix, but there is always the chance of a single car breaking up in the middle of the corner and a wheel flying into the crowd. We all know this is unlikely, or alternatively could happen on any corner, but like tyres and aerofoils, Woodcote Corner is "plainly visible" to officialdom, so it has to be used as a scapegoat to create the impression that those in motor racing who are responsible, are acting in a responsible manner, if not, the leader of "them out there" might say "this activity is becoming tiresome, we'd best put a stop to it"—just like the Swiss did in 1955.

I have mixed feelings on all this, on one hand I say "to hell with officialdom, let's have all the fun and danger we can and if the whole thing blows up in our face, then that's the luck of the game". On the other hand I wonder whether perhaps a watered-down version of what we really want is better than nothing at all, and I think about the young generation just starting in racing and feel it would be kept going as long as possible for their benefit. The "responsible ones" among the constructors are far more realistic, for they know that if Grand Prix racing was banned they would all be out of work, and some of them know they could not turn their hand to anything else, having specialised for so long. Nobody is really worried about the safety of the paying (and a high price they paid) spectator in the Woodcote stands, least of all the spectators themselves, but some people are worried about the long-term effects and even put a limit of 10 years on this.

These words are being written just before practice begins for the British Grand Prix and the spectators who have paid ten pounds for a seat to watch Formula One heroism at its best have yet to realise they have been "conned". There is a spectator union in the form of Common Law, and the Trades Description Act, but let us not forget the overall lurking fear for our future, because everything points to a final show-down when you trace the history and development of the activity of motor racing, even over the past twenty years. My short-term view on Silverstone is that Stowe Corner will become even more popular than it already is.—D.S.J.

A Gold and a Silver.





Brands Hatch, in their 25th year
of racing, congratulate
Motor Sport on their 50th year
of first class motoring journalism

Smash motoring costs



test drive the Honda 120

The HONDA CIVIC 1200 is probably the first car specifically built for today's motoring conditions.

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You'll find it has four features seldom found in *any* car – let alone an economy model. Front wheel drive. Extra wide track. All-round independent suspension. Rack and pinion steering. All of which give you road holding you'd associate with an expensive sports car.

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Honda 1200 Cuts motoring costs, not standards



1950



1952



1957



1960



1962



1964



1966



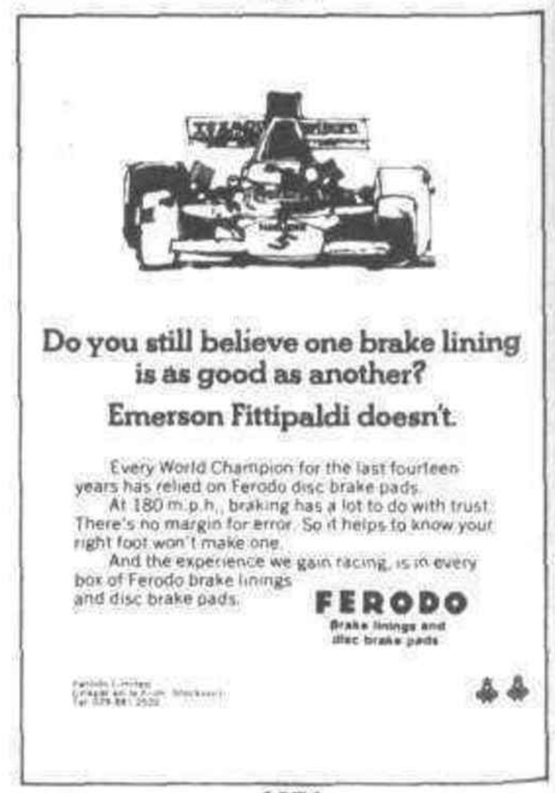
1969



1971



1973



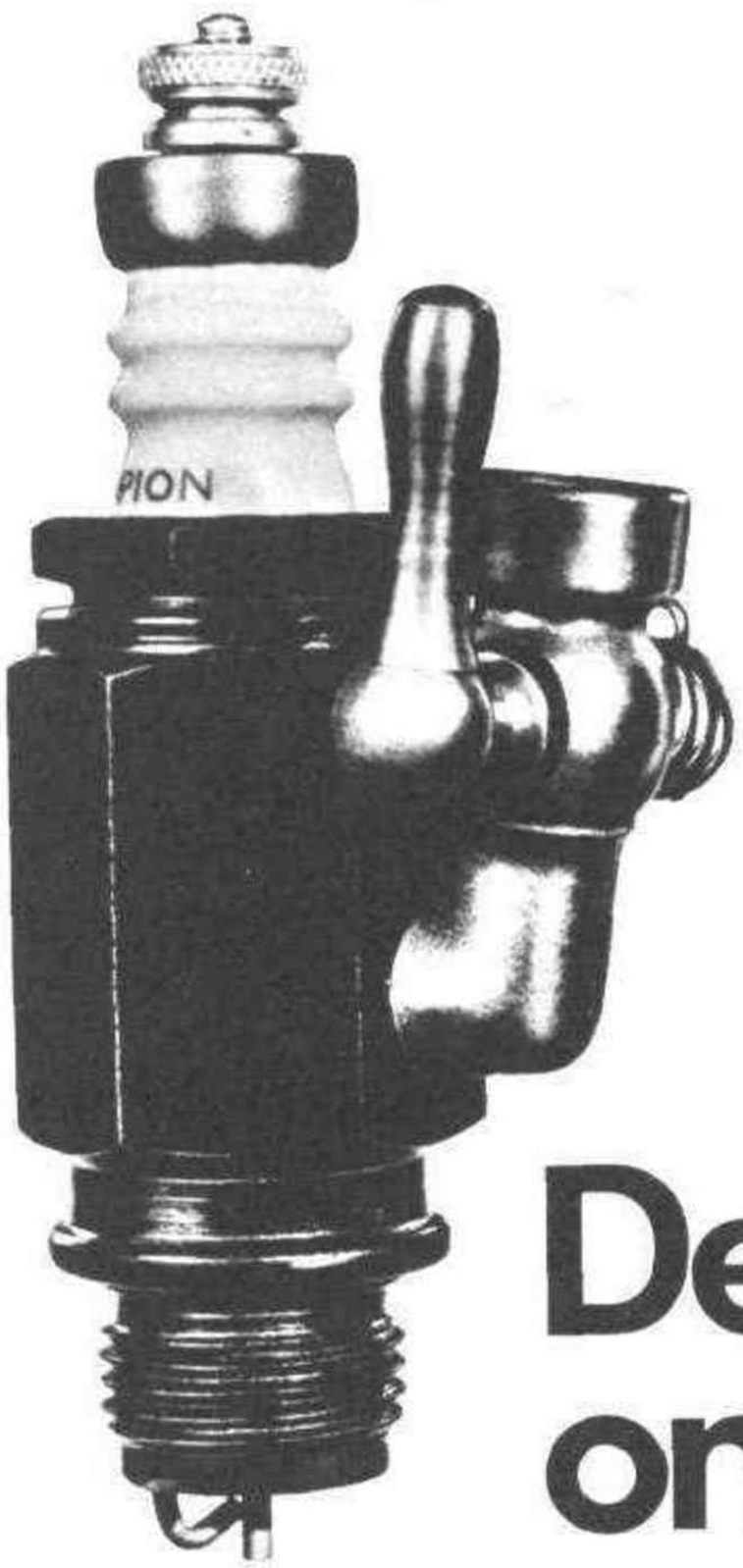
1974

Motor Sport has seen a lot of success in its time.

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". . . I was hanging out of a sidecar at the time. . . ."

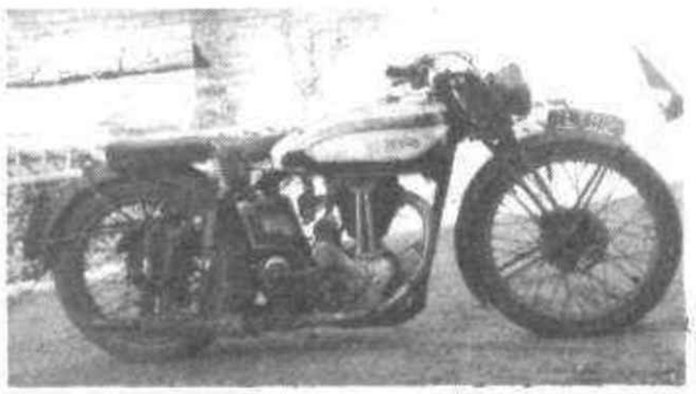
I WAS hanging out of a sidecar at the time, riding as passenger to World Champion Eric Oliver in 1948, when W.B. said "While you are there, you might like to write something for MOTOR SPORT about the car races". We were earning a rather dubious living as members of the "Continental Circus", a nomadic band of racing motorcyclists who travelled all over Europe living from one weekend to the next, surviving on starting money and prize money. In those by-gone days it was popular among race organisers to hold motorcycle races on Saturday afternoon or Sunday morning and a Grand Prix for racing cars after lunch on Sunday. We used to race at places like Pau, Comminges, Bordeaux, Angouleme, Erlen, Mont Ventoux and so on, and adding spice to my job as passenger was the opportunity to see some European motor racing close-up, having followed it avidly in race reports and photographs in magazines since the early nineteen-thirties.

I began motorcycle racing in 1946/47 in England, at interesting places like Cadwell Park and Scarborough's Oliver's Mount circuit, and at uninteresting places like disused airfields. I had got a taste for the real thing, which was road-racing, where an error of judgement of three inches mean hitting something solid, in contrast to airfield racing that Britain was getting all excited about, where an error of judgement of three feet either way was of no consequence. The urge to see and be involved in the real thing was too much for me, and I set off from Dover on a one-way ticket to go road-racing on ordinary everyday roads in Belgium, France, Switzerland, Germany and Italy. We went to circuits out in the country, as at Chimay, Floreffe or Mettet, or through the streets of towns like Bruxelles, Avignon, Olten or Lugano, with the highlight in view of the pure Grande Epreuve road-race circuits like Spa-Francorchamps, Berne or Reims and the very heart of Grand Prix racing at Nurburgring and Monza. The flat and wide-open spaces of Silverstone, Boreham, Ibsley, Gamston or Charterhall held little interest for me, nor did the Garden Party "round-the-field" racing of Goodwood. To me racing in Britain in those days was half-hearted stuff, with only the occasional flurry of serious road-racing in Jersey, the Isle of Man or at Dunrod, but there were not enough of these real circuits.

Knowing that I was going to all the combined car and motorcycle meetings in Europe, the Editor saw an economic method of getting race reports into MOTOR SPORT, for in those days the circulation was small and "expenses" were non-existent, while "foreign travel" was a complicated business. I had grown up with MOTOR SPORT as my motoring bible and was more than pleased to be allowed to contribute to its furtherance in some small way.

From 1948 to 1952 I wandered the roads and circuits of Europe getting to know most of the circuits very intimately from quite close quarters, motorcycle racing for a living and filling in as a journalist in my spare time. Journalism as such was of little interest, the real joy was that it afforded me the opportunity to stay on for the Grand Prix races and see everything from the best vantage points and to get into the pits and paddock. While racing we travelled about in a van, or a car and trailer, but during the last year that I raced as passenger I began to journey about on my own, building myself a special 500 c.c. Norton for the job, using a racing frame and extra large fuel and oil tanks. During 1952 I covered more than 10,000 miles on the old "Noggy" for if we were not motorcycle racing anywhere at a weekend, I would set off from our base in Bruxelles and go to a car race, extra to the season's schedule.

As the 1953 season was about to begin the management of MOTOR SPORT suggested that if I care to give up the motorcycle racing part of my summer wanderings I could concentrate fully on motor race reporting, and they would pay my way, though I would have to provide the transport. A season of travelling on a solo motorcycle had shown up the shortcomings so for 1953 I set off in an old car that I had bought during the previous winter. This was a 1937 Fiat 1500 with a pushrod 6-cylinder engine, a four-door pillarless saloon body and the useful attribute of the passenger seat being fully removable leaving a full length bed-space on a flat floor. In the days when my Fiat was new there was a little Fiat 500 known as the "Topolino" or "Mouse", so naturally the Fiat 1500 was known at the "Rat". It was slow and not very sure, but somehow it kept going all over Europe during 1953 while I reported on races and mountain hill-climbs for MOTOR SPORT. It was actually possible to buy spares for the old Fiat in France and Italy, and breaker's yards were useful for getting bits as well. On July 14th of that year, which is "Bastille Day", I was stranded in a small French town with a Fiat engine spread all over the hotel yard, waiting for some new exhaust valves to arrive from Paris by train. As I had been living there for a few days, since the Fiat had died on me in fact, I was able to join in the "Quatorze Juillet" festivities and enjoy the parade from the Hotel de Ville to the Gendarmerie, on to the Fire Station, round by the Railway Station and into the main square for the all-night dancing. As the parade was punctuated by frequent stops at cafes for a glass of wine, the band concert and dancing in the square was quite riotous.



". . . a home-brewed 500-c.c. Norton with large tanks. . . ."

The old Fiat allowed me to travel even further afield, in those days before Autostrada and Autoroutes, and a journey to Naples for the street racing was something of an epic. It was memorable for being a Grand Prix with only six competitors, yet was one of the most exciting I have ever seen. The six were Ascari, Farina and Villoresi with works Ferraris, Fangio and Gonzales with works Maseratis and a local lad with an old Ferrari who retired quite early on to avoid being run over by the furious-five. That particular meeting holds an amusing memory for me as I temporarily lost the old Fiat on the Saturday. On the way down the winding coast road the radiator had split and I arrived at Naples in sweltering heat with the Fiat boiling between refills. When things get desperate it is surprising (a) where you can find water and (b) how long an engine will run gently without water. I found a Fiat garage in Naples who were prepared to adapt a later Fiat radiator to my old car, so I left it with them and took a taxi out to the Posillipo suburbs where practice was due to take place. At the end of the day I caught another taxi



"*Tired old Fiat* 1500."



"*. . . the Lancia Aprilia allowed time for a zizz after lunch. . . .*"

and asked to be taken to "the Fiat garage". I had assumed that a garage with a big Fiat sign outside was *the* Fiat garage, so had not bothered to note down the address. By the time the taxi had done a tour of all the Fiat garages in Naples until I recognised the one containing my dear old 1500 the fare was almost more than my car was worth!

At the end of the season the Fiat was more than a little tired and MOTOR SPORT were well satisfied with the first full season of Continental Corresponding by D.S.J., so they magnanimously agreed to buy me a secondhand car for my 1954 travels. On many occasions with the Fiat I had been grateful for being in a "foreign" car when it came to repairing it by the wayside or in a hotel courtyard, so I opted for "foreign" once more in the shape of a 1938 Lancia Aprilia. It would have been nice to have had a new Lancia, but the budget offered by MOTOR SPORT would only run to quality cars up to 1939 in the secondhand market as it was then. After shopping around the "trade" with someone else's money I found a very nice one at one of our regular advertisers, and in comparison with what I had been used to it was a brand new car.

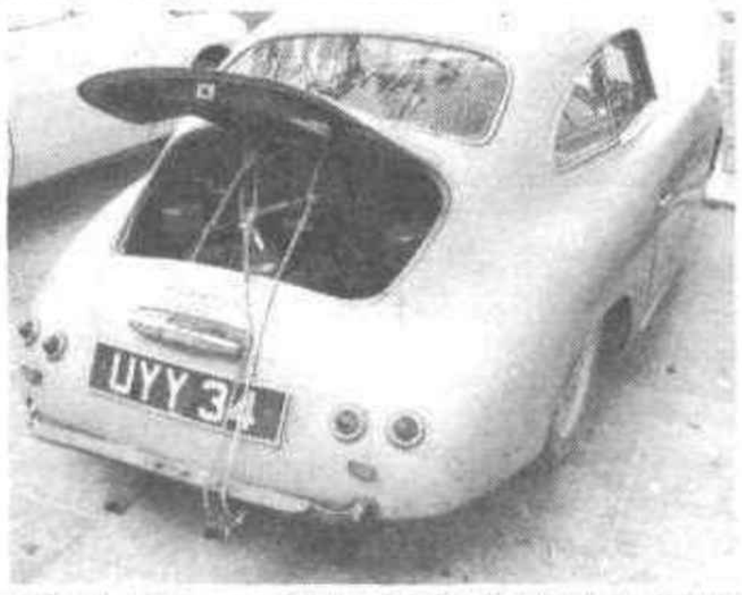
Full of confidence in this new acquisition I started the 1954 season with a trip to Sicily, which in those days took a very full four days, with no easy way down through the mountains of Calabria. The aim was the Siracuse GP, the first in Europe for the new Grand Prix formula that started in 1954 and the long haul was well worthwhile if only to see the new and exciting 250F Maseratis. My arrival in Siracuse co-incided with the Aprilia breaking an engine bearer and the engine leaning heavily to starboard. A friendly garage on the edge of the circuit agreed to fit a new bearer, obtained from their stores, while I walked down the road to watch the Grand Prix practice. I was glad I had not arrived in a secondhand British car at that point. The little Aprilia was a joy to drive all over Europe, cruising along at 60-65 m.p.h. and steering and handling so nicely that it was a real joy on winding and undulating French roads. Its all-round independent suspension gave it a good ride and the four-speed gearbox was very sporting. It was a very easy car to work on, quite major jobs being tackled under the shade of a tree or by the roadside. Although minor things went wrong or bits fell off, it never let me down and took the whole season's motoring valiantly. In August of that year I was down on the Adriatic coast at the Senegalia and Pescara races and felt it was time the Lancia had a decoke and valve grind, so with the help of a friend the job was done round the back of the hotel where we were staying. For a complete new gasket set we merely had to walk across the railway lines to a motor factors in the main street, where we bought a service gasket set for a 1938 Lancia Aprilia with no trouble at all, and this was in 1954. On another occasion I was belting down the Mont Cenis pass into Italy when all hell seemed to break loose underneath. Hurried investigation revealed that one of the fabric universal joints on the propshaft had torn iself to shreds, so I drove carefully on to Turin making unruly clonking noises. In the great Italian motor city I stopped at the first spare parts factors and bought a new fabric joint and as the day was warm and sunny and time was on my side I decided to fit it there and then, by the roadside. Altogether the job took me four hours and the whole time I had been working an old man had been sleeping on a seat nearby. I had noticed him asleep in the sun when I pulled into the kerb, and being fascinated that he was still asleep four hours later I decided to take a photo of him with the Aprilia in the background. At that precise moment he woke up and looked very puzzled to find a bearded gnome taking his photograph.



"*The Porsche* 1500 *with bumper mods by D.S.J.*"

This business of corresponding from the continent about motor racing was now becoming a pretty serious one and as MOTOR SPORT was expanding rapidly with the expansion of motoring sport, the management agreed to buy me a new car. I felt I had done two good years apprenticeship and suggested that what would fill my needs adequa-



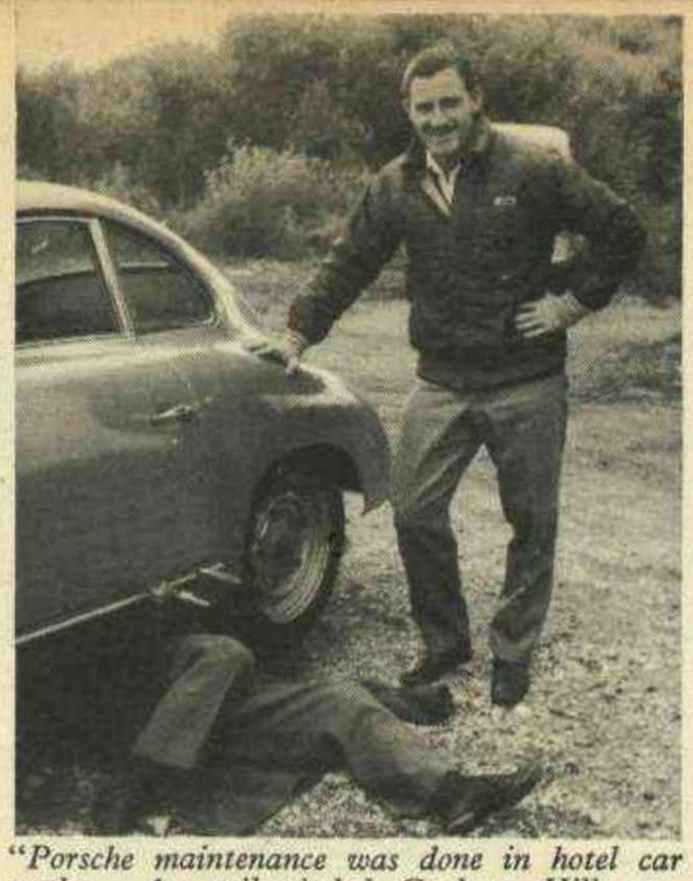




"*The Porsche led a hard life.* Left to right: *Hit up the back by an Austin A40; Arrival at Palermo with the engine roped in place; Struck in the side by a 4cv Renault.*"

tely was a Porsche 356A. This was 1955, the time when Porsche were really getting into their stride and their cars were becoming very civilised. They had at last developed plain-bearing engines, the synchromesh gearbox was perfected, brakes were better and they had discovered about anti-roll bars to reduce oversteer and shock-absorbers were improved. I collected the metallic blue Porsche 1500 from the factory in Stuttgart and started a love-affair with air-cooling and rear-engines that lasted from 1955 to 1965 and clocked up more than 350,000 miles, developing the car as I went along with help from the Stuttgart factory. That Porsche led a hard life, sustaining damage to all quarters, sometimes my fault, sometimes the fault of others, and the only panel not to be straightened out by the coach-builders was the sliding panel in the sunshine roof! To say that the Porsche served me well would be an understatement. It was quite remarkable and though things broke on it and I broke things on it, in ten years it only failed to reach its destination twice, once when the fibre camshaft-driving wheel sheared its teeth and once when a stub-axle broke. It had everything happen to it, the engine fell out, wheels broke off, the brakes failed, valves burnt out and it received a hearty shunt up the back, but always it managed to drag itself back home or to the Porsche factory. It was used for club racing and hill-climbs and speed trials, it was used to tow a motorcycle trailer, it was a real maid-of-all-work and it took me all over Europe, from Scandinavia to Portugal, from Oulton Park to Sicily, and though I did just about every dodgy manoeuvre with that car it never failed to help me out and never put me on its roof.

The stories and escapades with that Porsche throughout the years 1955 to 1965 would fill a book, and it left such an impression that ten years later there are people who think I am still using it, it had become such a part of D.S.J. In order to use a Porsche the way I did you had to be prepared to do your own servicing and mechanical maintenance, but having started my travels on a motorcycle this came naturally to me. I could never see the point of a garage doing simple things like tappet adjustments, or oil changes; they took so little time to do in the hotel car park that I could never waste the time taking the car to a garage. Major things, such as when the engine bearer broke while dicing along the northern coast of Sicily, called for a bit of skilled welding, but generally speaking there wasn't much that you could not cope with by



"Porsche maintenance was done in hotel car parks. An evil-minded Graham Hill contemplates D.S.J. at work."

the roadside with the old 356-series Porsches, especially as a lot of the bits were standard Volkswagen.

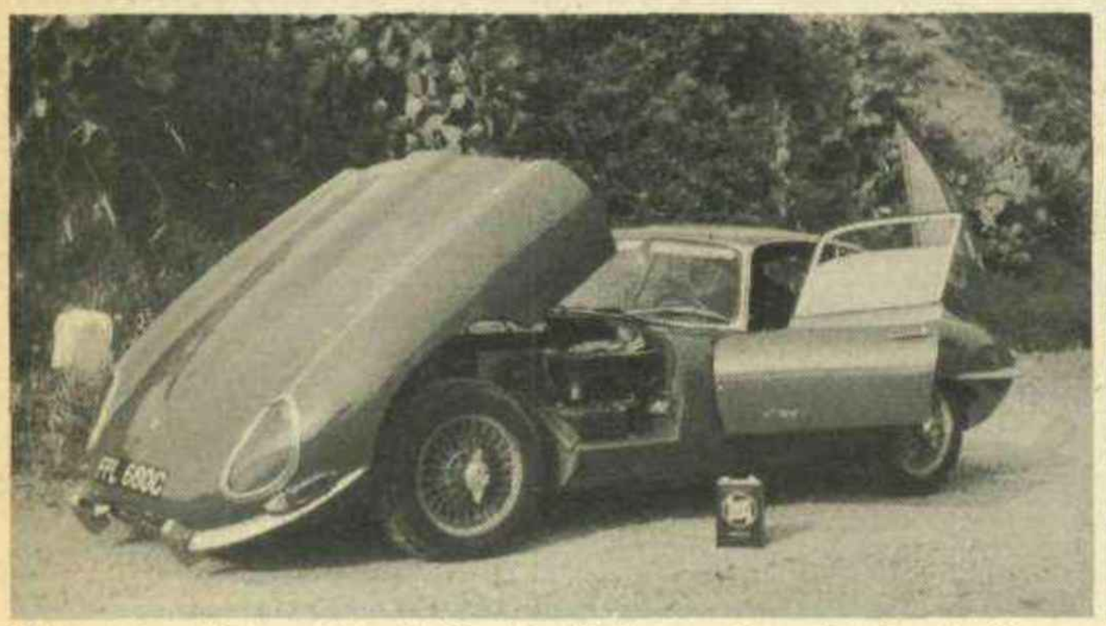
In standard form those early Porsches oversteered pretty violently, wagging their tails like a dog, but using oversize Michelin "X" tyres on the back and skinny ribbed Continental cross-plys on the front, with modifications to the steering and the shock-absorbers, changed that Porsche into an initial understeerer, with a very smooth change to oversteer as the cornering power increased. When you got it really sliding through a corner the swing-axle rear suspension would eventually start a hopping motion. While this did not upset the cornering particularly it made the whole back of the car judder violently and ultimately broke something, usually the engine mounting strap, the rubber mounts or the attachments to the chassis; something had to absorb the stresses and it seemed that the engine fell out about once every two-to-three years. As it was attached pretty firmly to the gearbox and the gearbox and rear half-axle were in one, it merely meant that the engine dragged along the ground until you stopped. Some lashing with rope usually held things in place until you finished your journey. Taking the engine out was a simple job and you could then wheel the car round to a friendly welder to have a repair done.

At the time I felt I kept that Porsche too long, but I had become very attached to it and I could not find an alternative. The four-cam Porsche Carrera 2-litre was a very desirable car, but I could not visualise using it the way I had been using the pushrod 1500, and then when the new-regime Porsches appeared I was horrified by their size and complexity. Time has shown that the 911 series Porsches have become one of the great cars of the world, but in 1965 I was not prepared to accept the complexity of the flat-six o.h.c. engine. The old Porsche, known as the "beetle car" was a toy in comparison to the 911, and I felt that if I was going to move up into the "big" car stakes then I might as well go the whole hog and have a really big one.

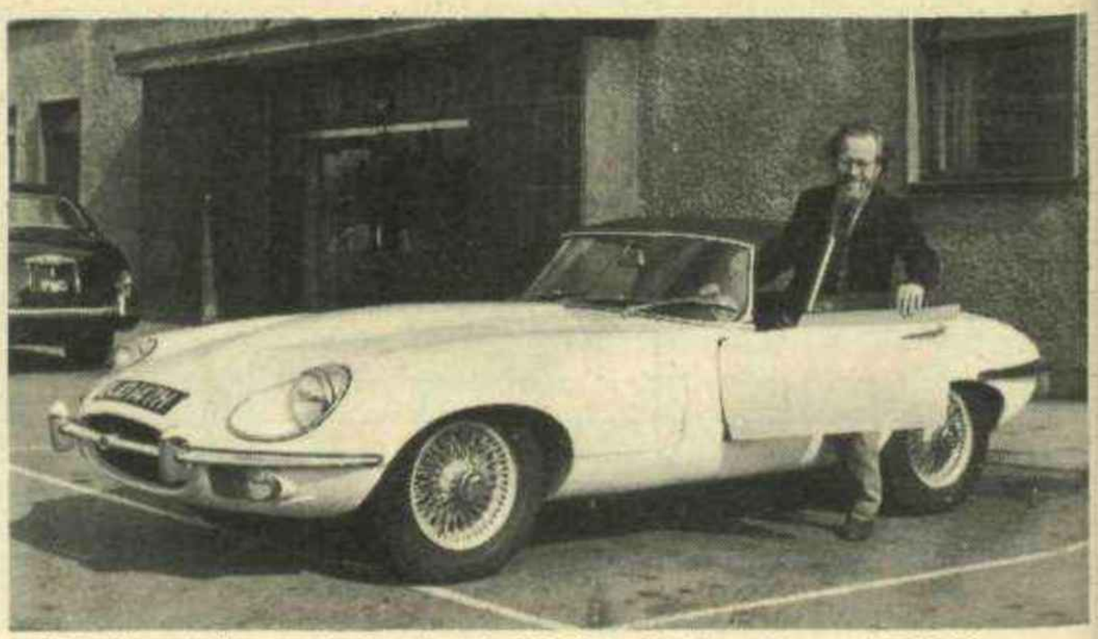
The E-type Jaguar had appeared in 1961 and set the sportscar world in a flurry with its sleek looks, its shattering performance and its obvious development from the Le Mans winning D-types. I tried the early 3.8-litre E-type and did not like it, which was very sad, for I thought its looks were terrific and for the first time here was a British car that I would have been proud to own. In 1965 the 4.2-litre E-type appeared with all manner of small detail improvements that obviated all my previous complaints. The new gearbox was right, the new seats were right, the new brakes were right, the electrics were improved, there was an AC alternator instead of that awful old dynamo, and taken all round it was just what I wanted. It was in complete contrast to the Porsche, for having given up air-cooling and rear-engines and a small compact little sporting car, I had decided to move into a different world. The E-type could not be more different, but the fact that I have now been using E-type Jaguars from 1965 to 1975 and am still happy with my open roadster, indicated that the new world I chose was a satisfactory one. I know the 4.2-litre E-type is not supposed to be as fast as the earlier 3.8-litres, but my fixed-head coupe had a maximum of 143 m.p.h., and the roadster, with the top down and everything open to the sun does 132 m.p.h., both speeds being academic as far as I am concerned in every-day use, for I know my personal limit of vision is around 125 m.p.h., and at that the Jaguar is ambling along.

At the time I thought the little Porsche was a reliable car, needing little in the way of maintenance, but Jaguar motoring has put a new complexion on the meanings. In a

Continued on page 927



"Jaguar roadside servicing 1965. An oil change—Castrol, what else?"



"Taking delivery of the second 4.2-litre E-Type Jaguar, 1970."

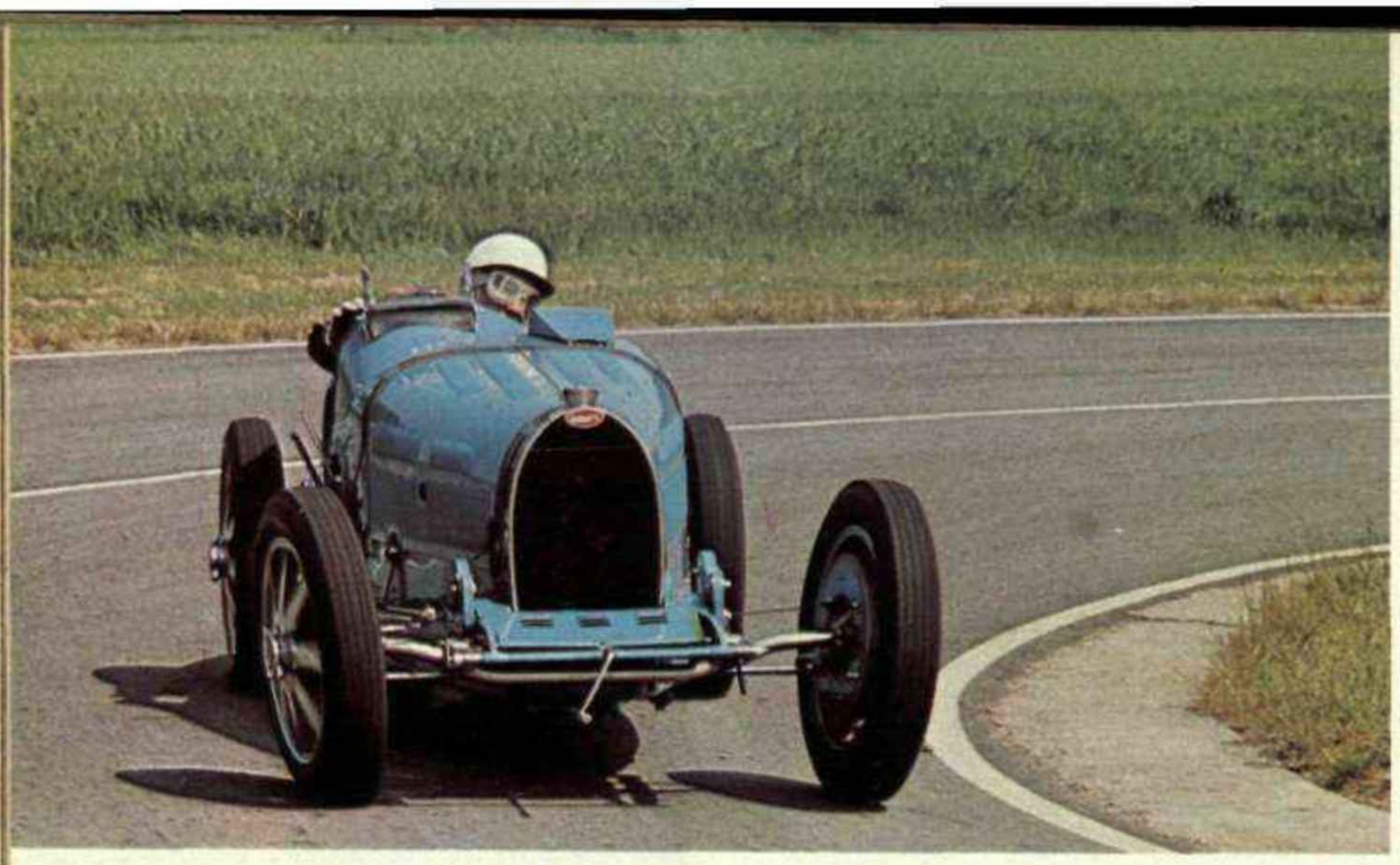


1925-1975: Moss drives seven significant racing motor cars

When the Brooklands Gazette was started in July 1924 Great Britain was well respected in Grand Prix racing, with the works Sunbeam team having won the French Grand Prix in 1923 and their supercharged 6-cylinder cars being very competitive in 1924. By the time that the magazine title was changed from the Brooklands Gazette to MOTOR SPORT, in August 1925, Segrave had won another Grand Prix for Sunbeam, this time in Spain on the Lasarte circuit near San Sebastian. It was not surprising, therefore, that MOTOR SPORT championed the cause of Grand Prix racing from those early days, looking upon it as the highest form of the art of driving a racing car. Equally, Grand Prix cars represented the ultimate in the design of a functional machine built for the sole purpose of going quickly and winning races.

During the nineteen-thirties this enthusiasm for Grand Prix racing and the pure-thoroughbred racing car continued in our pages and has done so ever since. It was with this in mind that we thought it might be interesting to look at a cross-section of pure racing cars from the nineteen-twenties to the present day, covering the 50 years during which MOTOR SPORT has been singing the praises of the racing car and of Grand Prix racing.

There is probably nowhere better to do this than at the Donington Park Museum of racing cars, owned by Tom Wheatcroft, (the Donington Collection of single-seaters is situated in the grounds of Donington Park, near Derby and is open to the public from 10 am to 6 pm every day of the week, including Sundays) and as the great majority of the 70 cars on display are in full working order, we aproached Mr. Wheatcroft with the idea of taking a practical look at racing cars over 50 years, rather than merely a static appraisal. Permission was readily granted and the test circuit on the old Melbourne Corner loop of the 1939 racing track was made available to us. Naturally, the Donington Collection does not contain every racing car in existence, but from its hallowed halls it was able to supply us with seven cars representing a good cross-section over the years. The next thing was, who was to drive them, and needless to say there was no shortage of offers from members of the staff, but we felt it would be more significant if a racing driver was to do the job. Our choice fell on Stirling Moss for two main reasons, the first being that he was one of the few drivers to make the transition from the front-engined "vintage-style" racing car to the rear-engined lightweight car that was to develop into the Grand Prix car of today. The second reason for asking Moss to drive the cars was that during his rise to fame during the nineteen-fifties, when he was second only to the great Fangio, our magazine was also rising, not in fame, but in circulation. As the enthusiasm for motor racing spread beyond the "right crowd and no crowding" to Mr. Everyman, so the circulation of our magazine soared and we were never quite sure whether our support and reporting of racing was causing the overall rise in interest, or whether the overall interest was causing us to enlarge. Whatever it was, MOTOR SPORT and Stirling Moss were rising to great heights at the same time, and as always we were critical of everyone in the game, praise having to be earned and Moss frequently referred to the green monthly as MOTOR SPITE, but hate and admiration ran hand-in-hand, and he was delighted to assist us in our celebration of 50 years' activity.





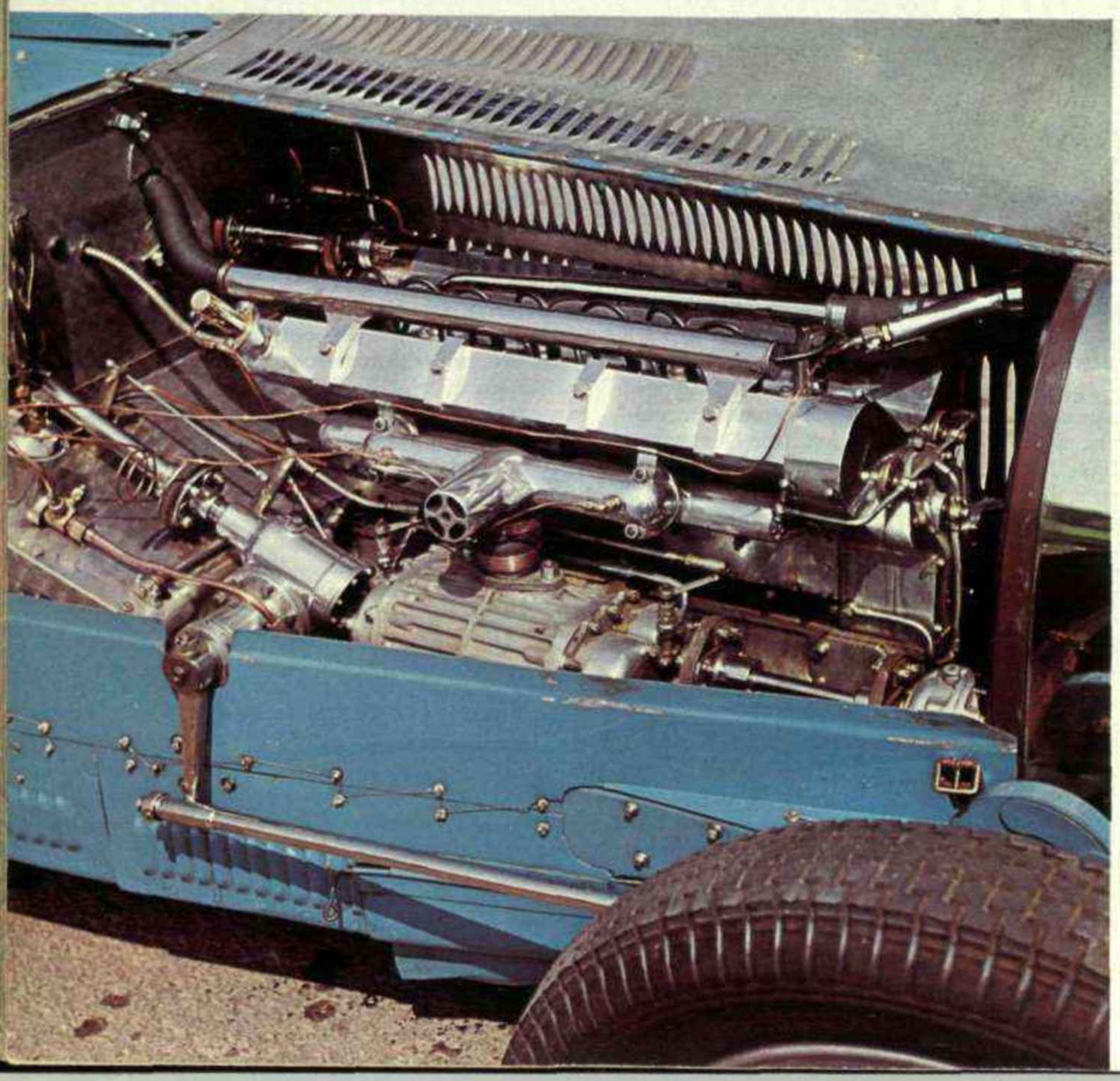
We should have liked to have started our selection with a Grand Prix Sunbeam, as driven by de Hane Segrave, but even the Donington Collection has its limitations, so we started with a Type 51 Bugatti, as representing the peak of the vintage years of Grand Prix racing. This 2.3 litre supercharged straight-eight, twin ohc model was raced at Donington Park on many occasions by R.O. (Dick) Shuttleworth and today is owned by Jumbo Goddard and is kept at Donington. A change of plugs and a short push had the engine running, and once warm it started with the traditional pull-up on the starting handle. The outside gearlever operates the four-speed gearbox in which the layout is the reverse of normal, pushing forward to change up and pulling back to change down. The pedals are very close together and at first glance look to be a motley selection, with a roller accelerator pedal and clutch and brake pedals of different lengths and different shapes. After some laps of the test circuit, running both clockwise and anti-clockwise, Moss returned to our "pits" and his immediate comment was that the designer had seemingly forgotten that the driver needed to work in the cockpit. Apart from being hunched up to the big steering wheel, the cockpit afforded no lateral

Above: The Type 51 Bugatti rounding a hairpin with the driver leaning heavily to counteract centrifugal force.

Below: The beautiful straight-eight engine of the Bugatti, typical of the craftsmanship of the nineteen-twenties.

Right: "As a racing car should look". The 8CM Maserati of 1934.

Below, right: Large-diameter hydraulic brake on the 8CM Maserati. Note also the friction shock-absorber.







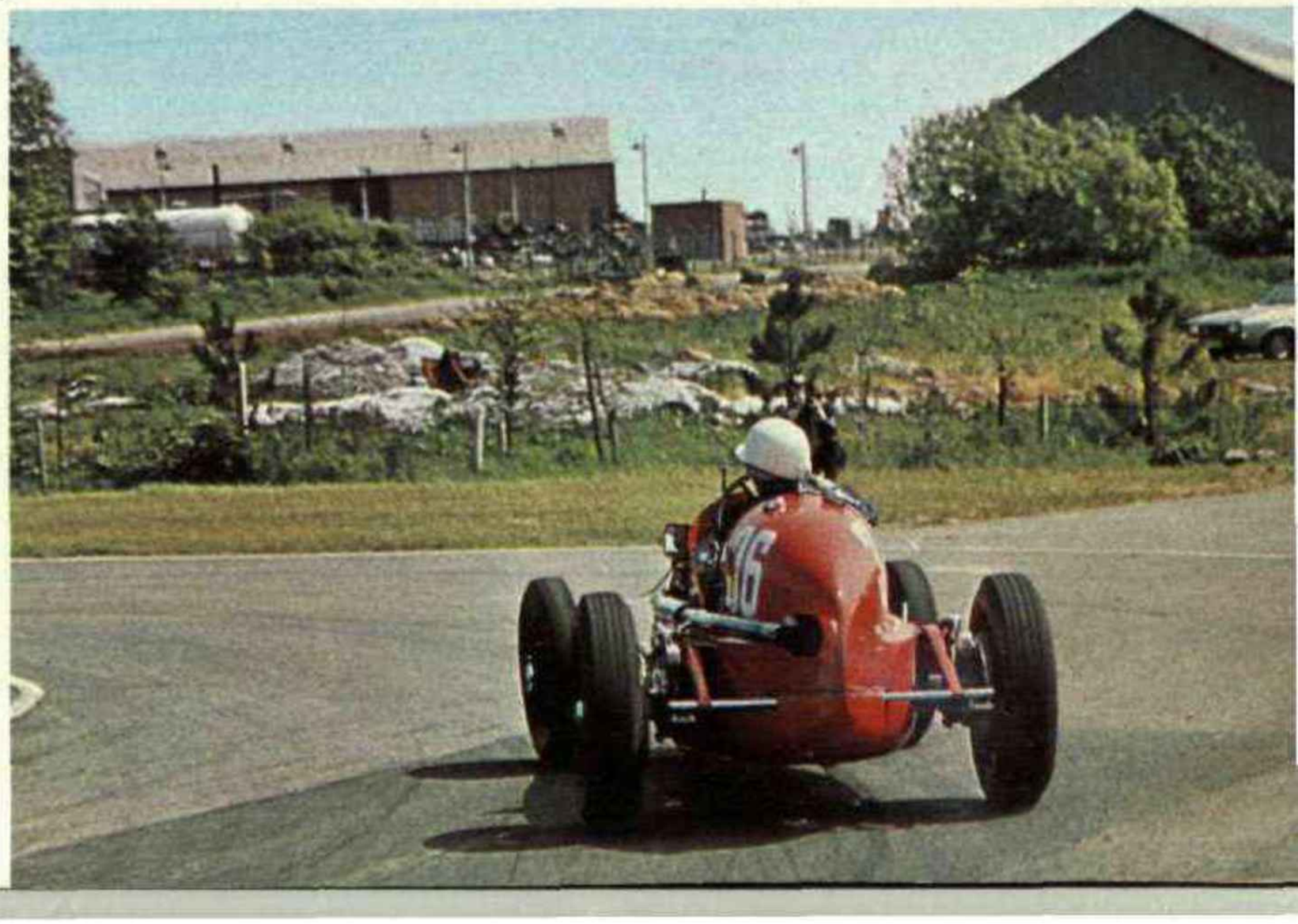
support on corners and on left-hand bends the cockpit side was most uncomfortable as your body was forced against it by centrifugal force. The seemingly peculiar pedal layout was actually very good indeed, the gearbox necessitating a heel-and-toe action on the accelerator and brake as you went into a corner, and the positioning of the pedals was perfect. On the question of the gearbox the less said the better in case we upset the Bugattophiles amongst our readers, but Moss did recall one downward change going in like the proverbial "knife-through-butter", but he felt it was more by luck than judgement. He liked the feed-back through the steering of what the front wheels were doing, even though they seemed to be off the ground most of the time. He found the brakes to be better than he expected. Somehow he did not seem to view it as a Grand Prix car, and blanched visibly when we mentioned about similar Bugattis being shared by two drivers during Grand Prix races lasting 10 hours.

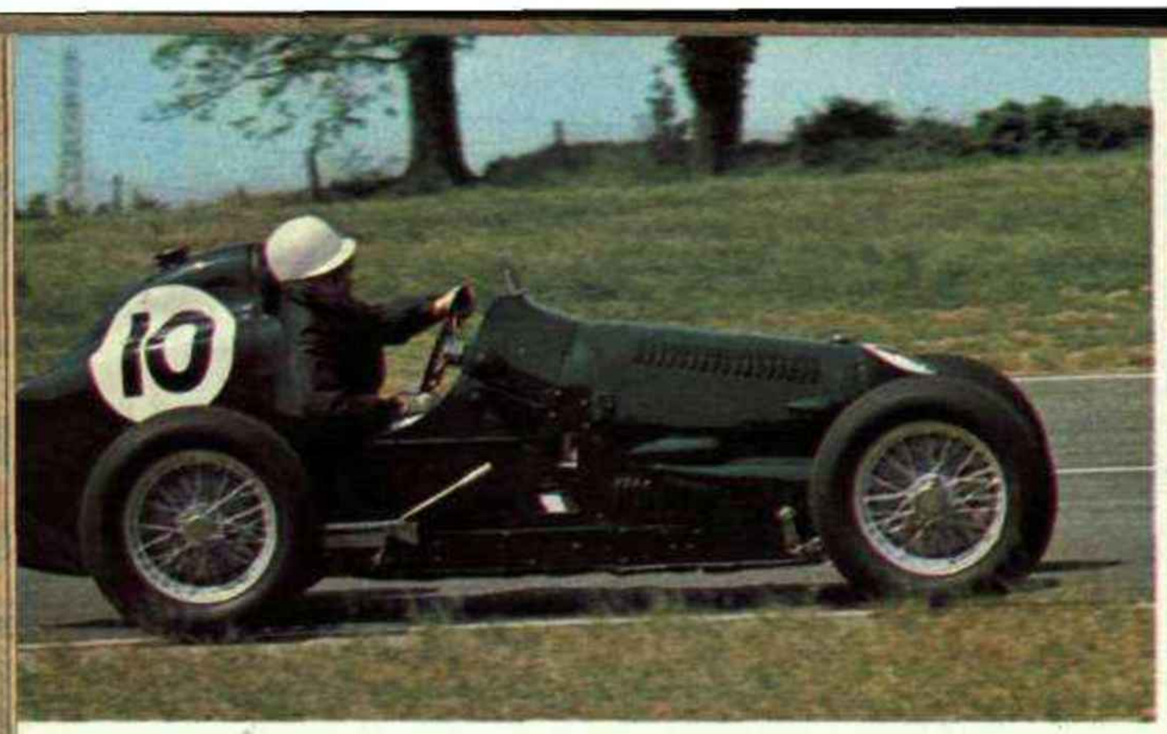
THE driver sitting nicely behind the steering wheel in the 8CM Maserati.

While discussing the Bugatti the next car had been brought along, and this was the 8CM Maserati of 1934, a pure single-seater Grand Prix car. When Stirling Moss saw it, glistening in Italian red and proudly displaying the Bologna Trident badge on the radiator cowl, we could sense a wave of sympathy coming from him as he said "That's how a racing car should look". This particular car, as far as we can trace, was one of the works cars driven by Tazio Nuvolari and at one period of its life was powered by a 3.7 litre 6-cylinder engine. Now it has the standard 2.9-litre supercharged straight-eight, twin ohc engine, running on a methanol mixture. The 8CM Maserati was one of the first single-seater Grand Prix cars, with central driving position, as distinct from earlier single-seaters which had the driving position offset in a two-seater width body. The 8CM was also one of the first racing cars to use hydraulic brakes. A short push and the huge exhaust pipe emitted the characteristic deep boom of the large straight-eight engine and Moss was away. Even those among us who were not born when the Maserati was being raced in Grand Prix events were forced to say that it really did look like a Grand Prix car and before he had set off we suggested to Moss that he tried to visualise driving it round Monaco, the Nurburgring, Pescara or Reims.

It was easy to see that he was enjoying the Maserati but when he returned to base his first comment was "Cor! What a man's motor car." He was most impressed with the power from the 2.9-litre engine, but found it a tiring car to drive and was very glad that he was not racing in those days. He really could not imagine what it would be like to drive such a car for 3 hours, round somewhere like Monaco. He felt one hour would have been more than enough. In this Maserati you sit with your feet astride the gearbox, and on the right the accelerator pedal is "inside" of the brake pedal, which Moss did not like at all. Although the cockpit seemed to be spacious there was still little sign of any serious thought being given to the driver's needs; he thought that the designer had realized that the driver wanted to sit behind the wheel, but they had yet to realize that he wanted to use it! You were not held firmly in the seat and as you turned the wheel it was too easy to strike your hand on the scuttle.







The little 750 c.c. twin-cam Austin was every inch a Grand Prix car. The ouside handbrake was a useful adjunct.



The ex-Peter Whitehead 1½litre supercharged Ferrari. The driver is beginning to have more elbow room.

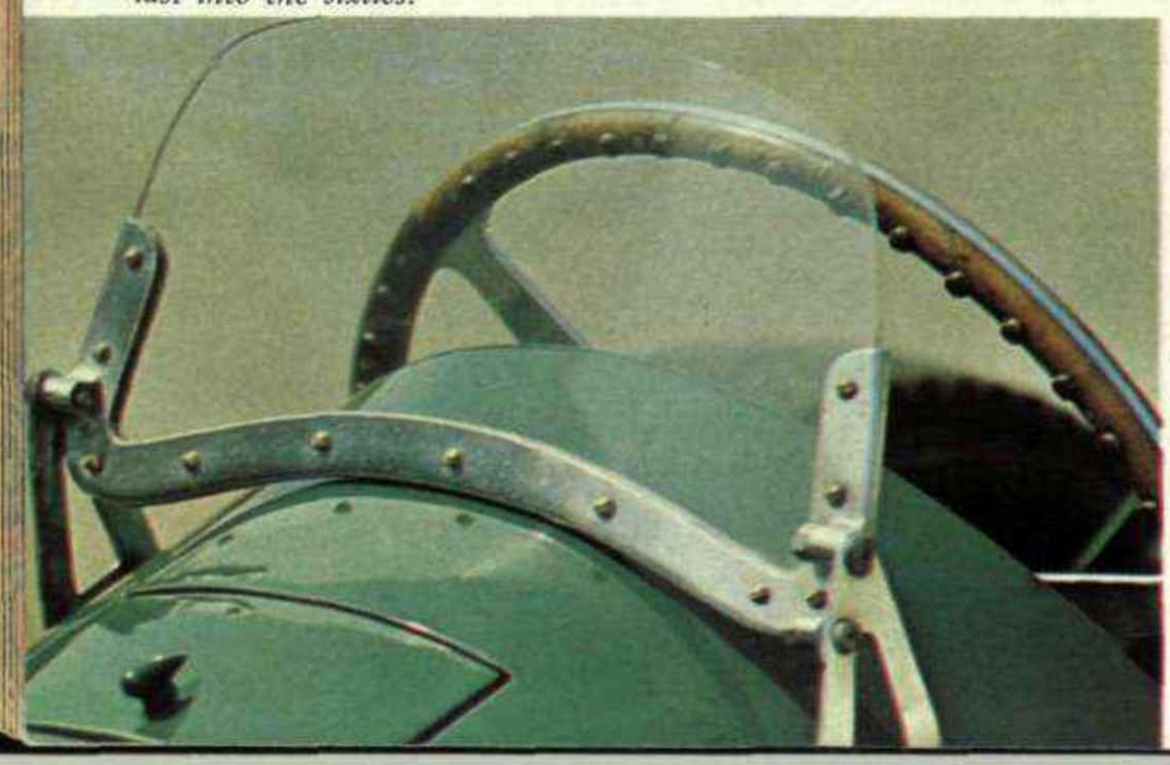
We would have liked to have moved on from the 8CM Maserati to one of the impressive German Grand Prix cars of the late nineteen-thirties, but miracles cannot be worked at Donington. In the collection there is the W125 Mercedes-Benz of 1937 that belongs to Neil Corner, but it has not been used for a year or two, and the Collection has a 1939 W154/M163 two-stage supercharged 3-litre Mercedes-Benz but it is still in "as found" condition as the vast majority of visitors to the museum prefer to see it like that. Tom Wheatcroft missed an Auto Union by a hair's breadth last year, so we looked for something else to follow the Maserati. Our choice fell on the superb little supercharged 750 cc twin-overhead camshaft Austin, one of Sir Herbert Austin's works team, built in 1936 and developed right up to August 1939. This actual car is the one that Charlie Dodson drove in 1939 and has been completely stripped and rebuilt by the Museum workshops and is in perfect working order. As we explained to Stirling Moss, we chose this beautiful little car as it was an example of a single-seater racing car built by a big motor manufacturer regardless of cost, time and facilities. The whole thing was built in the tool-room and if only Sir Herbert had not had an obsession about the 7 h.p. Austin we felt sure that "the Austin" could have built a full-sized Grand Prix car at the time, which would have carried the British racing green proudly.

The Austin "twin-cam" is a perfectly scaled down Grand Prix car and we warned Moss not to expect too much in the way of performance from its 750 cc. On the right of the body a small flap hinges down like a door, to make it easier to get in behind the wheel, and on the left there is a bulge in the cockpit side to accommodate the driver's hand on the gearlever. The four-speed synchromesh gearbox has the gate layout "reversed" like the Bugatti, so it was a case of pushing the lever forward into second gear for the push-start. In its heyday the little alloy twin-cam engine revved happily to beyond 8000 rpm, but giving respect to its age of nearly 40 years, we asked Moss to limit himself to 6000 rpm. At that speed he found a surprising amount of performance, indeed more than the brakes seemed capable of dealing with at the foot of the hill into Melbourne Corner. The drum brakes are cable operated and fully compensated and outside the cockpit, on the right, is a long handbrake lever coupled directly to the compensating cross-shaft, so Moss found himself pulling on it to assist the foot-pedal pressure at times. This he described very simply as "a fun car", finding it beautifully controllable and capable of being thrown about with happy abandon. Obviously, he did not view it as a Grand Prix car, but thought it was "cute" and could see that a firm capable of building such a car could easily have built a full sized Grand Prix car.

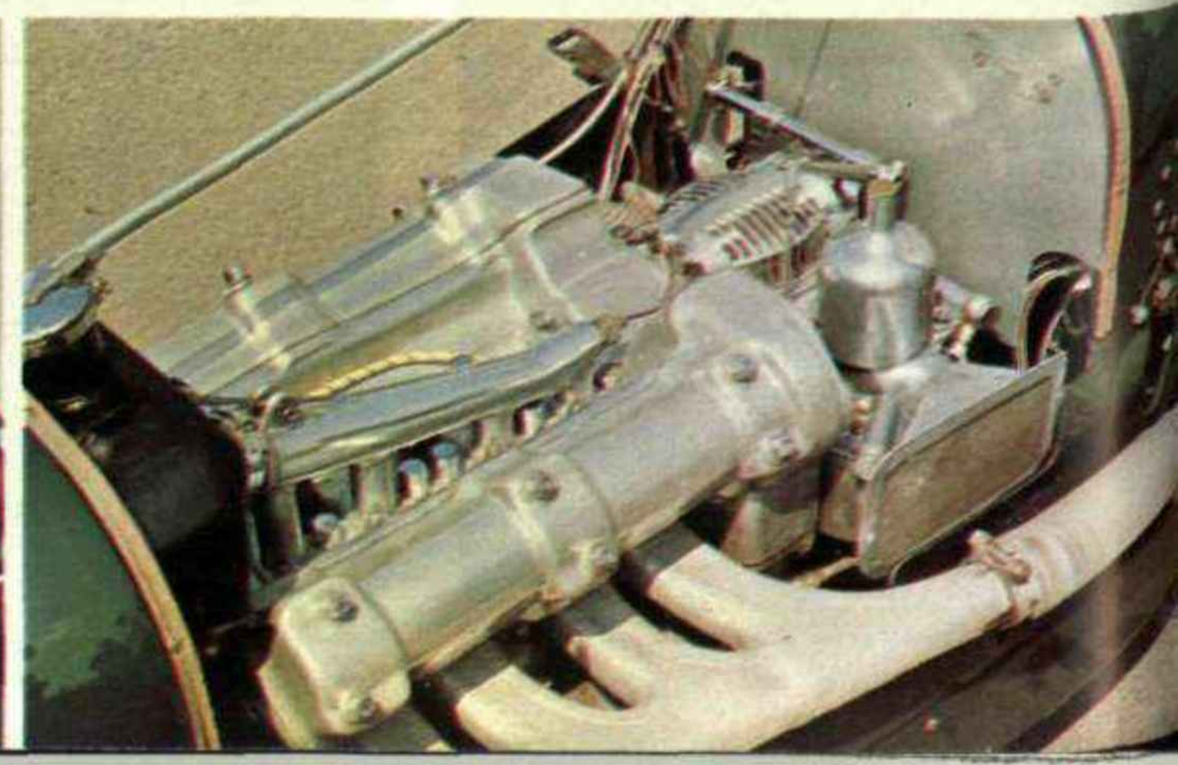
As we were limiting ourselves to only seven cars to cover the 50 years of MOTOR SPORT's existence we had to leave many delectable pre-war cars and move on to the post-war era and up to the present day, bearing in mind that we have had nearly 30 years of uninterrupted Grand Prix racing since it all restarted after the 1939-45 conflict.

While discussing this we heard the approaching rasp of what could only be a Ferrari, and Brian Davis, the chief mechanic to the Donington Collection, appeared along the service road in the ex-Peter Whitehead super-charged 1-litre V-12 Ferrari of 1951. This was the long-chassis, swing-axle car that also served as a Formula 2 car when fitted with an unsupercharged 2-litre V-12 engine. After many years in Australia it has been completely restored to original, including the British racing green paintwork that Whitehead ran. This car represented a new era of racing car, although the general design features followed closely the concepts evolved by the Germans up to 1939. At last there were signs of the designer realizing that the driver needed certain amenities in the cockpit to do his work, but Moss found the gearbox rather heavy to use in a vintage fashion, though the chassis and suspension were now beginning to work, there being visible movement of the all-round independent suspension. The swing-axle independent rear gave the feeling that all the power could now be transmitted to the road and the steering was light and positive. The 12-cylinder engine was extremely lively, responsive and very flexible and pulled right through its rev-range and while we listened to Moss circulating we pondered on the thought that the last 30 years would have been extremely dull if Enzo Ferrari had not gone into racing car production.

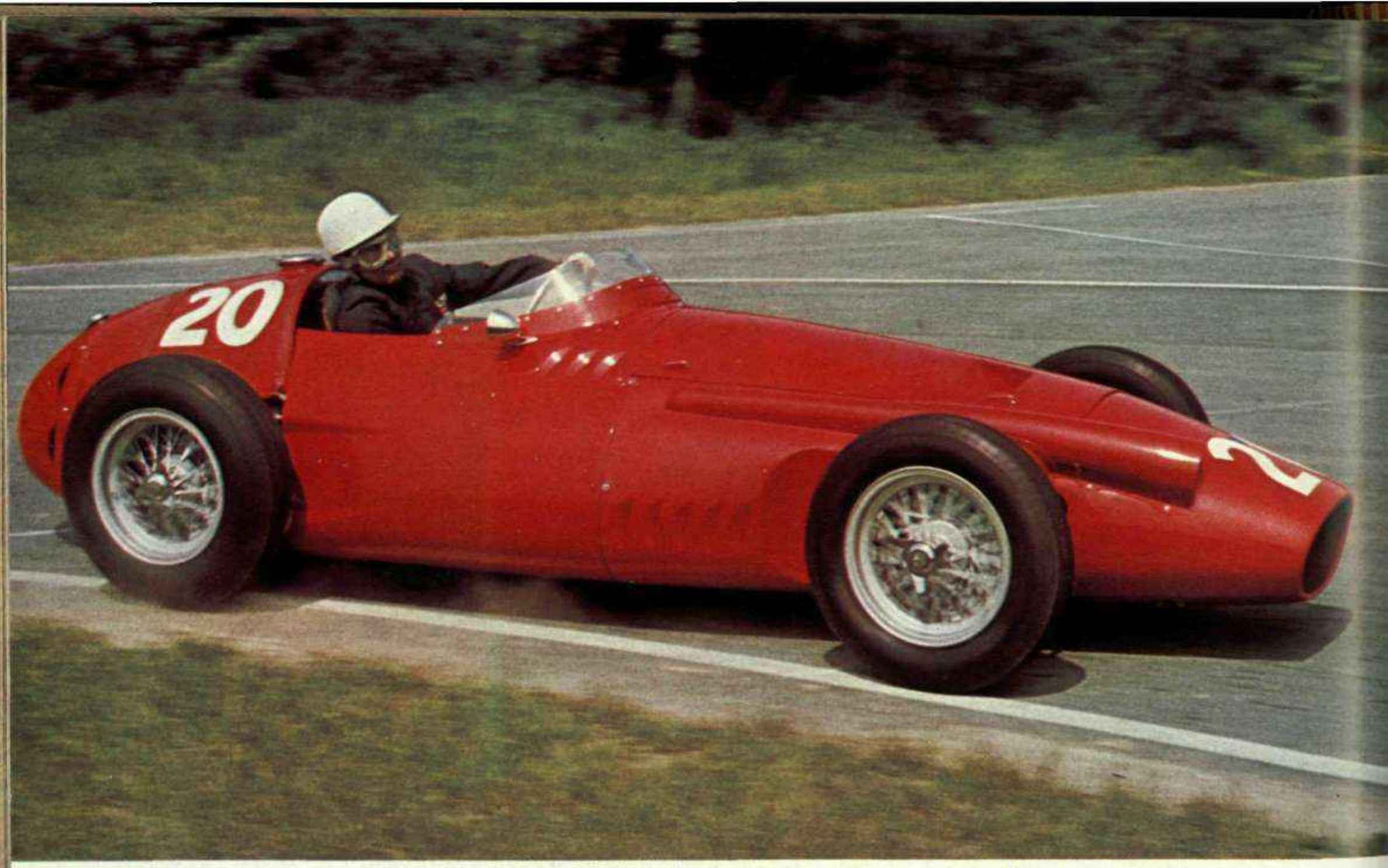
The aero screen disappeared from racing in the early nineteen-fifties, while the large-diameter studded wood-rimmed steering wheel was to last into the sixties.



The Murray-Jamieson designed 2 o.h.c. Austin engine with Roots-type supercharger and SU carburettor mounted at the rear.




SILK CUT
BENSON and HEDGES
Silk Cut King Size. The mild cigarette.
LOW TAR As defined by H.M. Government



One of the nicest cars to drive, the 250F Maserati was a well-mannered and well-balanced car with the driver able to "get to work" properly in the cockpit.

Power-slides were the order of the day with the 250F Maserati, the car responding to throttle/steering action.



Up to this point all the cars had been supercharged and running on a methanol fuel mixture, but now we moved on to the 1954-60 era of unsupercharged racing and the conversion to straight petrol. This was represented by a 250F Maserati and a glow of nostalgia came over Moss as he climbed into the ex-Volonterio car, number 2515, laughing as he remembered how the Swiss amateur used to buy vast quantities of race-programmes with his name in the entry list, to take home to his various girl-friends. A look of envy came over Stirling's face as he recalled that Volonterio "had some smashing girl friends"! This car started life as a works car in 1955 and was subsequently uprated each year, ultimately being raced in the petrol-era of 1958. As Moss looked around the cockpit, with the gearlever on the right for the 5-speed gearbox, he recalled how he sometimes used a 4-speed and sometimes a 5-speed, depending on the circuit, when he was driving for the Maserati factory.

Not only did he look at home in the 250F, but he obviously felt at home, and was soon power-sliding the car round the corners. Those at the foot of the hill, on the Melbourne Corner, said that it looked just like 1956 with Moss coming down the hill to Thillois Corner on the Reims circuit, with grass verges on each side of the road, open fields and no crash-barriers or retaining walls in sight. It was quite a time before we could get Moss out of the 250F, but when we did he was full of praise for the beautiful balance of the car, remarking on how easy it was to drive, so forgiving and well-mannered. You could tail-slide it round corners, controlling it on the throttle and the de Dion rear suspension kept the car very stable on the wide throttle openings even when it was sliding. "Fantastic" was how he described the 250F, tinged with a degree of happy memories of the first real Grand Prix car that he owned. We were now in the era of really new post-war Grand Prix cars and springs and shock-absorbers were now becoming very meaningful. The cockpit was laid out in the modern idiom of the driver sitting well back from the steering wheel and having plenty of space in which to work. Stirling recalled that when his mechanic was helping to build the chassis frame for his own car at the factory, he surreptitiously welded the hoop for the instrument panel 3" further forward than standard, as Moss wanted all the arms-stretch room he could get. Maserati were loathe to alter their design dimensions, but when they made the bodywork to fit the chassis frame they never realised that there was more room in the cockpit than standard!

It was such a nice car to drive and so well-mannered that he could see why so many private-owners raced the 250F. The Donington Collection car had the standard arrangement of a central accelerator pedal, which worried Moss, and he remembered how the works cars he drove had to be converted to right-hand accelerator pedal. As his team-mate Jean Behra retained the normal central pedal position, it meant that Moss could not use Behra's cars, which suited the Frenchman admirably! Though the supercharger had now been dispensed with, as had alcohol fuel, there was no shortage of power from the 2-litre 6-cylinder Maserati engine, and the car was quicker about the place because the power could be used all the time, and not only when the car was pointing in a straight line. The 250F Maserati was one of the last of the "iron" front-engined racing cars, the ultimate being the Vanwall, while the P25 BRM was a close contender.

The light on handling characteristics which the driver could utilise from the cockpit was beginning to show with the 1961 Lotus 18. Now the driver was sitting "in" the car rather than "on" it, with the engine bhind him.

We had now reached the beginning of a new era in which a complete and lasting change overtook the Grand Prix car. This was encouraged by the shortening of race lengths and the use of straight petrol, together with the sale and supply of ready-made racing engines by Coventry-Climax. Lotus and Cooper took over command of Grand Prix racing with their lightweight rear-engined cars and the 1961-65 Formula limiting engine capacity to 1½ litres set the seal of the development of the minuscule Grand Prix car. For this period in racing Tom Wheatcroft produced the Lotus 18 that Moss used to drive for Rob Walker. A monumental rebuild had put the car back into its 1961 form, with 1½-litre 4-cylinder Coventry-Climax engine, the car finished in Walker blue with its distinctive white band round the nose-cowling. It was in this form that Stirling Moss drove two of his greatest races, the 1961 Monaco GP and the German GP that same year on the Nurburgring. As Moss accelerated away in the Lotus it seemed impossible that it was 14 years since he raced the little blue car. To those who did not know the 1½-litre Formula of Grand Prix racing the car seemed like a toy and it was hard to believe that it was a first-line Grand Prix car. As Moss circulated, the car leaving the corners with the rear wheels sliding outwards in a power-on "oversteer", Tom Wheatcroft remarked that he could never make the Lotus do that, it always seemed to understeer itself onto the grass when he drove it.

When the Lotus returned to the pit we were conscious of a fundamental change in the Grand Prix scene, for in order to talk to the driver we had to kneel down beside the car, whereas previously we had stood alongside the cockpit. When we mentioned Tom Wheatcroft's comment, Moss explained that as the Lotus was basically an understeering car you had to go into sharp corners in its natural stance, then back off the throttle until you felt the front tyres gripping, then put the power on hard to break the rear-end away and from then on you could hold it in a controlled oversteer slide round the corner, which is exactly what he had been demonstrating. He added that the car would handle better with smaller section rear-tyres and he even remembered the tyre pressures. The outstanding thing about the Lotus was its manoeuvrability and of the cars he had been driving on this day it was the first one to respond to being "set-up" by the driver. On fast bends it could be held in a stable condition of understeer and on slow ones it could be provoked into an oversteer at will. The driver was now no longer one who merely steered the car, he had to have some knowledge of the basics of car-handling in order to get the best from the car. A sensitive and knowledgeable driver could get far more from a car like the Lotus or the contemporary Cooper, than a driver who nearly raced.

The fact that the engine had now gone from the front of the car to the rear had not made itself noticeable, but because of this fact what *was* noticeable was that you now sat well down in the car with a much greater "feel" being transmitted from the chassis and suspension. You were no longer conscious of roll on corners or a change in attitude when setting the car up into a corner. While vision was greatly enhanced by the forward driving position and falling nose cowling, you were made very aware of the low driving position as you breasted the brow of the Melbourne hill. However, once over the brow you were in far greater control than with the old-fashioned high cockpit cars. By now the disc brake was universal in Grand Prix racing, as was the use of alloy wheels and all-round independent suspension with long-travel springing and telescopic shock-absorbers.





Above: Disc brakes, adjustable shock-absorbers, alloy-wheels and soft-long travel suspension had come to stay by 1961.





The 250F Maserati still retained a large steering wheel, but there was adequate room to use it. Note the wrap-round perspex screen which Maserati first used in 1954.



Finally, we came to the present day with Tyrrell 006/2, the last car that Jackie Stewart raced and the one with which he won the 1973 World Championship. Stirling Moss was really looking forward to this one, for the era of the 3-litre Cosworth V8-powered, wide-tyred, fully adjustable suspension and aerodynamically assisted racing car came long after he retired from racing. This was another car in which he put in a considerable number of laps as he enjoyed this new experience and his overall comment was "Terrific". His impressions were that you did not steer the Tyrrell round corners, you merely re-positioned it according to the road requirements. The steering ratio is very high-geared so that under normal cornering you were not conscious of turning the steering wheel and you literally "wished" it through corners. Visibility was phenomenal compared with all the other cars and though the cockpit was very small and tight-fitting it was extremely functional and no great movements were required of either hands or feet. The power from the Cosworth V8 was an eye-opener, especially when it got over 9000 rpm and you seemed to spend all your time changing gear, the surge of power after a gearchange being memorable. On the small test circuit Moss found he had his right hand on the stubby gearlever virtually all the way round, doing the steering with his left hand, for as fast as you went up through the Hewland 5-speed gearbox you had to start coming back down again. The wide Goodyear tyres could absorb all the power of the ventilated disc brakes and the stopping power was something he had never experienced before, "You no longer slow down, you just stop". This was a car that he felt would really benefit from a driver who knew more than a little about the basics of car handling, chassis design and suspension adjustments. In other words, the modern racing driver needs to know nearly as much as the designer in order to get the best out of the car. This was the logical development of the indications that the Lotus 18 had given; the application of the science of suspension and handling that Mercedes-Benz were touching upon with their W196 Grand Prix car in 1955, and which Jack Brabham and John Cooper had been searching for, empirically, in 1959 and 1960.

Over the fifty years we had spanned we had seen advances on all fronts, notably in the regions of braking, road-holding and engine power. Suspension and tyre development had allowed the disc brake to be extended to its fullest extent, suspension geometry, springing and shock-absorbing had carried with it the necessity of the driver knowing what was happening technically and engines were developing greater power outputs without the use of superchargers and alcohol fuels. There may have been a few doldrums in racing during the 40 years we have covered, but without question Grand Prix racing has progressed technically on all fronts, and whereas some of the early cars were aesthetically pleasing mechanical objects, the modern racing car is a very functional scientific instrument whose sole object is to win races at ever-increasing record speeds. It was this "endless quest for speed" that started it all in 1895. – D.S.J./A.H.

Although the Tyrrell 0062 shows signs of roll on corners, it does not affect the driver or the characteristics of the handling. Wide tyres have developed along with 450 bhp engines, low overall weight and powerful disc brakes, and have transformed cornering powers.

Though small in size the Tyrrell cockpit is very comfortable and functional, modern suspension making the need for seat cushions unnecessary, the driver sitting directly on the moulded fibre-glass seat. Note the very small steering wheel.





BRISTOL OF FILTON

Motor Sport visits the home of Britain's most exclusive car

SINCE the end of World-War-Two the Bristol has earned a great reputation as a car manufactured to immaculate engineering standards, such as would be expected of a product of a leading British aircraft company. Originally it used a better made and properly adapted version of the 328 BMW power unit, this making the 400 to 406 models outstanding 2-litre luxury sporting motor-cars (the 406 was actually a 2.2-litre). From the Bristol 407 to the present 411 and 412 models the power has been provided by large Chrysler V8 engines, again specially adapted to Bristol's purpose.

Whereas Rolls-Royce intend to step-up production of "The Best Car in the World", Bristol Cars Ltd. are content to protect their exclusiveness by keeping to an almost ridiculously small output of cars which some people believe to be the best-engineered high-quality cars available anywhere.

It was to look into the reputation enjoyed by Bristol of Filton that I went to the factory recently and had things explained to me by Mr. Anthony Crook, the Chairman and Managing Director. I was conducted round in the company of Mr. Dudley Hobbs, the Chief Designer and Stylist, Mr. Dennis Sevier, the Chief Engineer, and Mr. Syd Lovesay, the Production Manager.

The Company was originally part of the Bristol Aeroplane Company and, although in 1961 it passed into private ownership, the original factory buildings on the Filton airfield are retained and many of the personnel are ex-aircraft employees, so that production and inspection methods to the highest standards prevail. Not only that, but the excellent facilities of such an important airfield are available to the car company on a contract basis, and Tony Crook is able to commute between there and White Waltham in his four-seater Aerospatiale Minerva light aeroplane, which enables him to move urgent spares, carry personnel, etc. in this convenient and quick manner and to bring his showrooms in Kensington High Street, London, and the Bristol factory within an hour's travel-time. Recently the old Hudson Motor Company's premises on the Great West Road were acquired as the London Service Depot of Bristol Cars and it is significant that stocks of spares are held for every model, right back to the 400, in the form of engine parts, body shells, axles, etc., down to small components. Apart from which, excellent servicing and crash-damage repairing facilities are available to owners of more recent Bristols.

I was soon immersed in the care and conscientious standards used in the manufacture of Bristol cars, which owe so much to the enthusiasm and extensive knowledge of Anthony Crook who, as is well known, has a long and successful record of racing Bristol-engined Cooper and Frazer Nash cars and who drives a modern Bristol when not flying his aeroplane. His nonchalant one-hour-run at 104 mph with a Bristol 401 saloon at Montlhery in 1950 has not been forgotten. Since becoming Chairman of the new Company Mr. Crook reckons to do a 60-hour week in the service of Bristol.

The factory is a single storey white building, with workshops leading off the frontal office block. Small, but very impressive, is the Inspection Department where Mr. Radford is in charge. Here a 100% check of all mechanical parts is made, as it is of all the glass and chromium-plated items used in the cars. Bought-out components, such as the Salisbury back axles, Girling disc brakes, etc., are inspected individually if the need arises, but in any case 20% of outside supplies go through this Department.

The 6,556 cc (400 cub. in.) F-series Chrysler engines are shipped to Avonmouth and brought to the factory in Bristol's own trucks. These engines have been tested in America, but at Filton every one has its sump pan removed for an inspection of the bearing bolts, etc., and Bristol put their own gaskets between engine and gear-box bell-housing. Moreover, before the Chrysler engine was adopted, Bristol made very careful tests and altered certain aspects of this excellent 90 deg. V8. For instance, a fuel pump test-rig was used to measure the time various Chrysler pumps took to pass a pint of fuel at delivery pressures of up to 5 lb./sq. in., so that the most suitable one, for the high speeds Bristol engines would be required to maintain, could be fitted. The Chrysler Torque-flite 3-speed automatic transmission was likewise altered to meet Bristol's exacting requirements. The part-throttle kick-down has been eliminated, as not giving a sufficiently smooth action, and the full-throttle kick-down adjusted to suit the lower weight of the Bristol against that of a massive Chrysler sedan. Otherwise the power units of the Bristol 411 and 412 are standard Chrysler, apart from changes in the engine mountings, dip-stick, etc., for installation purposes. These blue-painted power packs come over in batches of 100 and seven at a time are kept beside the Bristol assembly line.

The Bristol 411 and 412 have a separate chassis frame of great rigidity; therein lies the durability, in conjunction with all-aluminium body panels, of the car, and its impressive strength from the crash-impact aspect. The frame is made at Bristol and undersealed before any components are fitted to it. It may, indeed,



Anthony Crook, Chairman, Managing Director and proprietor of Bristol Cars Ltd., flanked by Dennis Sevier, Chief Engineer (left) and Dudley Hobbs, Chief Designer and Stylist. New 411s take shape behind them.



Chrysler 6,556 c.c. V8 engines with Torque-flite transmission await installation.

take four days to dry after this treatment. The rear suspension assemblies, with the self-levelling mechanism which has it own engine-driven pump, are then fitted, after which the frame is turned over on its stands by the operatives, for the engine and front suspension assembly to be mounted. Engines are brought to the chassis on a small hand-operated crane. Two assembly bays are in use for the production of axles, suspension units, etc. Bristol use their own castings and do their own machining for such parts but the broaching for the torsion bars of the rear suspension is done by an outside specialist. The suspension units are checked very carefully on their own jigs for hub alignment and balancing, etc. Mr. Jenkins is in charge here and if one ex-aircraft fitter completes his check in, say, half-an-hour, whereas another fitter takes half-a-day, this is regarded as quite in order, the aim being to ensure that the assemblies are absolutely right before being mated to the chassis. Much testing was undertaken to eliminate the parasitic effect of rubber bushes, reducing the front wheel rate from 118 to 76 lb./in. and the lateral frequency of the front suspension from 39 c.p.s. to 20 c.p.s. This made the action more compatible to radial-ply tyres. The iron hubs were subjected to 60,000 cycles with a maximum cornering overload of 1.75 on a Dunlop-Wohler fatigue machine, and showed no sign of failure or cracking. When Armstrong self-levelling was applied to the rear suspension the effective travel was increased from 8″ to 10¼″, which enabled superior damper-settings to be used. Extra pre-setting of the torsion bars was introduced to absorb the increased stresses involved.

In the same conscientious way, when Tony Crook finally agreed to permit power steering to be used, exhaustive tests of the ZF units were made to ensure that the action would be acceptable to Bristol drivers and that it would remain consistent under oil temperature variations of from 20 to 90 deg.C. The original two-stage metering control was unacceptable to the Filton engineers because it gave a noticeable difference in steering feel when changing lanes at high speed on a Motorway. Careful development of the pump and the employment of hoses of differential diameter eliminated the problem. In the same way as they developed the steering, the most careful investigations were carried out to make certain no exhaust fumes could enter the car, by making observations using a Redex/paraffin smoke-screen, and it should be noted that the silencers have stainless steel baffles to obviate condensation corrosion after short periods of use. Such is the detailed near-perfection they aim for at Filton.

Engines, having already been tested by Chrysler, are not bench-tested at Filton. But any small adjustments needed are done there, such as replacing a non-standard valve spring, etc. In fact, Bristol have the best possible working relationship with Chrysler, who have taken up improvements instituted in the first instance by the Bristol Cars. After the chassis is complete the body is assembled onto it in sections, being welded to the frame. Any dents incurred are removed by operatives using mallets, etc., and the body is then taken on a hoist to the paint shop. The entire inside of the shell is first rust-proofed, and the exterior finish is then applied. This latter is a very thorough process involving sanding the undercoat, using a plastic filler to remove cavities, applying six or seven coats of polyester, flattening down, spraying on three coats of surfacer and a guide coat, followed by further flattening down, treating any exposed parts with a surfacer, and finally using four colour coats, followed by further flattening down, before doing the final polishing.

The paint is baked in the single-car booth under a 140 deg.F infra-red arch, which automatically traverses above the car. Only three of these De Vilbiss dryers are thought to be in use in this country. They ensure a uniform finish and do the job with three traverses, representing a time of from 25 to 35 min., depending on whether the paint finish is plain or metallic. Bristol offer 15 different colours but do not encourage special finishes, as these can be disappointing to the customer on completion and therefore detrimental to the car's reputation. The finished cars are inspected for blemishes under uniform lighting. If satisfactory they then emerge through double doors into the trim shop. Here the head lining, soundproofing, veneered facia (from an outside supplier), etc., are fitted but not the seats, because a slave seat is used during the intial road testing, as are slave wheels and tyres. I was amused to be shown in the trim shop, amongst the later Singer sewing machines, one which was originally used by the British & Colonial Aeroplane Co., fore runner of the Bristol Aeroplane Co., before 1914, presumably for making fabric wing covering. Incidentally, 261 pieces of Connolly's finest hide are used for the seats and door trim of each Bristol. The matt roof covering of the 411 can be scrubbed if it gets soiled and it goes without saying that the most searching final inspection of the paint and trim is undertaken.

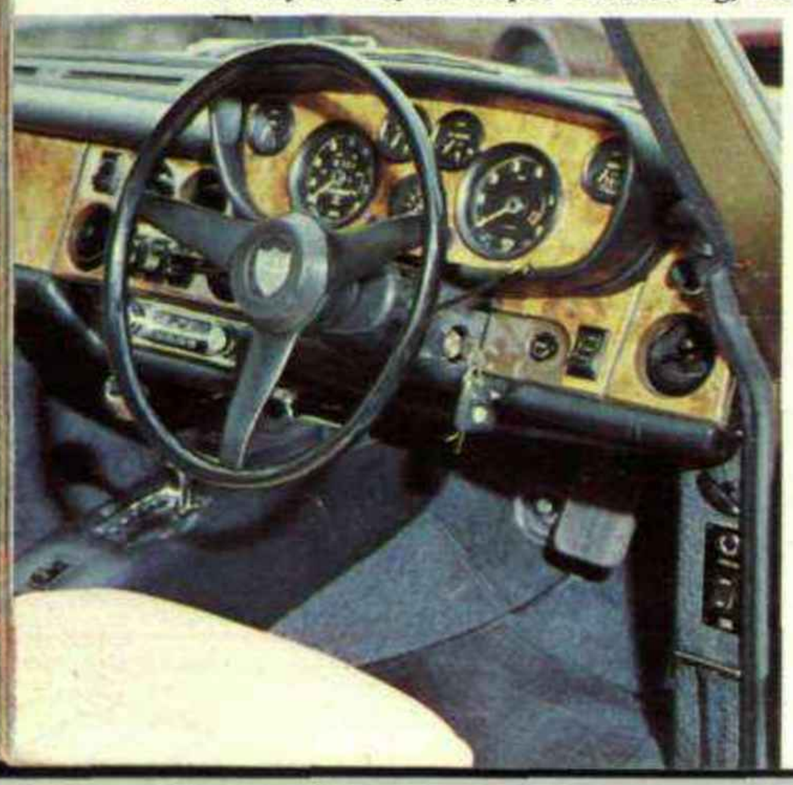
Before the carpets and seats are fitted two test drivers have been out on the road, first doing 30 miles, then two spells of 20 miles each, with a final ten miles, any rectifications required being made between these runs. The completed cars are then ready for delivery to London – there were three waiting to go while I was there. They now receive yet another road test, because a chauffeur who has been with the Company for many years, or perhaps Tony Crook himself, will drive the car up to London, keeping to a maximum of 2,000 rpm, and if any further attention is deemed necessary on arrival this will be done at the London Service Station where the car's accessories are installed. The car is now ready to be run-in by the customer, who is advised not to exceed 2,000 rpm for another 1,000 miles.

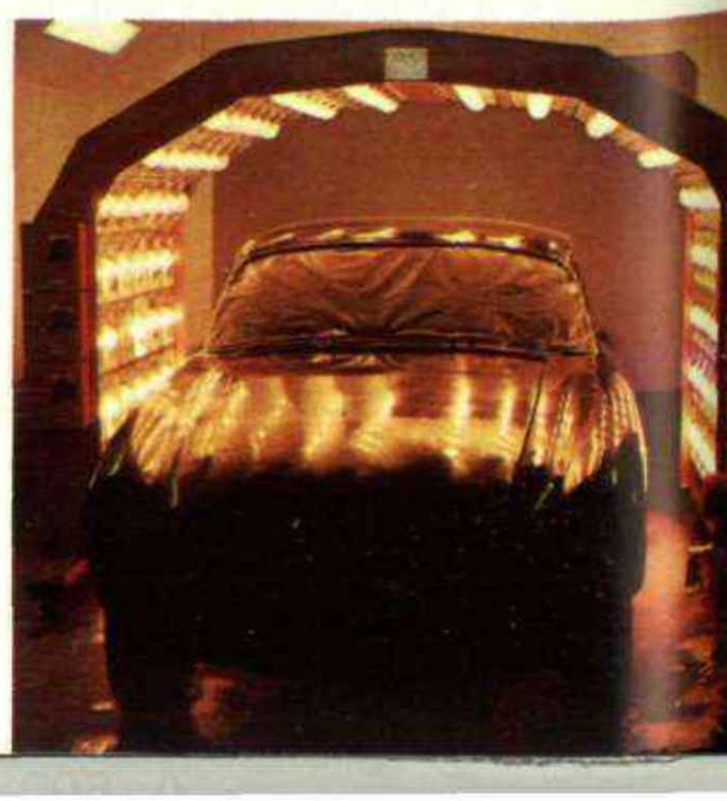
Briefly, that is how this small factory, making these highly exclusive cars, operates. The 411 body was deliberately designed to be compact and even self-effacing, which is the Bristol hallmark. The doors are protected by the side structure of the 14 gauge chassis member and the required rigidity is maintained in the 412 drop-head by a gusset-plate under the chassis, apart from stiffening afforded by the roll-over protection. The detachable top of this ingenious body is stored in the boot when the cabriolet hood of the car is opened up; this steel roof-panel is regarded as too heavy for a lady to remove easily and is to be replaced by a fibre-glass panel.

It is unique that Bristol have no agents, selling every car themselves. Output of the 411 exceeds that of the new 412 d/h by more than 2 to 1 at present but 17 of the new coupes, the styling of which was finalised by Zagato, were on the way at the time of my visit. Output is pleasingly small, as befits such an exclusive car – 145 to 170 a year; say three per week, on average. The American safety requirements have made Bristol close this market down but sales to Malaysia, Switzerland, Canada and the Middle East absorb the export section of the market.

Driving the Bristol 411

Following my factory visit I was sent away for a weekend in a 411 Series V saloon. It was registered MPH 100, which seemed likely to act as a magnet to any prowling Police cars, so I was fairly pussy-footed; anyway, this is a misnomer, for the top speed of the Bristol is around 140 mph. Its acceleration from 0 to 100 mph is variously quoted as occupying from 16 seconds to under 20 seconds. This is the sort of performance to be expected from the big Chrysler engine, for which no hp figures are normally quoted. The car achieves all this in an absolute hush, a quietness the equal of any other top luxury car. The Bristol runs so quietly, in fact, that you can hear the seats creaking. It comes as a surprise to find that the engine runs on 2-star petrol, economical consumption of which is aided by several factors. Firstly, the axle ratio is 3.07 to 1. Then, the engine is encouraged to run hot, safeguarded by two special electric fans which blow air through the radiator (Jensen suck it through with their Chrysler installation) if the temperature rise becomes too high, while a facia control enables the thermostat of the fans to be over-ridden in conditions of extreme heat. Then





Leather and veneer luxury reminiscent of older Bentleys and Rolls-Royces (left). The 140 deg. F. infra-red arch of the De Vilbiss dryer bakes one of a 411's many coats of paint (right).

This delightful 412 coupe is the latest Filton product. The juxtaposed version of the famous registrations adorned the road test 411.



there is the Speedhold, that enables any speed from about 24 mph upwards to be held automatically, at the most economical throttle-settings, without using the accelerator. A touch on the brakes puts this out of action but it can be re-set at a touch on the slender rh stalk. The lh stalk is for turn-indicators, lamps-flashing and the horn, lamps dipping being by a foot-operated switch. Whereas R-R use an American speed-hold, Bristol buy theirs in Coventry.

The two-door body on the 9′ 6″-wheel base chassis is deliberately somewhat old-fashioned but is beautifully made, so that doors, boot-lid etc, fit and shut impeccably. It was amusing to hear the MOTOR SPORT photographer say, after being shut in the 411's boot while changing a film, that he had never before been in greater darkness in a car's luggage compartment . . . Extensive rig-testing of torsional and bending stresses has eliminated "Motorway shake" from the body, built up by radial-ply tyres, and Bristol are proud that whereas in compulsory crash-tests many cars produce in excess of 80g. decelerations, which far exceed those the human body can withstand, the maximum reading obtained from five decelerameters fitted to various parts of the Bristol body was 30g., while its steering-column moved only 0.9″ and there was no visible rearward movement of bulkhead and toe-boards in a stop which reduced the length of the car by two feet. Electro-magnetic vibrators were used to check that the shell was also rigid from the viewpoint of not transmitting resonance or vibrations from the transmission drive-line.

I have probably written sufficient to show how well a Bristol car is made. This is reflected in the pleasure derived from driving one. As soon as you sit in the 411 the quality and practicability is evident and this is clearly a car to enjoy by appreciating its ingenious layout and skilled design, before so much as starting the engine. Since the 404 model, the spare wheel has been accommodated under the near-side wing, with the jacking-up apparatus, while the battery, wiper motor, twin brake servos and fuse-box are under a matching panel on the o/s, thus improving weight distribution, luggage space and keeping these components cool. These panels are opened with a carriage-key, neatly stowed before the driver's right leg.

The leather seats and high-gloss facia veneer are reminiscent of the older Bentley and Jaguar cars or a pre-Camargue Rolls-Royce. The smell as well as the feel of the seats is a luxury worth having! In a veneered binnacle before the driver are the seven Smiths instruments, black with white needles and digits, as befits a car of class. They comprise 160 m.p.h. speedometer, 6000 r.p.m. tachometer, clock, and heat, fuel and battery gauges. On the right of the facia, sensibly apart from other switches, are the lamps and wipers controls. If the hazard-warning switch is required in a hurry, there it is, as the driver's left hand falls directly onto it, behind the gear selector lever. Every switch is very clearly lettered (not labelled) and is conveniently to hand. The controls for the quiet and smooth electric window-lifts are recessed in the doors, with neat covered ash-trays ahead of them. There is a similar ash-tray on the screen sill. The two rotary heater controls in the centre of the facia are clearly lettered, one for defrosting or demisting, the other for car heat or ventilation; there are four fascia vents and *it is possible for warm air to go the driver's side of the car while cool air is delivered to the passenger's side, and vice versa.* This is a notable refinement, but I can also mention two minor ones, typical of the thought that has gone into the Bristol – the two-speed heater fan is inaudible on the slow setting and you hear only a slight hiss of air when it is running fast, and the petrol low-level light does not wink, it is either on or off. And there is, of course, a facia controlled, 3½-gallon, reserve fuel supply. There is rheostat control of instrument lighting and a cigar-igniter each end of the facia. Air-conditioning is a £600 extra.

Space precludes going over this enthralling motor-car in further detail. But let me say that it is handsome in a completely unobtrusive way, that there is ample head room in the back seat, which has its own two seat-headrests and folding centre arm-rest (each front seat also possesses a little folding arm-rest), and that the Bristol looks very generously shod, with those 205 x 15VR Avon tyres on Avon Safety wheels, which Tony Crook so bravely tested and demonstrated in a high-speed tyre burst at R.A.F. Keevil not long ago. The rear of the car is rendered exciting by the four exhaust outlets and I was intrigued to discover that each of the two silencers is flexibly slung on rubber-links. The exhaust system generates a good deal of heat, noticed as you step out of the car, but on a hot day the water thermometer showed 92 deg.C and oil pressure was steady at 74 lb./sq.in. The boot takes more luggage than external appearance suggests, its lid and the bonnet self-prop, and there are internal stowages in the doors, on the back of the front-seats squabs, and in a large lockable cubby. In brief, the Bristol 411 is endowed with all the convenience and luxury the most discerning owner could require. The Radiomobile radio has an automatic aerial with its own little switch, front/rear speakers and incorporated tape player. There are red warning lamps in the edges of the doors and night driving is simplified by the four Lucas halogen headlamps.

The automatic transmission has two hold-positions but acceleration is normally more than adequate in "D"! I have never sat behind a smoother or better behaved automatic box, and its cranked-rearwards selector lever is well placed, with clear P, R, N, D, 2 and 1 indications. The suspension is firm, on fast corners, ground clearance is excellent, vision good, and the power steering nearly as pleasing in feel as the best and quick-3 turns, lock to lock. Fuel thirst came out at 15.4 m.p.g.; the tank, with lockable cap, holds 18 gallons. I felt I needed a long Continental journey to do full justice to MPH 100 but in this country it was virtually faultless. There are still times when it is good to be British . . .

If any criticism can be levelled, it has to be qualified by the job the Bristol is designed to do. It is a long-distance express, faster than a sporting saloon. The front coil-spring, rear torsion bar, live axle suspension is not flabby, so some lurch and bump-thump sometimes arises but the 411 corners as a fast touring-car should; it hasn't quite the precision of a sports car or some lighter saloons.

The floor of the boot gets exceptionally hot. I got somewhat confused by the four keys, although an owner shouldn't, because they are of different sizes and shapes. I would have appreciated an outside mirror. That is the sum total of rather niggardly adverse comment. Further items on the credit side – a Triplex laminated windscreen is fitted and electric windows and horn function with the ignition switched off.

The 411 sells for what I can only call a modest £12,587 (£2,875 less than an admittedly more spacious Silver Shadow) and the openable 412, which can be said to be in the Corniche class, costs £14,584 (the Corniche convertible is £22,792). Nowhere else, surely, can such old-style quality and dignity allied to such exclusiveness and high-performance be obtainable for this kind of value-for-money, as in the modern Bristol twins? – W.B.

Marking out trim panels in best quality Connolly hide.







THE DUTCH GRAND PRIX

JAMES HUNT scored a fine win in the Dutch Grand Prix at Zandvoort in his Hesketh 308 Hunt (*top left*), can be seen on the winner's rostrum, laughingly knocking the Goodyear cap off third placeman Clay Regazzoni's head after the Swiss had failed to remove it during the playing of the British National Anthem. Right, Hunt (No. 24) leads Niki Lauda's second place Ferrari 312T (No. 12) just before they lapped Carlos Reutemann's Brabham BT44B (No. 7), the Argentinian eventually finishing fourth. Below, Jochen Mass' McLaren M23 grapples with Tom Pryce's UOP Shadow and Carlos Pace's Brabham as they slide round the Hunzerug during the race's wet stages.

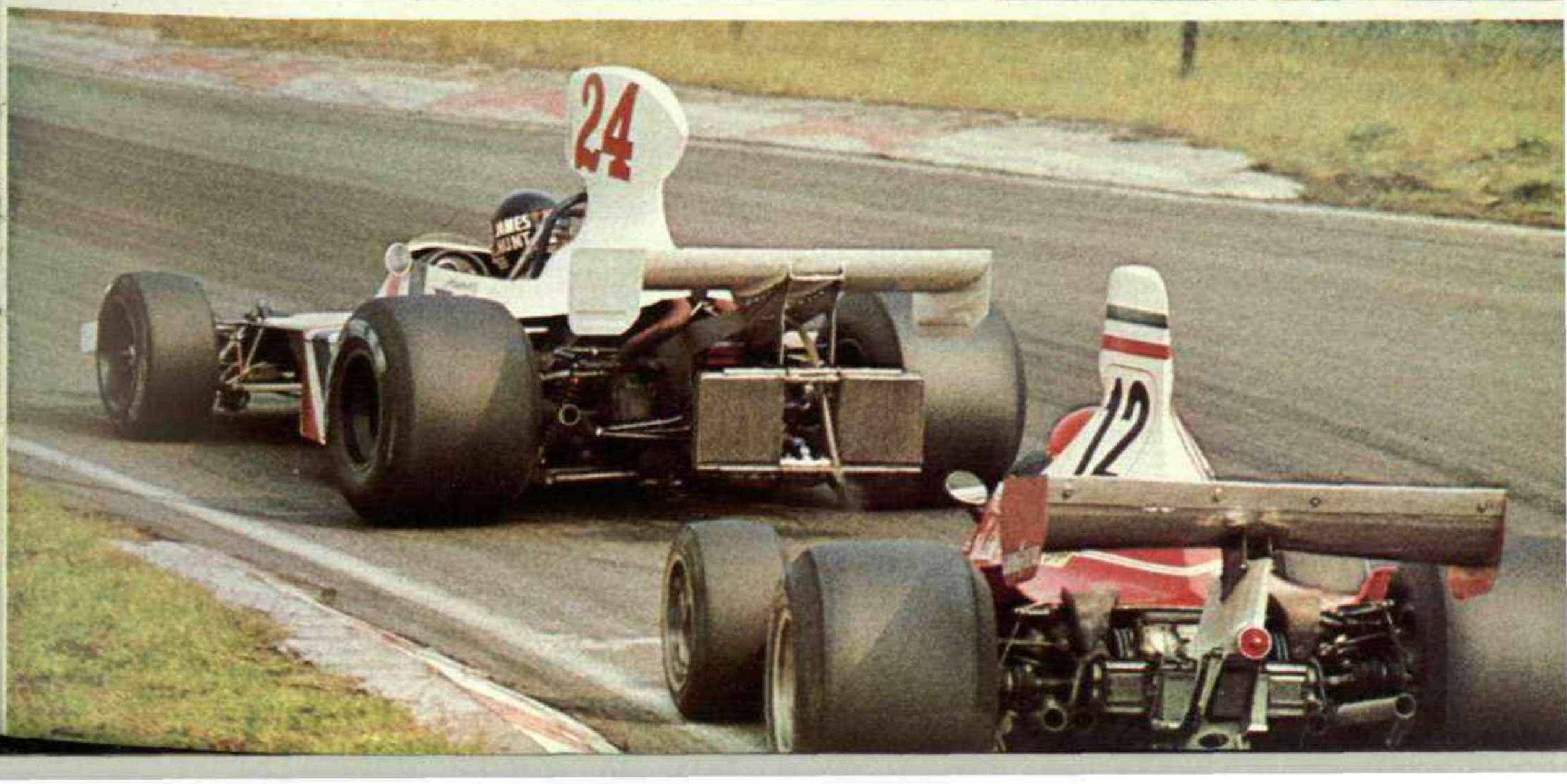


JEAN-PIERRE JARIER (*right*) drove a spirited race, holding off Niki Lauda's Ferrari for many laps in a race for second place. Eventually Lauda went past the Shadow, Jarier then spinning off when a tyre suddenly deflated. Clay Regazzoni (*centre left*) kept up Ferrari's fine record of mechanical reliability by bringing his 312T across the finishing line in third place while Carlos Pace (*centre right*) finished fifth behind team mate Reutemann in his Brabham BT44B. But the great focal point of attention in this race proved to be the dispute for the lead. Bottom, Hunt fends off Lauda as they leave Hunzerug, the Ferrari getting as close as this to the Hesketh, but never finding a way past.







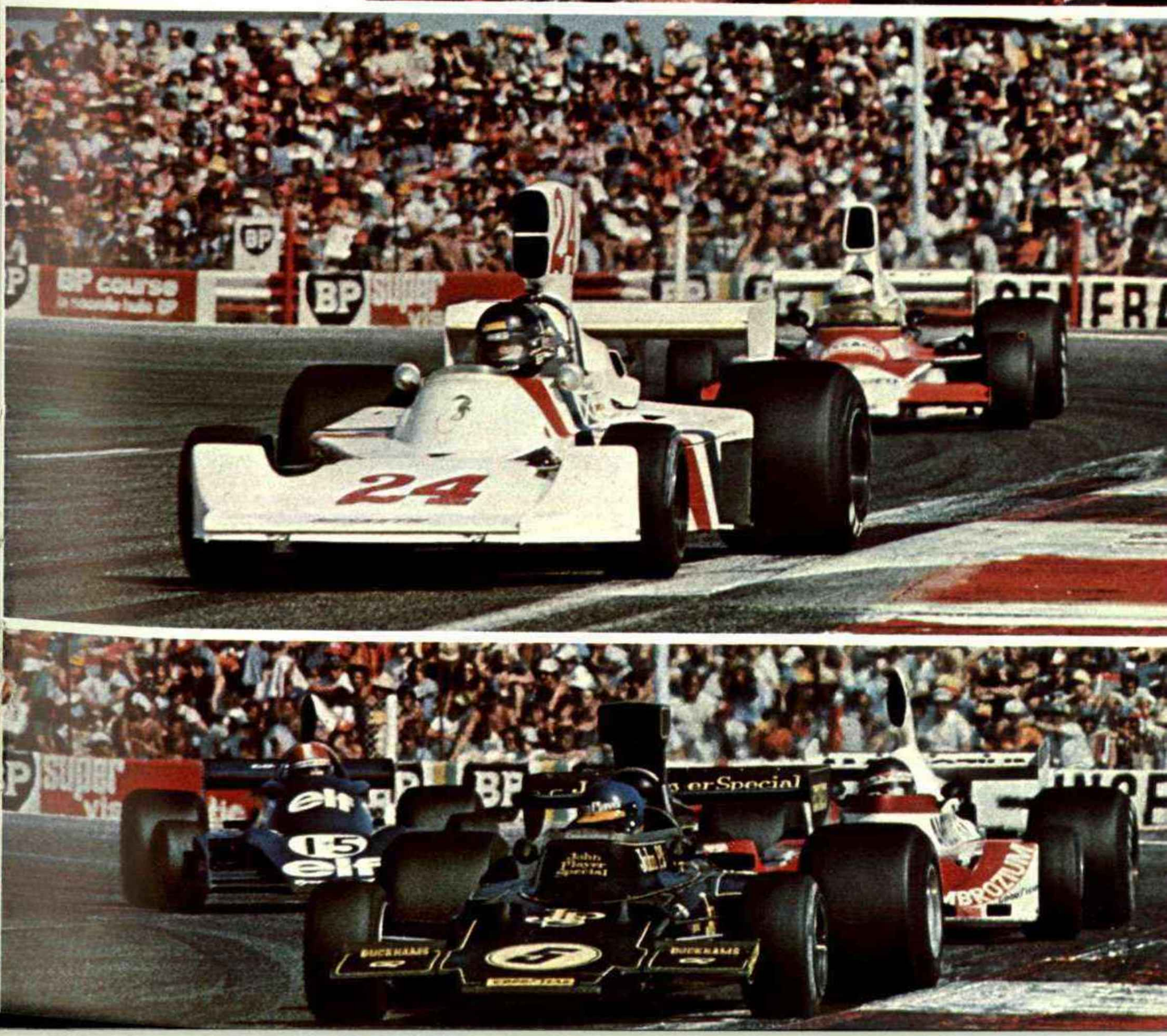


NIKI LAUDA won his fourth Grand Prix at Paul Ricard on July 6th, leading from start to finish (*above*) after starting from pole position. Sharing the front row with the Ferrari was Jody Scheckter's Elf Tyrrell (No. 3, *left*), but handling troubles dropped him back to ninth. Here he is seen just prior to being passed by his team-mate Patrick Depailler who finished sixth. Below, Jochen Mass drove a fine race to third place in his McLaren M23, beating Emerson Fittipaldi into fourth.

FRENCH GRAND PRIX

SMILES from four-times Grand Prix winner Lauda (*right*) on the Paul Ricard victory rostrum in company with James Hunt. Below, Hunt's Hesketh 308 finished only a couple of lengths ahead of Mass' McLaren after a race-long chase. Bottom, one of the best dices of the day raged between Ronnie Peterson (*bottom*), Jacques Laffite and Jean-Pierre Jabouille. The Swede finally finished a lowly tenth after a very disappointing race indeed.







The story of XKD 573

On June 29th, 1956, the new, standard production, short-nose D-type, XKD 573, was handed over to Phil Weaver, head of Jaguar's "Competitions Shop", for preparation for Le Mans on July 28th/29th. Painted in Belgian yellow, that car, shown here, was loaned by Jaguar to Equipe National Belge and was driven to fourth place overall by Jacques Swaters and Freddie Rousselle, covering 3,816.671 km. at an average speed of 159.028 k.p.h., 218.258 km. behind the winning Ecurie Ecosse D-type of Flockhart and Sanderson.

A total of 37 works D-type modifications were incorporated by the Competitions Shop including: a wide-angle cylinder head, a separate large capacity oil filter, the works "Full-Power" braking system, special single pad, quick-change front calipers, front and rear brake air scoops, a larger dynamo on a special nearside mounting bracket, an $\frac{11}{16}$ in. front anti-roll bar instead of $\frac{5}{8}$ in. and a $\frac{3}{4}$in. rear anti-roll bar on the bottom pair of trailing links (production cars had no rear anti-roll bar). The optional tail fin was added and to comply with that year's regulations a wide screen and wiper, plastic sloping tonneau cover, wide seats, a passenger side door and 28½ gallon instead of standard 37 gallon fuel tanks fitted. Dunlop Stabilia 6.5 x 16 in. tyres were used. In this trim XKD 573 had a start-line weight of 21 cwt.

After Le Mans, XKD 573 was returned to the factory where standard triple-pad calipers and standard cylinder head were replaced before the car was sold to Equipe National Belge.

In 1957, the car was again prepared by the Competitions Shop for Le Mans. A new 3.4-litre Weberised engine, with wide-angle head, was fitted, re-stamped with the original engine number, E-2079-9, which the car still carries. By this time Jaguar had withdrawn from direct racing participation and disposed of most special parts to Ecurie Ecosse, so standard front calipers had to be used, but a lightened type of propshaft was fitted. The 37 gallon tanks were replaced and the bodywork modified slightly again to meet regulations, including the fitting of a hood and tonneau. Once again the car finished fourth, this time driven by Paul Frere and Rousselle, though third place had been in the bag until contact breaker trouble delayed Rousselle out on the circuit. That year the car covered 4,169.237 km. at an average of 173.718 k.p.h.

XKD 573's subsequent history is obscure until it was acquired by Swiss motoring journalist Gerard Crombac, who sold it in pretty good condition to its present owner, John Coombs, some 10 years ago. Coombs' then Formula 2 mechanic, now No. 1 Elf Team Tyrrell mechanic, Roland Law, rebuilt the car completely in the late '60s, since when it has remained unused. Mechanically it is much as raced at Le Mans in 1957, but in 1970 Coombs had Jaguar restore the body to "production", or "1955" specification, with a wrap-around windscreen. XKD 573 now resides in the display hall at the Jaguar factory.

Specification of the car illustrated

Six cylinders in line, 83 mm. x 106 mm. – 3,442 c.c. Two overhead camshafts driven by two-stage chain. Alloy "wide-angle" cylinder head with hemispherical combustion chambers, cast-iron cylinder block, alloy pistons, 9:1 compression ratio, steel connecting rods, dry-sump lubrication. Three Weber DCOA3, twin-choke, horizontal carburettors, twin SU electric fuel pumps, 37 gallon flexible fuel tanks. Engine output approx. 275 b.h.p. gross at 6,000 r.p.m. Four-speed, all-synchromesh Jaguar gearbox, triple plate, Borg and Beck clutch, Salisbury live rear axle with limited-slip differential. Wishbone and torsion bar front suspension with anti-roll bar, rear axle located by top and bottom trailing links with anti-roll bar on bottom pair, A-bracket, transverse torsion bar. Rack and pinion steering. Dunlop disc brakes, three-pad front, two-pad rear plus mechanical handbrake, servo-assistance by propshaft-driven Plessey pump. Length 12 ft. 10 in., width 5 ft. 5⅛ in., wheelbase 7 ft. 6⅛ in., front track 4 ft. 2 in., rear 4 ft. 0 in. Weight approx 1 ton. Dunlop alloy wheels, 6.50 x 16 in. Dunlop Racing tyres. Maximum speed up to 180 m.p.h. depending on axle ratio. – **C.R.**

The Jaguar D–type

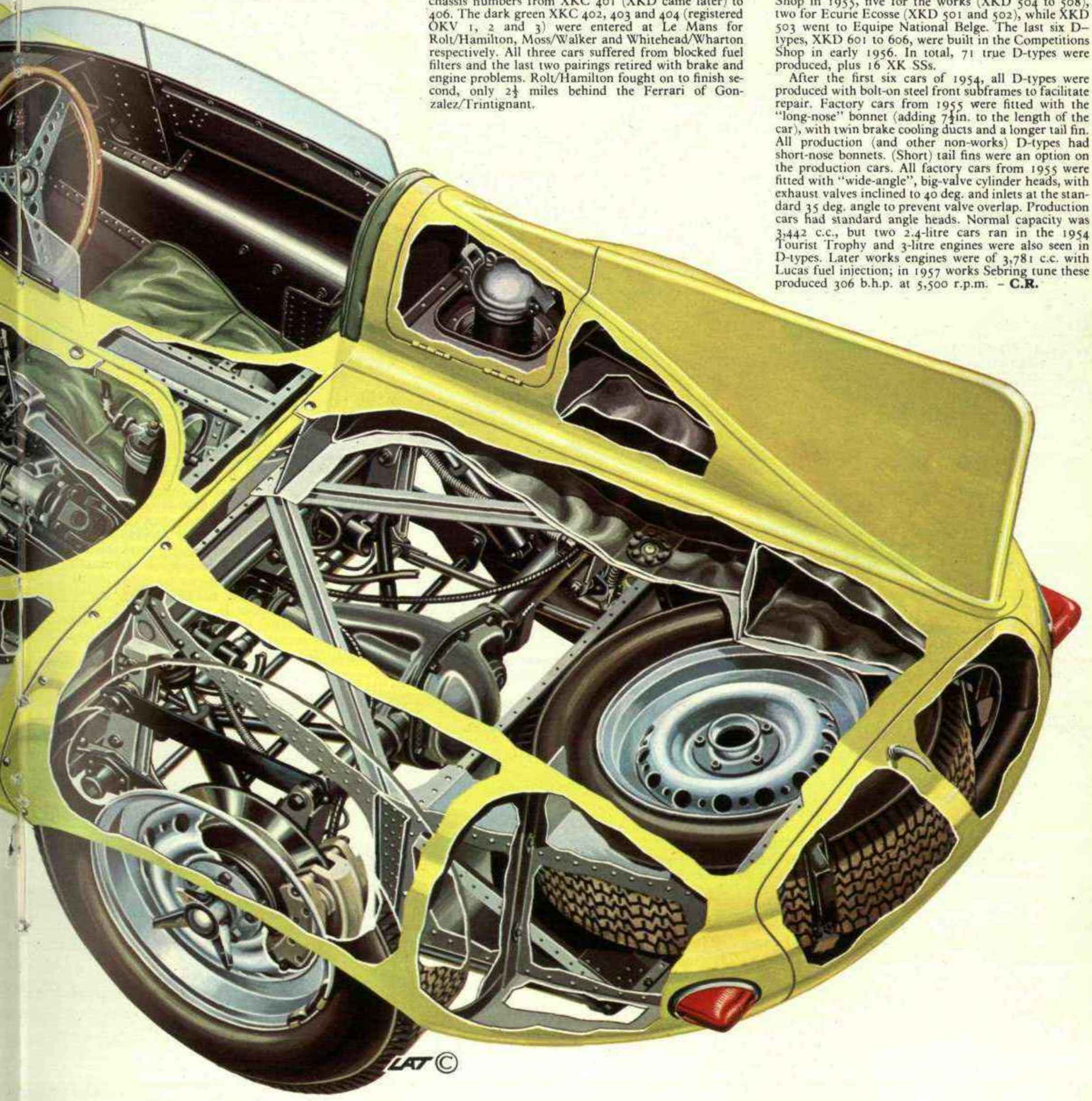
WHEN THE Jaguar D-type made its racing debut in the 1954 Le Mans 24-hour race, it marked a complete departure from the XK 120-based C-types which had won the race in 1951 and 1953. Instead of the C-type's space-frame the D-type had a central monocoque tub in 18 gauge magnesium alloy, with holes cut in to house driver and "passenger". A tubular aluminium sub-frame argon arc-welded to it carried the engine and wishbone/torsion bar front suspension. The 3,442 c.c. XK engine was mounted at eight deg. to the vertical, carried triple 45mm. twin-choke horizontal Weber carburettors and had dry-sump lubrication to halve the sump depth and reduce frontal area. There was no flywheel, just a large torsional vibration damper at the front of the engine; the starter ring was formed on the outer casing of the triple plate clutch. The gearbox was a new four-speed all-synchromesh one of Jaguar manufacture. Dunlop disc brakes all round were assisted by a Plessey servo pump driven by the propshaft. The live rear axle was located by four steel-plate trailing links and controlled by a single transverse torsion bar, an A-bracket and telescopic shock-absorbers. The whole was cloaked in aluminium to a shape designed by aerodynamicist Malcolm Sayer.

Six D-types were made by the works in 1954, with chassis numbers from XKC 401 (XKD came later) to 406. The dark green XKC 402, 403 and 404 (registered OKV 1, 2 and 3) were entered at Le Mans for Rolt/Hamilton, Moss/Walker and Whitehead/Wharton respectively. All three cars suffered from blocked fuel filters and the last two pairings retired with brake and engine problems. Rolt/Hamilton fought on to finish second, only 2½ miles behind the Ferrari of Gonzalez/Trintignant.

The first D-type victory came in the Reims 12-hour race in July 1954, won by Peter Whitehead/Ken Wharton (XKC 404). Afterwards the D-type was to gain countless victories throughout the world, but it was Le Mans which made the car a legend, with a hat-trick of wins in 1955 (Hawthorn/Bueb, XKD 505), 1956 (Flockhart/Sanderson, Ecurie Ecosse, XKD 501) and 1957 (Flockhart/Bueb, Ecurie Ecosse, XKD 606) when D-types finished 1st, 2nd, 3rd, 4th and 6th.

In 1955 a D-type production line was set up at the factory, which turned out 67 D-types, inclusive of 16 XK SSs, the road-going development of the D-type. In addition, eight more were built by the Competitions Shop in 1955, five for the works (XKD 504 to 508), two for Ecurie Ecosse (XKD 501 and 502), while XKD 503 went to Equipe National Belge. The last six D–types, XKD 601 to 606, were built in the Competitions Shop in early 1956. In total, 71 true D-types were produced, plus 16 XK SSs.

After the first six cars of 1954, all D-types were produced with bolt-on steel front subframes to facilitate repair. Factory cars from 1955 were fitted with the "long-nose" bonnet (adding 7½in. to the length of the car), with twin brake cooling ducts and a longer tail fin. All production (and other non-works) D-types had short-nose bonnets. (Short) tail fins were an option on the production cars. All factory cars from 1955 were fitted with "wide-angle", big-valve cylinder heads, with exhaust valves inclined to 40 deg. and inlets at the standard 35 deg. angle to prevent valve overlap. Production cars had standard angle heads. Normal capacity was 3,442 c.c., but two 2.4-litre cars ran in the 1954 Tourist Trophy and 3-litre engines were also seen in D-types. Later works engines were of 3,781 c.c. with Lucas fuel injection; in 1957 works Sebring tune these produced 306 b.h.p. at 5,500 r.p.m. – **C.R.**







ROUEN F2

THE Rouen Formula Two race on June 29th was the 25th anniversary of the classic French road circuit at les Essarts in Normandy. The race saw the factory March-BMW team of Michel Leclere and Patrick Tambay finish first and second, this being the first win of the season for the team, the current 752 model and the Munich BMW engines. Jean-Pierre Jabouille's Elf (seen above heading the works cars at Nouveau Monde in the early stages) retired early and it was left for the Belgian Claude Bourgoignie (pictured left locking a front wheel as he goes inside Harld Ertl's Chevron) to take third place. Championship leader Jacques Laffite (below) retired his Martini while lying forth. Only six of the 19 starters finished the race and they were all British Marches.





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Pictured above is Frank Langdon. And his big problem.

Frank drives the largest operating truck in the world. In the largest iron-ore mine in the world.

The truck weighs over 346 tons with a full load, and has a dumping height of 44 feet 6 inches.

Protecting its engine is a tough task, because the truck works day and night in the mine, loading and unloading vast quantities of iron ore.

But we at BP have developed an oil specially for this truck which gives complete engine protection, despite its heavy work rate.

As a major international company, we at BP solve difficult problems like this, all over the world.

Over the years we've produced oils for engines that work in deserts. Frozen Arctic wastes. Steaming swampland. You name it. BP have been there.

And this is where your car comes in.

All the research and experience that have gone into making oils for vehicles like Frank Langdon's, have helped us make the right oil for your car:

Super Visco-Static.

An oil that, even in today's motoring conditions, protects your engine more efficiently than ever before.



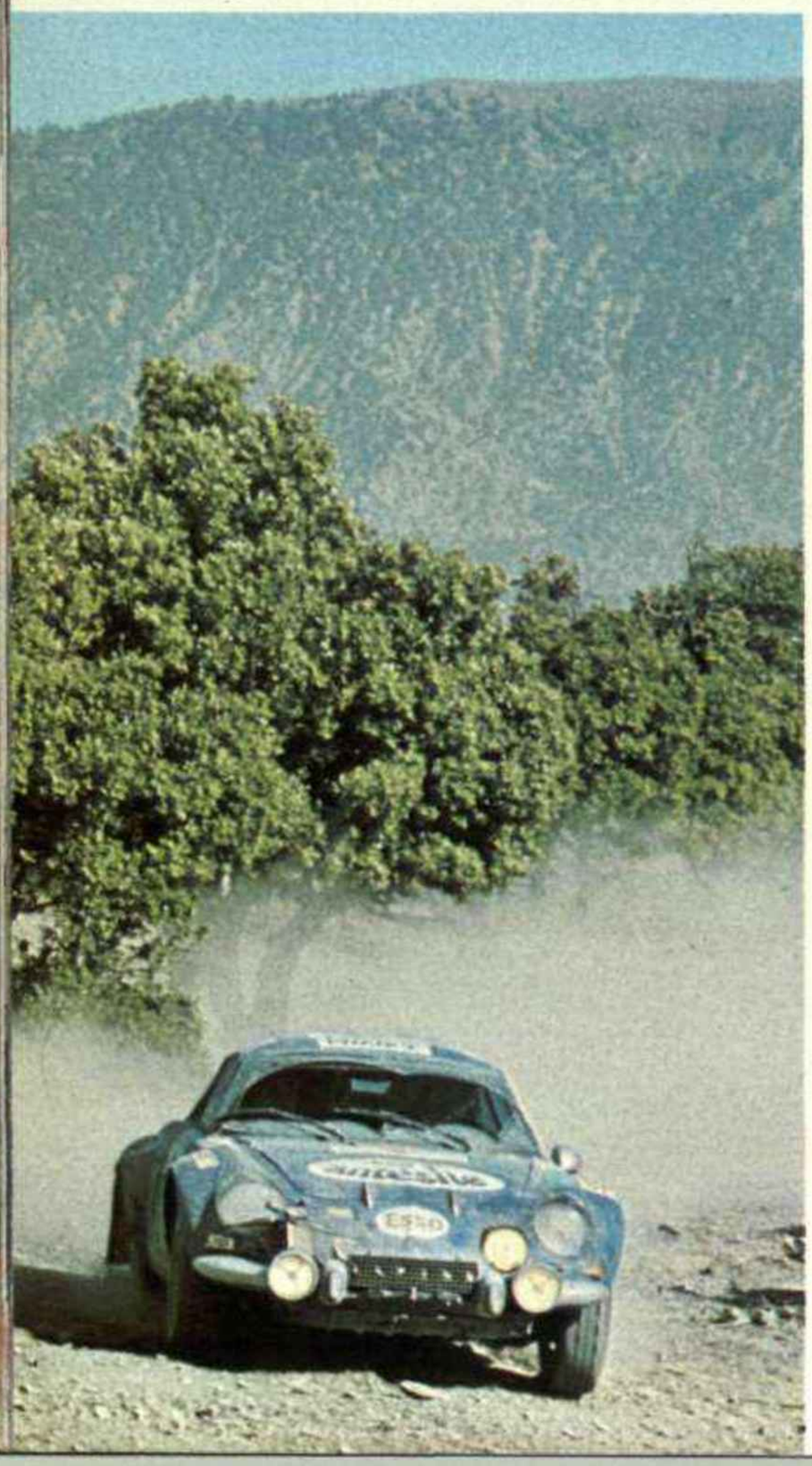
Use Super Visco-Static. The oil that contains one very special extra ingredient:

Know-how.

BP Super Visco-Static.

We made it the hard way.



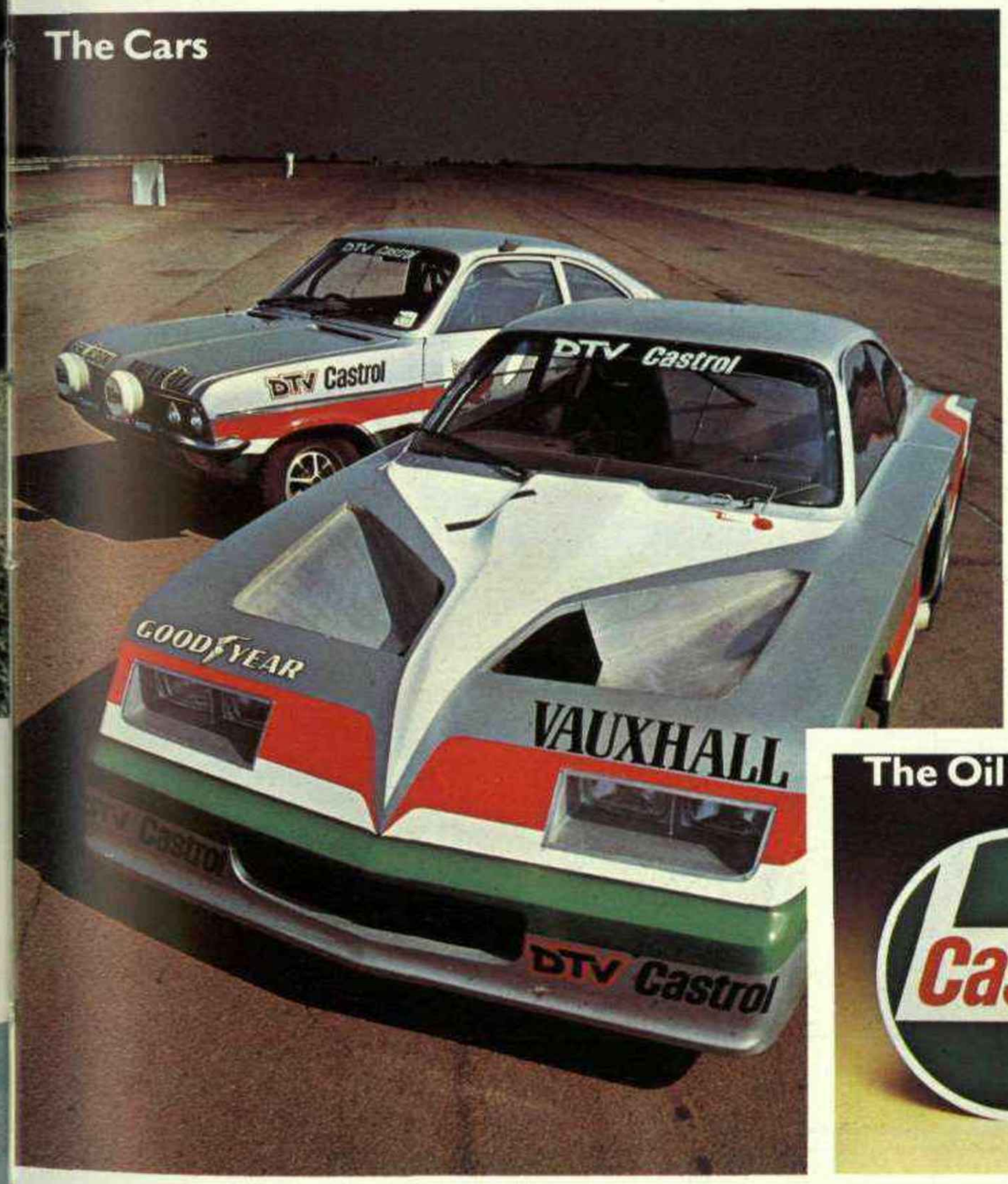


MOROCCO RALLY

Much of the Morocco Rally lies in dry, rocky, barren country, but some of the more northerly parts have vegetation and rivers which actually flow. Above, winners Hannu Mikkola and Jean Todt are seen on a comparatively smooth stage in their comfortable Peugeot; on the left, Bob Neyret and Jacques Terramorsi head for third place in their Alpine-Renault A110; below, a Datsun negotiates the wide river crossing at the village of Rich, inevitable gathering place of photographers.



Castrol-DTV are on the great road ahead.





The Cars. For the Super Saloon events, a Vauxhall Firenza fitted with a V-8 engine. (On the bench it gave 480 bhp and an estimated top speed of 170 mph.)

For rallying, a Group 1 Magnum and a Group 2, 16 valve Magnum (winner of last year's Tour of Mull).

The Drivers. Gerry Marshall in the V-8 Firenza. Bill Dryden in 'Old Nail', Gerry's previous Firenza. Will Sparrow in the Group 2 Magnum. Paul Faulkner in the Group 1 Magnum.

The Oil. Castrol. The natural choice for Vauxhall in their competition cars. Just as GTX is the natural choice for your car.

With Castrol GTX at heart, there's a great road ahead.

GTX

The St. John Horsfall Race Meeting

WILLIE GREEN in the Bamford Ferrari 275LM (*right*) gave victory to Modena in the Jaguar *v.* Ferrari *v.* Aston Martin race at the Aston Martin Owners' Club Silverstone meeting. Colin Crabbe chased him hard in the Ferrari Testa Rossa. Below, typical of the delectable Aston Martin machinery, Bill Symonds' DBR1, later to hit the Woodcote Armco. Bottom, GT40 and DB5 make way for Peter Lovett's Porsche Carrera RSR, winner of the Unicognac race for GT and Sports Cars in advantageous (for it) sodden conditions.





MARTINI

The right one

Carlos Pace winning the Brazilian Grand Prix
January 1975 in a Martini Brabham BT44B.

MARTINI



The prototype ME3000 sampled. Several details will be changed, including the facia, before production starts.

The AC ME3000

NEARLY TWO YEARS have passed since AC Cars Ltd. first revealed their mid-engined, Ford 3-litre V6-powered, two-seater sports car and still the car hasn't reached the production stage. To find out the current situation with the car we visited the Thames Ditton factory of this company, which is 21 years older than the title whose Jubilee this magazine is celebrating this month. There we talked to Derek Hurlock, the Managing Director, and were sent out for a brief drive in one of the two mobile prototypes.

If the ME3000's gestation period has seemed particularly protracted it should be remembered that work had begun only recently on adapting the bought-in Maxi-engined Diablo design of Peter Bohanna and Robin Stables when the lashed-up, Ford-engined prototype appeared on the 1973 Motor Show stand. Any other company would have had its future projects well and truly under wraps at that stage, and the similarly long gestation period before announcement would have passed quietly and secretly; AC chose to reveal all in the interests of keeping the company name exposed while no longer selling cars (the Frua-bodied 428 had been dropped because of body supply problems, fortuitously in the light of later world problems). Although more development work remains to be done before the sales launch—even the crash-test programme has yet to begin—Hurlock hopes to have accurate, pre-production ME3000s on this year's Motor Show stand and estimates that the first customers should receive their cars early next year. An eventual 40 per week production target is aimed for.

Though the basic concept hasn't changed since 1973 there have been many detailed modifications made and several more will come before production starts. The well-used prototype tried does not truly represent the final product; the facia is to be changed, the seats lowered, a new roof panel adopted to increase head-room and improve vision, and the nose altered to "make the car less banana-shaped", as Keith Judd, the Assistant Sales Manager, put it.

Aluminium bodies for the Ace, fixed-head derivatives and Cobras (a reminder of whose Tojeiro parentage was given by Vincent Davison, who worked on the Ace prototypes with John Tojeiro and was working on a new prototype ME3000 steel perimeter platform chassis during our visit), and steel for the Frua 428s make the use of glass-fibre sound alien to AC. In fact they've had an active glass-fibre shop for years now, bodying those controversial, Steyr-Puch-engined, three-wheeled invalid carriages which have provided the company with bread and butter and financed the new model since car production stopped. The ME3000's double-skinned bodies are moulded in conventional fashion, unlike Lotus's advanced injection moulding, but even on these prototypes the finish is excellent. The bodies bolt to the platform chassis, which have massive box-section side-members to assist the side-intrusion members in the doors with crash protection. Wishbone/coil-spring suspension is hung on to the bolt-on subframes at both ends.

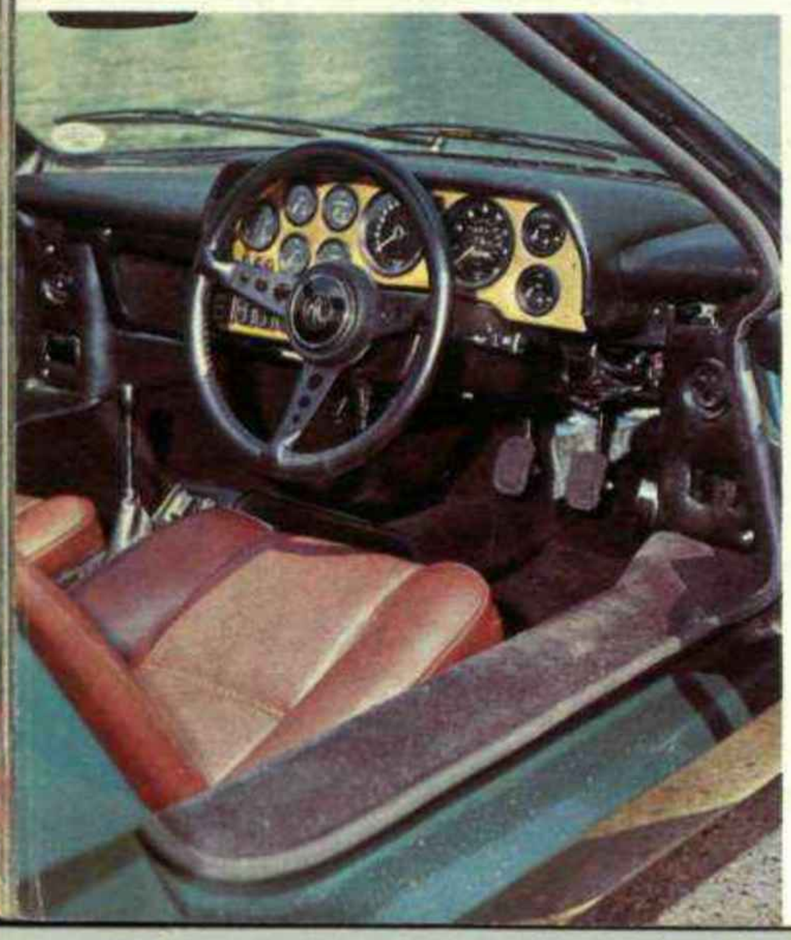
As is now well known, this AC's Ford V6 engine is mounted transversely amidships and connects with the five-speed gearbox by a triplex chain, the supply and design of which has just been changed from American Morse to British Renolds. It has an automatic hydraulic tensioner and Hurlock foresees no problems in service; changing it should be relatively simple in any case. The gearbox is of AC design using Hewland gears (semi-straight-cut racing ones on the test car so very noisy—production gears will be fully helical) and Ford synchromesh, the size of which is about to be increased to prevent problems like the almost total lack of synchromesh on the test car's second gear.

This new AC has an excellent detail specification, including a rigid, removable roof panel which stows above the spare Wolferace alloy wheel under the front "bonnet", electric windows, electric retractable headlamps, a roll-over bar, tinted glass and through-flow ventilation. There is a deep boot with its own lid in the tail. On practicality it is the equal of Lancia's Beta Monte Carlo.

You sit deep into the ME3000, within the high sills. The driving position is good, leg-room ample, and major switch-gear readily to hand on Triumph-type steering-column stalks. Forward visibility will benefit from lowering the seat, three-quarter rear vision is poor, as we've come to expect from mid-engined cars, and the high-back vinyl seats are very comfortable, though they left us wet and sticky on this particularly hot day.

After the relatively short distance we drove the car it would be both unwise and unfair to draw too many categoric conclusions from this unfinalised specification. It promises to hold the road superbly on its fat 205/60 section tyres and the handling at our moderate speeds felt precise, with little roll, though a slightly cross-pitching, undulating surface caused some steering deflection. The steering would benefit from a bit more feel, has a sensible ratio, is light at speed, but heavy when manoeuvring. Ride, fairly harsh at low speeds, grows good with speed. All-disc brakes are excellent in feel, progression and performance (helped by

Continued on page 927







A 50-year Span

Motor Sport tests two significant British high-performance cars of very different eras.

The subject of our first road-test, recalling what sports cars were like fifty years ago – the 3-litre Bentley in the shadow of the Brooklands Memorial erected at Weybridge by the British Aircraft Corporation.

1924/5 3-litre Bentley

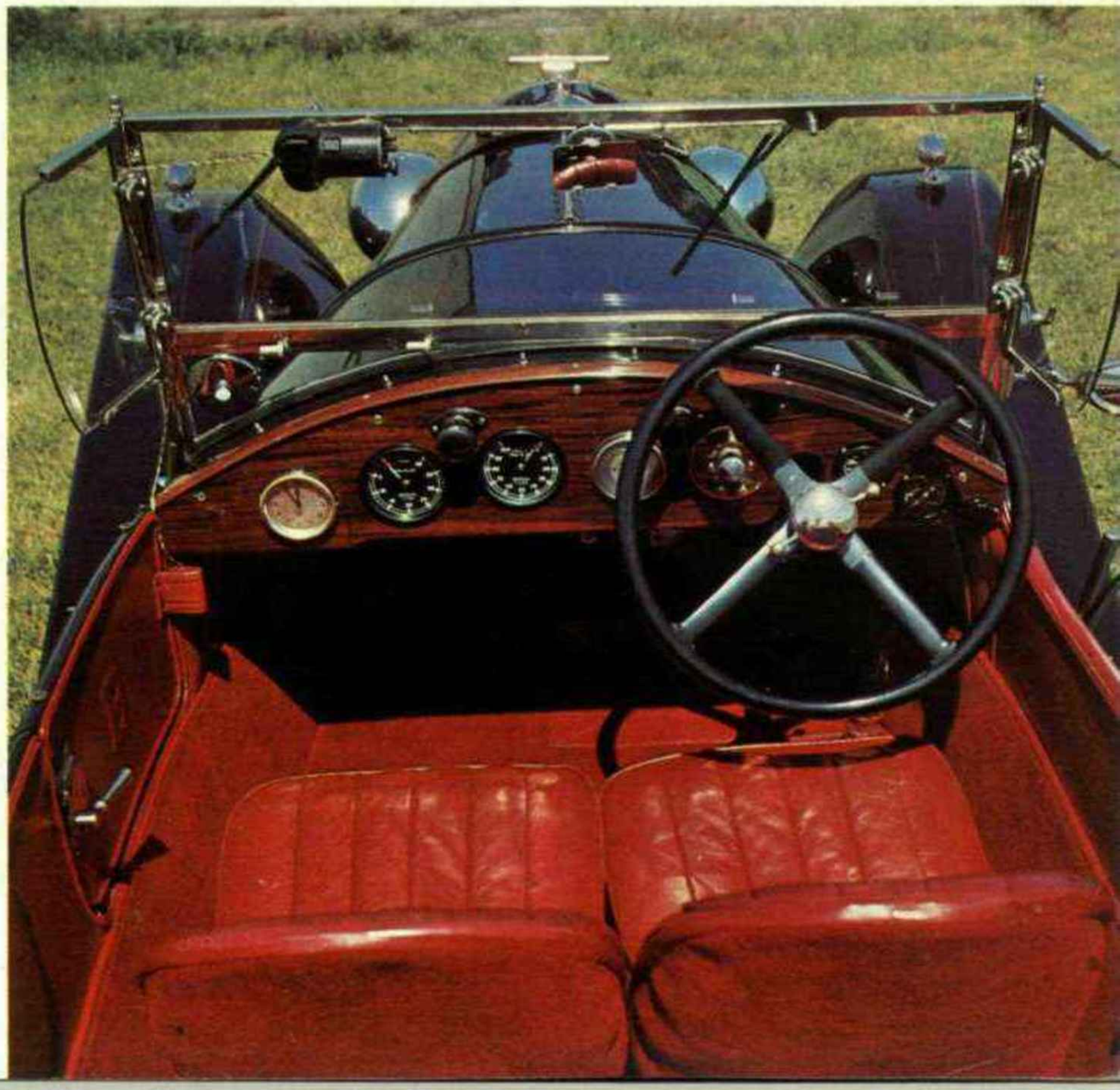
ROAD-TEST reports, as out-spoken as we deem necessary, have been a feature of MOTOR SPORT from the first issue and so, as this is our 50th Anniversary number, we decided that something should be written about appropriate cars, spanning the half-century. The first copy of the newly-named MOTOR SPORT of 1925 contained a test report on a Brescia Bugatti but as the correct British car for the 1975 coverage seemed without question to be the Jaguar XJ12 coupe, we wanted to match this with a leading motor-car made in this country when this paper was born. It was originally known as *The Brooklands Gazette* and our very first road-test was of a 3-litre Bentley. So that was the vintage car decided upon and a very fine specimen was found without any difficulty, thanks to the co-operation of the Bentley Drivers' Club.

A Bentley is an appropriate choice, not only for the reason outlined above, but because the late T. G. Moore, who owned MOTOR SPORT from 1929 to 1936, was a great Bentley enthusiast. He bought a new 3-litre at the 1926 Olympia Show and subsequently ran a 4½-litre here and in New Zealand, covering 18,000 miles in the latter car before a decoke was required. Indeed, the Five-Year Guarantee then operated by Bentley Motors seems to have served Mr. Moore very well, notably when his 3-litre went off-song and broke valve springs because the tappets slackened off, due to having the experimental duralumin rockers, which were soon changed for standard steel ones.

Another link between MOTOR SPORT and the Bentley is that when the Bentley DC began to co-relate technical data about these cars we were able to publish the first such researches, relating to the 3-litre models, in our issue of February 1947, thanks largely to the co-operation and industry of Stanley Sedgwick, the Club's indefatigable President. Thereafter, every February, MOTOR SPORT was privileged to cover another model, culminating by 1950 with the 8-litre. Since those days, the Bentley Drivers' Club has amassed a remarkable amount of historical and technical information, so that I sometimes think it knows more about Bentleys of all ages than the engineers who conceived them! But we are delighted that we were able to pioneer this admirable documentation. Another link is the present writer's memorable outings with the late Forrest Lycett in his special and very potent 8-litre.

Reverting to the road-test of a 3-litre which we published in July 1924, it was written by someone calling himself "Full Throttle". Re-reading his report, it is clear that he did not drive the car very far. The only picture accompanying the article, apart from a Harry Whincap drawing of a two-seater which heads it, is a photograph of the car in chassis form, obviously taken from a catalogue. But, whoever the tester was, he was impressed with the Speed Model Bentley's ability to run in very docile fashion at low speeds in its 3.53 to 1 top gear. He was even more impressed by its ability to do 70 m.p.h. *in second gear* – and so am I! He mentions changing down out of top at 45 m.p.h. and accelerating to 70 in 2nd., when the car would "hang on indefinitely to around that speed" without its

Looking down into the driving compartment of the Red Label Bentley one sees the typical controls and instrument panel of this famous 3-litre, and the leather-upholstered separate front seats.



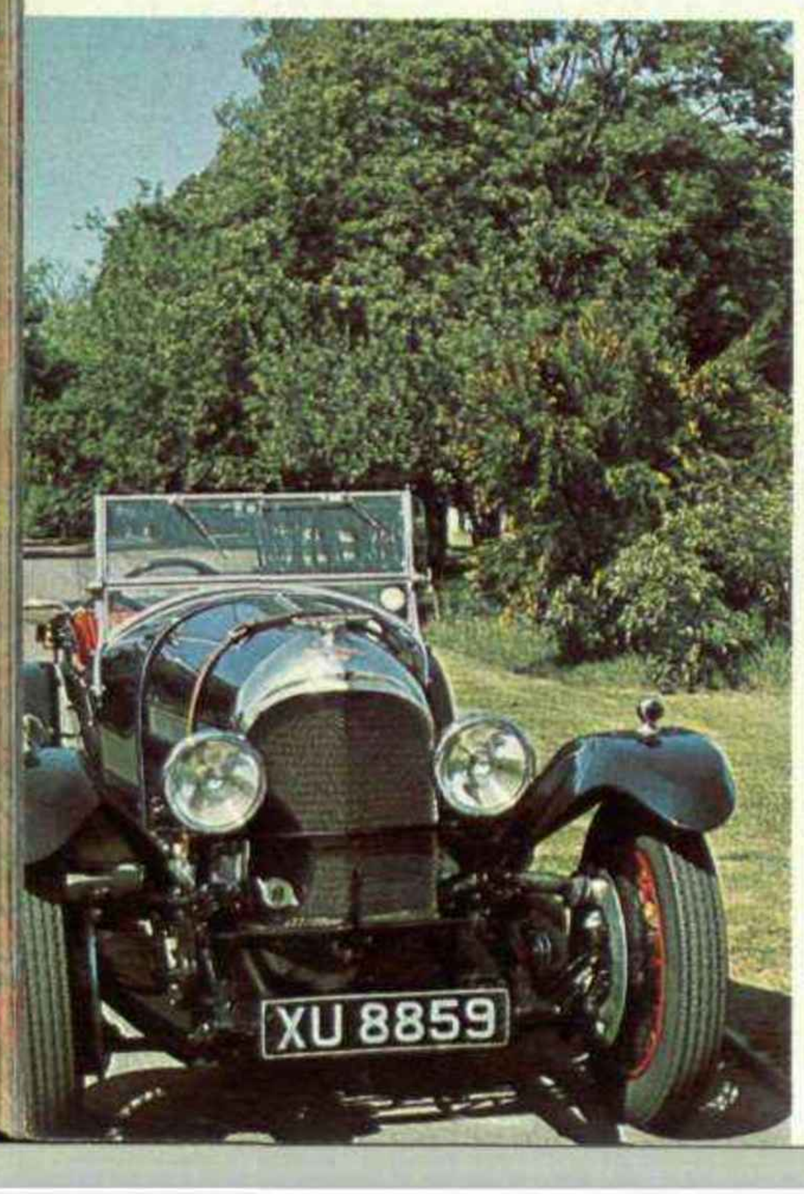


The Editor of MOTOR SPORT at play, driving John Stevens' beautifully restored 3-litre Bentley at Brooklands.

driver changing up. Top speed (in top!) was quoted as "in the neighbourhood of the eighty mark without much forcing" and this £1,125 four-seater had "remarkably powerful, very easy and smooth" four-wheel brakes. Incidentally, this close-ratio Bentley gearbox was a notable feature of Bentley motoring. I remember C. G. Grey, the imperious Editor of *The Aeroplane*, when he was writing about cars for another journal, being highly impressed by the manner in which the demonstrator moved nonchalantly from one cog to another, and what happened when he at the same time depressed the accelerator.

So, you see, it was right and proper that on a beautifully sunny June day we should go out in a 3-litre Speed Model. The car we were generously allowed to sample belongs to Mr. John A. Stevens and is in breathtakingly immaculate order. As I drove into Esher to keep the appointment with it I remembered that in the late-1930s I used to be taken out from there by the Robinson brothers in their 3-litre fabric saloon, for satisfying night runs, or expeditions to sprint venues towing their Brescia Bugatti – I can still hear the burble of the exhaust and see the radiator cap with its cross-bar, as on the open car I was about to encounter, silhouetted against the beams from the big headlamps . . . .

The front view of the Bentley is typical of a good vintage sports car. The brakes are now hydraulically-operated but the pipe-lines are carefully hidden.



The Bentley I was about to drive is a 1924/5 Vanden Plas Red Label four-seater, spotlessly turned out, body and mudguards in a nice shade of blue, which was a catalogue colour. The present owner found it in Tiptree in the summer of 1963, when such cars were difficult to locate. Its history previous to this has been untraceable. It was in very poor condition, the body ruined, biscuit-tins forming the front wings, and the drive home *sans* brakes and with a non-functioning cone clutch was, to say the least, unpalatable. Since then this Bentley has been painstakingly rebuilt, mainly by the owner, who stripped it right down on finding the chassis cracked. A new body frame was made and panelled, and eventually the car was almost as new, being finished to perfection with Parson's paint.

There are some very minor divergences from standard, the most notable, but virtually unnoticeable, being the conversion to hydraulic brakes. The pipelines at the front are concealed within the Perrot shafts and as the original levers and cables are *in situ* it is only when this conversion is pointed out, or when sharp eyes spot a small fluid-reservoir under the bonnet, that the change is apparent. It makes for more dependable braking but, in fact, whereas the same owner's Speed Six, with its original braking system, recorded *100% efficiency when tested* recently, the 3-litre shows about 70%.

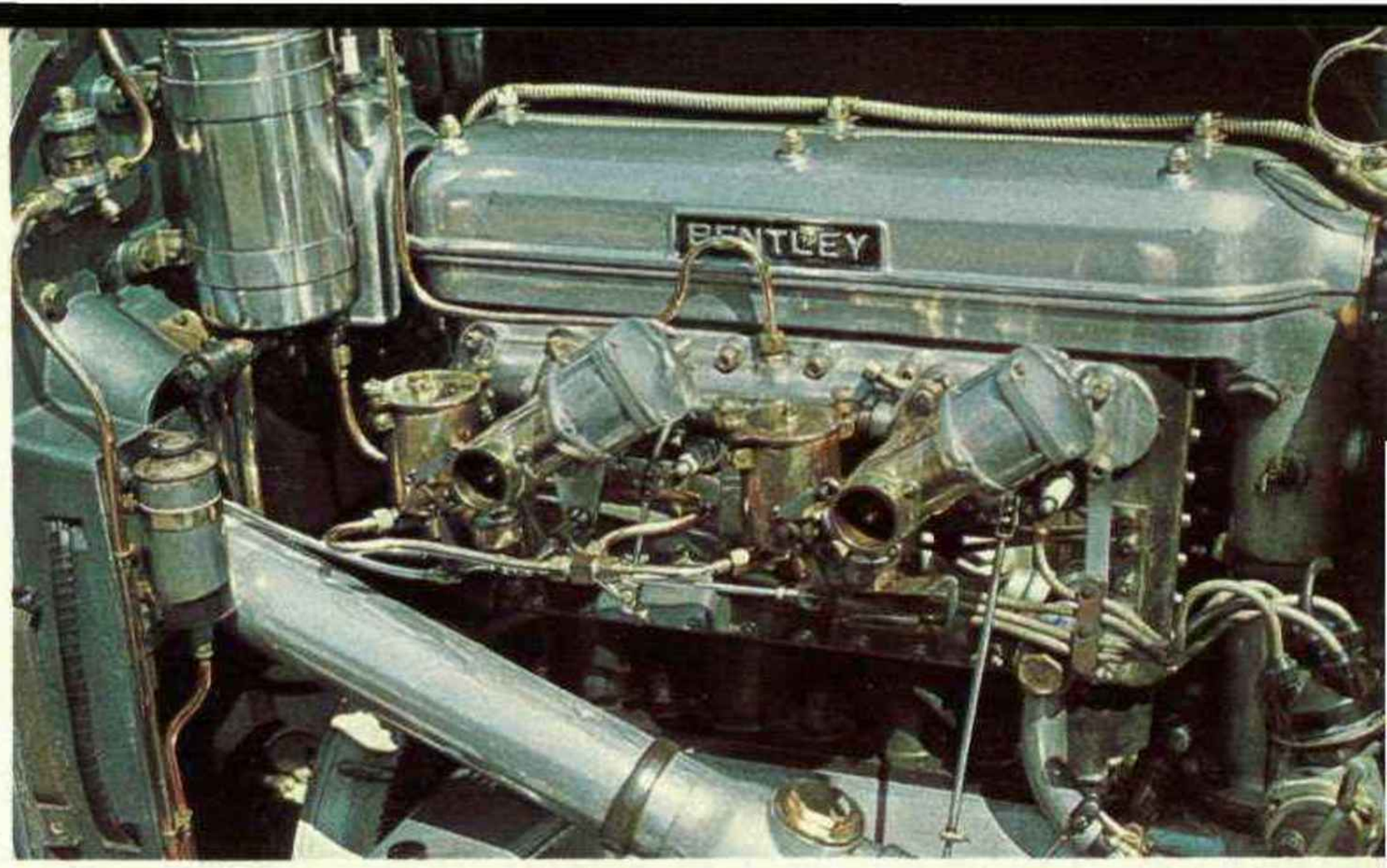
So, here is a splendid specimen of the famous Speed Model, with the 9′ 9″-wheelbase chassis, an A-type gearbox, the correct 21″ Dunlop-shod wheels, the Le Mans 3.53 to 1 axle-ratio, and an engine Autovac-fed to its twin sloper-SUs and fired by two CG4 ML magnetos. The nickel-plated radiator had to be rebuilt by Serck, because it began to leak as the chromium was being stripped off. So dazzlingly glistening is this overhead-camshaft power unit that it is difficult to photograph; you can form your own opinion of our ability in this direction.

We drove to Brooklands for more photography by permission of the BAC, and then I was permitted to take the wheel. It is a very big wheel (3 turns, lock-to-lock) calling for some muscular effort to change direction. The chap who wrote our 1924 test claimed that changing gear was "so easy" but it was not altogether so for me, although I was improving by the time we had got back to Esher. (Incidentally, Tom Moore broke a selector on his gearbox through initial brutal usage.) I was perhaps not sitting close enough to fully depress the clutch, which is necessary if proper use is to be made of the clutch-stop to slow things up for the swop between 1st and 2nd. From 2nd into 3rd is easy, if the long movement of the rh lever across the open gate is taken quickly. Top then snicks in nicely, given patience and double-declutching.

There is plenty of performance, accompanied by the characteristic exhaust rumble, and the car becomes alive from about 1,800 r.p.m. There is a period at 2,000 r.p.m., when the cross-shaft rattles, after which you can accelerate to 3,500 r.p.m., although prudence calls a halt when 3,200 r.p.m. have been attained. (Since bronze gears were fitted, no cross-shaft trouble has intruded.) Top speed is some 90 m.p.h. but 85 is a more natural gait. The old Bentley is beautifully taut, the springing not unduly harsh, although badly served by friction shock-absorbers that are too stiff to react to mild shocks but which are unable to cope with severe ones. The brakes are perfectly acceptable, but reasonably small feet are advisable, if the right one isn't to sit trapped beneath the brake pedal after depressing the central accelerator. Having come to rest, the car can be held conveniently on the long, outside hand brake.

You sit in a tight-fitting leather-upholstered bucket seat, protected by a single-pane windscreen with side glasses; it can be folded flat and properly retained by toothed wing-nuts. On a polished wood fascia there are the remembered instruments – the matching AT 100 m.p.h. speedometer and the tachometer reading to "40", their white needles moving across the dials in harmony, a Smiths clock, the lamps-bezel for the Smiths lighting system, and the switch-panel with the two magneto-switches and central choke-knob. On the right, for the driver to glance at, are the small temperature and oil-pressure dials, reading to 80 deg. C and 60 lb./sq. in., respectively. Normally the former reads 70 to 75 deg.; oil-pressure varies with engine speed, from a few pounds at idle to 20 at 2,000 r.p.m., 30 at 3,000 r.p.m. The thermostat no longer functions and temptation to use "R" in the big-capacity sump is firmly resisted in favour of Castrol GTX. Petrol consumption works out at about 20 m.p.g.

It was most enjoyable to be out in a real motor-car again and to be able to say I had been driving a Bentley at Brooklands! This brief backwards glimpse provided a firm reminder of the unassailable position occupied by the 3-litre Bentley some fifty years ago. Our 1942 account was published just after John Duff's victory at Le Mans, and apart from a later Editor of MOTOR SPORT deciding that in 1926 there was no comparable sporting car, another well-known motoring writer, whose mother bought a new 3-litre, has pointed out that people are apt to forget, now that the 3-litre is a vintage car, what a stupendous reputation it had in its heyday. "Something



The engine of the 1924/5 Bentley was absolutely immaculate, and shining brightly in the June sunlight. Note the correct "sloper" SUs, ML magneto, and the small reservoir now fitted, for the hydraulic brake fluid, below the Autovac.

about the Bentley," he continues, "stirred the imagination. It was very fast, of course, but there had been fast cars before. Perhaps it was the novelty of attaining almost racing speeds on second and third gears, for close-ratio gearboxes had been few and far between." Which is where we came in . . . The Automatic Jaguar XJ12 is obviously a very different thing. But we couldn't help smiling when at the Track it needed jump-leads to restart it and emitted some alarming pops and bangs, whereas there had been an instant response, after one spell of "Bendix-refusal," and not a sign of the carburetters spitting-back from cold, when Mr. Stevens pressed the starter-button of his ancient Bentley that morning. – W.B.



The most handsome of the XJ range, the Coupe retains the saloon silhouette and headroom. The side aperture can be opened completely.

The 1975 Jaguar XJ5·3C

W.B. is a little off the mark in saying that the XJ12 coupe was unquestionably the correct British car for coverage in this Anniversary issue. In fact the original intention had been to feature Jaguar's new sports coupe, code-named XJ27, which British Leyland had proposed to announce at the end of July. Labour problems and the Ryder upheavals quashed that idea when the release date was retarded to September 10th; though we have driven this exciting car, as always we are respecting the embargo system. We have become used to abortive attempts to road test Jaguars, a traditional problem over MOTOR SPORT's past two decades, but this time we were not to be out-foxed. Jaguar we had decided upon and Jaguar it was going to be.

The logical alternative to the XJ27 was the XJ12 5.3-litre fuel-injection coupe, not so pretentiously "sporty" as the XJ27 but nevertheless a luxury carriage of sporting demeanour and very sporting performance. As this model had been announced on April 30th and was on sale already we anticipated little difficulty in obtaining one. True to form, requests to Jaguar met with zero response, so we bared our teeth, scratched our heads – and rang John Coombs, the Guildford-based Jaguar dealer and famous entrant of racing Jaguars in the past. Yes, John Coombs would be only to pleased to help, but to meet our schedule for the front cover photography we would have to content ourselves with a pre–production, carburetter V12 coupe, ex-property of an ex-Jaguar director. With grateful thanks to John, the car duly presented itself alongside the Bentley on the Brooklands banking complete with his famous registration number BUY 1, once carried so proudly on racing Jaguars. Even so, our Jaguar jinx struck once more, as W.B. has mentioned already. Thanks to Mr. Lucas's alternator and not to the men of Brown's Lane, the Lucas battery totally discharged itself, with the aforementioned results and finally total immobility.

A brand-new injection coupe which John Coombs had offered to let us use for detail shots later, arrived in Guildford too late from the factory for our inner colour section schedule, which is where another famous motoring sportsman from the past, Mike Couper, particularly of Brooklands and Talbot 105, BGH 23, renown, came to our rescue. W. M. Couper, the St. Albans Jaguar and Rolls-Royce retailers, by chance had a new injection coupe in their showroom and Mike arranged for us to photograph this in the magnificent grounds of the nearby St. Michael's Manor Hotel.

Just one small problem remained: how could we publish road impressions without driving the car? At this stage Jaguar's Andrew Whyte resolved that the British Leyland system had to be beaten; MOTOR SPORT's Anniversary issue *must* have words in the white spaces around the Jaguar pictures. The Press fleet had been given over entirely to the XJ 3.4 and the XJ27, so no chance there. It looked like the old adage of "the last place to find a motor car is in a motor car factory" was to be proved true again, until Andrew managed to track down a couple of suitable cars to the Engineering Department.

So endeth the saga of how these first published impressions were arrived at. My driving experience was restricted to an afternoon instead of the usual week of normal usage, but as so much of this 140 m.p.h. coupe is familiar already, this was not so unsatisfactory as it might appear.

I found it incredible to recall that the first time I had ridden in an XJ Coupe, again with Andrew Whyte, had been in Scotland 19 months before when the model had been announced alongside the Series 2 XJ saloons. That long delay in releasing the cars to the public had been partially the result of inadequate production capacity but largely because of problems with doors and side-windows in this two-door design. The basic



shell of the coupe is that of the now discontinued short-wheelbase saloon, that is a wheelbase of 108.8 in. and an overall length of 190.7 in. against 112.8 in. and 194.7 in. for the current long-wheelbase saloons; removing the centre pillar, or B-post, from a saloon and fitting only one door per side, roughly seven inches longer than a saloon front door, is not so simple. Torsional rigidity of the body presented no difficulties, helped by enlarging the rear quarter pillars. The biggest problem has been to seal the electrically-operated frameless door windows and to effectively guide and locate them within the doors. Jaguar's Director of Engineering Bob Knight told me that their aim was to enable them to be raised and seal perfectly at 130 m.p.h. and this they had achieved.

Merely hanging the doors was another problem. When complete with electric window mechanism and the hefty W-shaped side-intrusion member, each long door weighs 200 lb. which required strengthened door hinges. There is still a fair amount of "whip" against the A-post when the door is opened wide and a deal of effort is needed to pull the doors to, which could be eased if the designer of the arm-rest cum door-pull included a cut-away further rearwards for better leverage.

Originally the Coupe was intended to take the wind out of BMW's coupe sales and though it has arrived on the scene too late to do that, a body comparison is relevant. The 3-litre BMW Coupe is a chopped down version of the saloon, the Jaguar retains an identical profile to the saloon, with the obvious benefit of decent rear seat headroom. There is greater width, legroom and seat comfort in the rear of the Jaguar, too. The mechanism for the electric rear windows has meant that the side panels have encroached on seat width, but if anything this has *improved* comfort; with the centre arm-rest folded down each passenger is locked in a superbly comfortable bucket. With the arm-rest folded up, there remains room for a child between two adults. Rear legroom is identical to that of the old short-wheelbase saloon, which means only just adequate with the front seats at their rearmost and modestly generous with them forwards.

All the trouble to evolve the frameless door windows is proved well worth while aesthetically when the entire side aperture is opened wide. The rear windows perform remarkable gymnastics to disappear into the side panels. There is fresh-air in abundance and a pleasant feeling of freedom. Switches for all four windows are mounted on the centre console in front of the driver and the rear passengers have separate switches for their windows mounted on the back of the console. The omission of the saloon's fixed quarterlight bar in the side window changes the perspective and slightly improves vision, but the window guide piece at the leading edge of the door spoils the effect.

The rest of the beautifully-appointed interior is identical to that of the Series 2 saloons; veneered fascia, quality carpeting, sumptuous Connolly leather (though cloth upholstery is optional), cloth-lined roof, a picnic tray and fold-away vanity mirror in the lockable glovebox lid, a lidded stowage compartment in the wide centre-console arm-rest and a splendidly clear arrangement of Smiths instruments (illuminated by fibre optics) and warning lights, including an oil-pressure gauge which should read a healthy 72 p.s.i. in the case of the V12, The important auxiliary controls are steering column mounted, though the main light switch is handily placed on the fascia and the centre console includes the change-over switch for the twin 10-gallon fuel tanks. A centre locking switch is included for both doors but not for the boot. I still despise that twist and turn handbrake under the fascia and wish that Jaguar would adopt a leather-rimmed steering wheel, on the V12s if not the 6s. In terms of comfort I have always found the XJs beyond criticism, utterly exceptional, and the Coupe confirmed this once again.

Automatic air-conditioning is an option on this Coupe. Suffice to reiterate what I wrote on first acquaintance with this new Delanair system, that it is one of the best available. In other respects this Coupe is splendidly equipped as standard, including as it does tinted glass, head restraints, a pushbutton Radiomobile radio with electric aerial and a vinyl roof. Alloy road wheels are optional on the V12 Coupes and Saloons and a chrome side moulding identifies the V12 versions.

Since W.B. tested the Series 1 XJ12 in mid-1973, that all-aluminium, 5.3-litre, 60 deg. V12, unique in a mass-produced car, has undergone several changes, firstly for the worse when emission regulations forced the adoption of softer camshafts (one to each bank, of course) and lowered compression ratio, and now for the better in the Coupe with the adoption of Lucas-Bosch D-Jetronic electronic fuel injection. For the time being, the V12 saloons will retain four Zenith carburetters, adopting injection later in the year. Emission regulations are the real reason for this change – this is now one of the cleanest engines – but there are other benefits, too.

Most instantly noticeable is the complete transformation of hot and cold starting behaviour, the bugbear of the carburetter engine. The injection auxiliary "brains", namely air and water temperature sensors, manifold temperature sensors, throttle switch and trigger signals, report back to the slim Electronic Control Unit in the boot, the main brain which automatically controls fuel quantity and mixture. Hot or cold the engine starts instantly on the key and is controlled immediately to the same constant tickover, whatever the temperature, a great advantage with the standard automatic gearbox. That long churning of starter motor and fiddling with manual choke common to the carburetter version is a thing of the past.

Either 5,343 c.c. V12 engine has so much power in reserve that it would take a back-to-back, straight line test to tell the difference in outright performance. The same things applies to the Saloon *v.* Coupe comparison, for the Coupe







The Coupe's interior is as sumptuous as that of the saloon. The plumber's nightmare is forbidding until you use logic to trace the routes of the injection pipework.

has a mere 49 lb. advantage and identical aerodynamics. Jaguar quote the same 0-50 m.p.h. time of 6.0 seconds, 0-60 m.p.h. of 7.5 seconds and 0-70 m.p.h. time of 9.8 seconds for both engines (the carburetter figures taken with an early engine), though the injected car wins out by just 0.1 sec. over the quarter-mile, in 15.6 seconds. Top speed, too, is quoted as 140 m.p.h. (approx) in both cases. The interesting thing is that a higher final drive ratio (3.07:1 instead of 3.31:1) has been adopted for the injected car, so the figures highlight the power improvement. It has gone up from 254 b.h.p. DIN at 6,000 r.p.m. to 285 b.h.p. at 5,750 r.p.m. Peak torque is less at 294 lb. ft. at 3,500 r.p.m. instead of 301 lb. ft. at 3,500 r.p.m., but the torque curve is much flatter for the injection engine.

On the road, high-speed performance of this injected car is quite incredible, largely because of the uncanny quietness, smoothness and effortlessness of the V12. The speedometer needs watching constantly and while 70 m.p.h. is reasonably easy to adhere to, this XJ demands concentration to tether it to the 50 and 60 limits. The carburetter engine itself was so smooth that it is impossible to say whether injection has made it smoother, but certainly throttle response has improved. One hundred miles per hour cruising is achieved in almost total silence and though I couldn't try for an absolute maximum speed, at 130 m.p.h. the pressure in the back which had built up from 4,000 r.p.m. was undiminished and that supreme smoothness and silence practically unruffled.

It is almost a tragedy that the Borg-Warner Model 12 automatic gearbox does not match that beautiful engine. It is hampered by a torque converter stall speed of only 2,000 r.p.m., part throttle kick down so low down the speed scale that it is of little use and full-throttle kick down with an overlong delay. It kills performance from low revs, a felony compounded by the injected V12's inheritance from the carburetter engine of lack of steam below 3,000 r.p.m, though a good automatic would compensate for this. It can lead you into the situation where you pull out from cruising behind a lorry at 45 m.p.h., expect instant response for a rapid overtaking manoeuvre – and suddenly you find yourself sitting there with very little happening. The manual hold gives little improvement and the gear-selector, which requires the lever to be pulled over to the right to allow movement, doesn't match the refinement of the rest of the car.

Jaguar have seen no reason to modify the all-independent suspension at all for the Coupe; semi-trailing wishbones, coil springs, telescopic shock absorbers, an anti-roll bar and effective anti-dive geometry at the front; transverse wishbones, trailing links and twin coil spring damper units at the rear. Even after seven years of production, the XJ's roadholding and braking remains superb, but the so-smooth ride dictates a softness which you won't find in a BMW Coupe. Fast driving provokes a great deal of roll, and though this doesn't disturb the roadholding it can disturb the occupants. More roll stiffness, particularly at the rear, would give this Coupe the more sporting edge over the saloon as befits its appearance. As it is, it behaves exactly like either wheelbase saloon.

This Coventry company is prone to keep quiet about engineering improvements made during a production run. They have certainly done themselves an injustice by hiding improvements to the power steering, which is totally different to the wishy-washy, overlight system of early XJs. Modifications to the valve in the Ad-West system, common to all XJ models, have made it much smoother, more sensitive and progressive, while the smaller steering wheel adopted for the Series 2 helps also. Now the adoption on the latest V12-engined cars of an eight-tooth in place of seven-tooth pinion in the rack has produced slightly higher gearing. Though still light, it is much more positive, gives far better feel and is a great help to fast driving, making this a very manoeuvrable, easily placed big car.

An afternoon of driving didn't allow me to check Jaguar's claims that consumption has been improved significantly by the injection, but the higher axle ratio alone should ensure more economical cruising. Fourteen to 16 m.p.g. is said to be a norm, rather better than 12 to 15 with carburetters. What is more, this should not deteriorate, for the injection system is tamperproof and indeed should require no servicing; a tickover control screw on the boot-mounted control unit is all that can be changed.

If this new "two-door pillarless saloon" is identical to the four-door saloons in performance and general behaviour, it does offer a certain dash and youthfulness of style which sets it apart, as ought to be the case for £7,280. In performance, comfort and quietness it has few, if any, peers anywhere in the World, a very different proposition to the crudity of the 3-litre Bentley. But just as the Bentley reflected the best that the British motor industry offered in 1925, so does Jaguar's V12 Coupe today. –C.R.



The injection's electronic control unit hides in the far corner of the expansive, but shallow, boot. Thicker rear pillars strengthen the two-door structure.


DEVILS
How does it feel
to fall three miles?





"Aaaaaaaaaaaaaaaaaargh".
I was helped out by a nice bloke called the Jumpmaster, a Sergeant Major Ted Lewington. Once I was out, there was nothing much I could do.
Except enjoy the view. Which was great, once I'd got used to the idea of plummetting earthwards at a speed of 120 mph.
The queasy feeling inside my stomach turned into a great feeling.
I felt high.
Literally.



The Red Devils.
Free fall parachuting isn't a new sport. The first free fall jump was made by Leslie Irvin at Dayton, Ohio in 1919.
Today, the Red Devils Display Team is the best in the country, if not in the world.
Founded 12 years ago, the team is entirely self supporting, deriving all its income from displays and demonstration work.





It was with the Red Devils that I learnt about how and how not to fall out of a plane.
One key thing to know is that today there's no such thing as a 'Roman Candle', and that parachuting the Red Devils way is absolutely safe.
The parachutes used by the team bear little resemblance to classical military designs.
Basically, the parachute acts as a wing and enables the jumper to accurately steer himself onto the target.
The Red Devils usually jump from a height of about three miles, and with such pinpoint accuracy that they can hit a disc 10 centimetres in diameter time and time again.
On average, the Red Devils appear in one hundred to one hundred and fifty shows a year, from Monte Carlo to Manchester, Hong Kong to Heckmondwike.
Fitness, courage and a good eye go into the making of a good Red Devil and there is fierce competition within the Parachute Regiment to get into the team.

Into the Stratostar.
The most recent addition to the Red Devils range of parachutes is the high performance Stratostar. Its high speed and incredible manoeuvrability make it one of the most accurate sport parachutes in the world.
After you've pulled the ripcord on the way down, it all starts to happen.
Attached to the ripcord are the pack securing pins. When pulled the ripcord disengages the pins, the parachute pack opens and two small arrestor 'chutes spring out.
The arrestor 'chutes have the double function of pulling the main 'chute out of the pack



and progressively slowing the jumper from a speed of 120 mph. Without progressive deacceleration you'd be broken in two.
The change from free fall to parachute descent is dramatic.
The violent rush of air disappears and you float gently earthwards. As you near touch down the ground rushes up and then, as suddenly as the descent began, it's all over; until the next time.

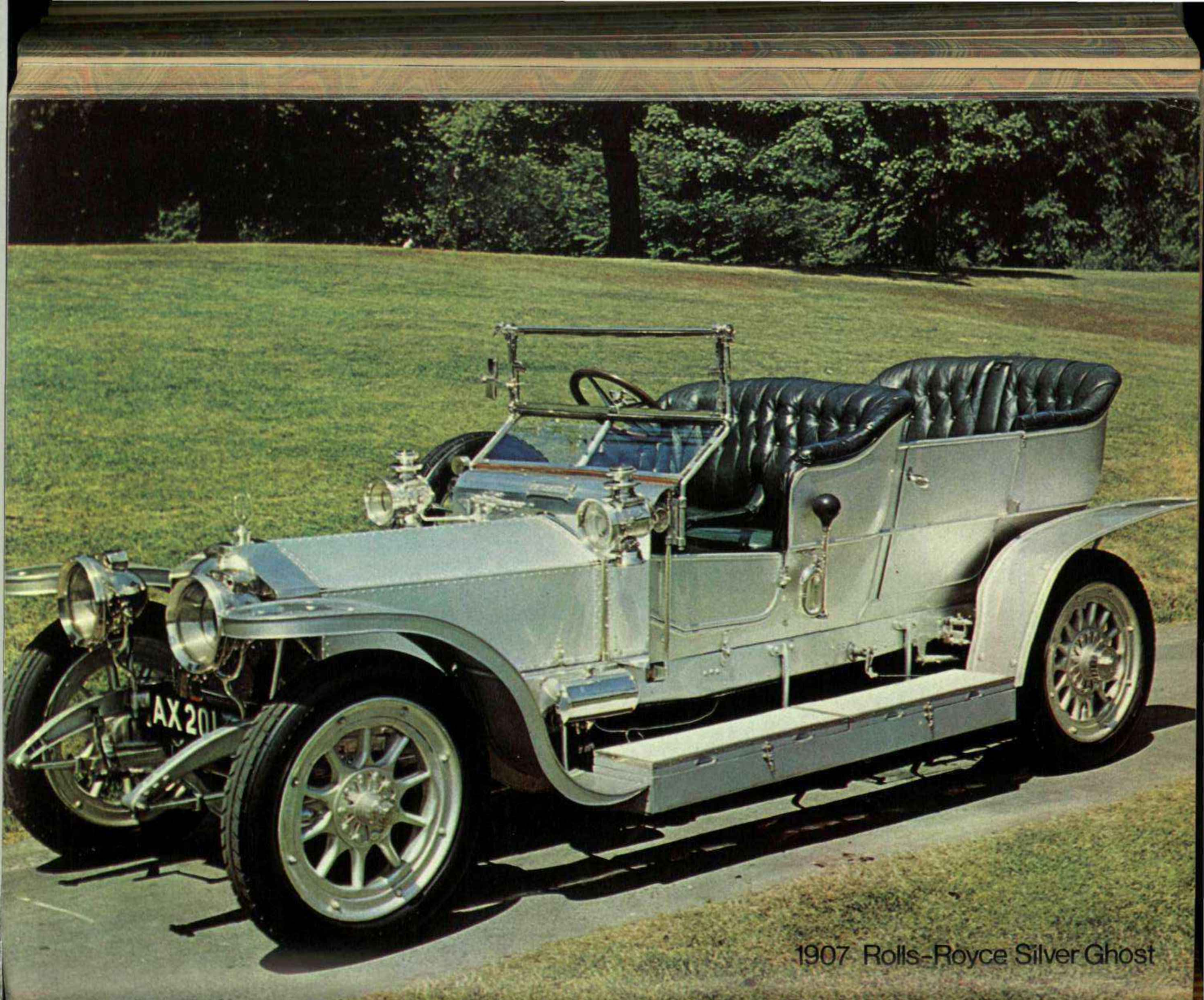
ShellSPORT are sponsoring a series of free fall jumps by the Red Devils at major motor race meetings and other major sporting events throughout 1975.

Where the action is

August
2-10 Yachting: Cowes Week, Isle of Wight.
3 Motor Cycling: Hutchinson 100, Brands Hatch.
9-10 Motor Cycling: John Player Grand Prix, Silverstone.
10 Motor Racing: ShellSPORT 5000 European Championship, Mallory Park.
14-19 Athletics: European Cup – Women, Leeds.
16-25 Gliding: European Championship, Dunstable.
17 Motor Racing: ShellSPORT 5000 European Championship, Thruxton.
17 Drag Racing: Radio Luxembourg Grand Nationals, Blackbushe.
22-23 Swimming: Springboard Championship, Huddersfield.
23 Yachting: Port of London Clipper Regatta.
24 Athletics: Britain v Soviet Union, Crystal Palace.
25 Motor Racing: ShellSPORT 5000 European Championship, Brands Hatch.
28-30 Swimming: A.S.A. Championship, Coventry.
28-Sept 2 Cricket: England v Australia, The Oval.

September
1-8 Water Ski-ing: World Championship, Thorpe Bay.
2-4 Motor Cycling: Manx Grand Prix, Isle of Man.
4-7 Equestrian: British Show Jumping Championship, Hicksted.
6 Cricket: Gillette Cup Final, Lords.
6 Motor Cycling: World Speedway Championship, Wembley.
6-7 Drag Racing: Funny Car Championship Finals, Snetterton.
13-14 Athletics: Britain v Sweden, Edinburgh.
14 Drag Racing: Fuelers v Funny Car ¼th Mile Match Race, Long Marston.
28 Motor Racing: ShellSPORT 5000 European Championship, Silverstone.
29 Motor Cycling: 500 Mile G.P. D'Endurance, Thruxton.

Shell SPORT *where the action is.*



1907 Rolls-Royce Silver Ghost

Continued from page 843

aspect neglected, for we developed the line so keenly and accurately started for us before and during the war by writers of the calibre and individuality of Kent Karslake, Cecil Clutton, Anthony Heal, the late Laurence Pomeroy, Bunty Scott-Moncrieff, and others; I apologise for not including all their names. The "Cars I Have Owned" series became another notable feature of the paper, written by outside contributors, to whom I am indebted for some very enthralling reading, and we set a fashion in fearless road-test reporting, even to earning the distinction of having BMC cars banned to us for a time, on this account! Believing that without just criticism the truth becomes meaningless, I hope at least some of the Manufacturers and Concessionaires who have readily lent us cars for test have derived benefit from our reports. There have been episodes, both humorous and inconvenient, during this long and intense road-test activity. But the number of actual breakdowns has been commendably few. I have driven far more cars than I would once have thought possible, by this vocation of being a motoring enthusiast who writes; as distinct, that is, from a journalist who drives! They number over 1,000 different ones, which I suppose those in the Motor Trade and some of my Press colleagues may call a modest total. But this driving makes life very pleasant for one who enjoys motoring for its own sake as well as the motor cars in which one does it. From these experiences I have formed a few conclusions, among them that, having driven behind engines of under 200 c.c. to 24,000 c.c., while it is true that there is no substitute for litres, especially if you are a lazy manipulator, small cars can also be very good fun; it is the cars in between that tend to be dull unless (no names, no pack-drill!) they are of outstanding quality and character. It is also pleasing to remember that even in 1975 it is still possible to buy a car with a V12 engine, another with belt-drive, even one with a two-stroke engine. Stagnancy of design hasn't set in, although there are now fewer highlights than there used to be when cars of the brilliant complexity of the Citroën DS, Issigonis Mini Minor, Rolls-Royce Silver Shadow and XJ12 Jaguar were released to the World.

In thinking back over all these road-tests I would like to thank warmly all the PROs who have accommodated us in our requests for cars. It seems churlish at this stage not to refer also to our friends in the Trade who have helped MOTOR SPORT on its way. My only reservation is that when doing this one inevitably overlooks someone who should have been included. So perhaps I may be excused for being brief in this respect, just mentioning Joseph Lucas Ltd. who bought our back-cover all through the troubled war years (and unless a paper can sell that space to a reputable advertiser, it isn't considered much of a paper), Castrol, who have lubricated me by glass and in sump so well on so many occasions, Michelin, Dunlop, Pirelli and the other tyre companies who have helped to keep the wheels turning smoothly, and those other Trade establishments that supported us in the lean years as well as during more prosperous periods. And, of course, nothing would have been accomplished in the way it has been accomplished were it not for an understanding Proprietor, a loyal office staff, printers, who, until soured by their Union Executives, seemed as keen on getting the paper out on time as we are, my fellow writers, and above all the readers, all vital parts of a staunch MOTOR SPORT community.

This would seem to be enough looking back, although in the present climate of a disastrous economy, rising prices, and ever more expensive and restricted motoring, it is perhaps the only worthwhile direction in which to look. I will conclude by remarking that I have had more fun from cars than seemed possible at the time in the late 1930s when I was running a dubious Austin Seven Chummy for an outlay which was equivalent to about 75p a week. No doubt I could have had even more motoring enjoyment had I been born with a less retiring nature or had been more ambitious; but I have had a good time playing it my way and am gratified that we seem to have made so many friends among a not inconsiderable readership, with a circulation that, I am told, has made the Big Battalions of Publishing raise their business eyebrows. I have not made a fortune following this pursuit; but if he writes enough for a sufficiently long time the motoring writer should be just about able to pay his way. To those who have enabled me to follow this way of life I shall, therefore, be forever grateful and I offer them retrospective thanks.

There are times, naturally, when one has to accept that promoting the motor car has been detrimental to the peace of the countryside. However, man has never been permitted to have his cake and eat it! Then some of those who remember the carefree pre-war days will cavil at the changing face of motor racing, with commercialism uppermost and safety-first the unceasing song. Yet Formula One racing remains, as always, the finest sport in the World and the degree of bravery displayed by the drivers who take part in it has not materially diminished behind the Armco and the rescue precautions. Those of us who were privileged to see classic cars such as Mercedes-Benz W125s and Maserati 250Fs in action may sometimes express regret that F1 cars now resemble aeroplanes trying to land with the aid of garden rollers. And if you ever saw Caracciola coping with a wet road in a racing SSK Mercedes-Benz, you are surely entitled to express surprise that today's racing drivers lose all control of their winged projectiles if the rain comes down after they have started a race on a dry course.

The younger enthusiasts will no doubt have apt replies to such observations, or may not even have noticed the changes that prompt them. But I must say I cannot understand the astronomic values now placed on old cars, such as £2,500 for an ancient Austin Seven, and other examples all about. A bad or mediocre car doesn't become any nicer to drive the older it gets. Nor does an association with some former owner famed outside the world of cars, or a unique Reg. No., alter this inescapable fact, unless vintage cars are regarded merely as those pieces we are told collectors seek—although for what purpose, apart from speculation, I know not. It seems, however, that you cannot innocently encourage anything, whether by means of the printed word, the goggle-box, or a Club, in this Age of Greed, without transporting the object of one's enthusiasm beyond the reach of the very persons whom one would like to see enjoying it. Nowhere is this more true than with the older motor vehicles, and consequently I should, I suppose, feel guilty over a situation MOTOR SPORT has unwittingly fostered, through leading off about the fun and satisfaction to be derived from vintage cars, commencing at a time when proper specimens, worth driving as well as prattling about, could be purchased for well under £100. Time, perhaps, to look ahead, rather than into the happy, far-away past!

Let us then, continue to fight for the car-owners' freedom, while hopefully looking to the new Minister of Transport (who has a MOTOR SPORT 280,000-signature Petition in his archives) to abolish the existing ludicrously pedestrian speed-limits, if only so that he can enjoy his Ford Mustang and Aston Volante. Let us cross our fingers (not while driving, of course) that petrol will not go up to £1-a-gallon, while giving thanks, I don't know to whom, that all the motor-racing and rallying and car-production and special-building, and the rest of it, as recorded in the pages of MOTOR SPORT in the last fifty years, has been possible at all.—W.B.

Editors' Comments

WHEN motoring becomes too expensive for all except debutantes and miners and London is choc-a-bloc with Japanese motorbikes, we shall think back to motoring for the masses as a Golden Age, and old copies of MOTOR SPORT (who knows perhaps incorporated with *Motorcycle Sport*) will sell for £10 a throw—but this will be A.D. 2050, give or take a decade. Until then—here's to infuriating, prejudiced, opinionated, obstinate, out-of-date, idiosyncratic—not to say—irascible outspoken, Blimpish, honest, incorruptible, cynical, naive, occasionally amusing, and always facinating MOTOR SPORT, or am I talking about the Editor? W.B. has brought home to me the folly of going motoring with a Rolleiflex camera, which fits into so very few dashboard cubby-holes—an Editor who saves a reader £200 for a damned awkward camera deserves eternal loyalty—he has mine.

Editor, *Motorcycle Sport.*

COUNTLESS motoring journals have appeared, and disappeared, during the past fifty years but none has ever approached MOTOR SPORT in lively appeal. The monthly with the green cover is unique in having an Editor and a Continental Correspondent with a combined total of 65 years' service, yet the contributions of "Bod" and "Jenks" never grow old, never get tired, and remain provocative and reflective.

Twenty years ago a weekly newspaper called *Motoring News* was launched and within eighteen months it became a stable companion of MOTOR SPORT, tending to specialise in race and rally reporting. Now a fully-fledged publication, *Motoring News* has a young staff which constantly draws inspiration from the high standards of accuracy and integrity for which MOTOR SPORT is famed.

It gives us great pleasure to congratulate MOTOR SPORT on its Golden Jubilee.

The Editor and staff of *Motoring News.*

Random recollections from four former MOTOR SPORT writers

Testing Memories by Rodney L. Walkerly

It must have been 1927, when MOTOR SPORT, incorporating *The Brooklands Gazette* ("every month one shilling") had been appearing for three years, that I joined the staff and by definition became a journalist, in my fashion. Editor Richard Twelvetrees had departed for pastures new and was succeeded by 23-year-old Lionel Hutchings, MA(Cantab.). His staff now consisted of himself, me and the girl typist, who seemed in a permanent state of daze at what went on around her in our basement offices in Victoria Street, London.

Our staff photographer (unpaid, of course) was a friend of Lionel's, Walter Braidwood, BSc(Eng.) (Cantab.), who became a distinguished surgeon. Our staff artist (also unpaid, of course) was 18-year-old Roy Nockolds who had been persuaded that to have his pictures published by us was of greater value than a fee. His career subsequently proved us so right. Then we had a special contributor (naturally unpaid) in E. K. H. Karslake, who wrote us a remarkable series: "Great Racing Marques", upon which he was an authority. He was an Etonian, possessed a splendid Alfonso Hispano Suiza and always carried a sword-stick.

One or two callers were a little sniffy about our basement premises. Such a one was a rather ducal salesman who brought a Voisin for road-test. He stared round the little, dark room and announced he had just time to run us round the block. When we explained our road-tests included a morning lapping Brooklands Track he actually snorted and stalked out.

Another, who was not dismayed by our office, was a very young William Boddy, still, I think, at school. He dropped in now and then to point out some inaccuracy we had perpetrated about Brooklands cars. His brain was like a filing cabinet with a memory bank built in. If we saw him first we hid in the loo. He was always right. It seemed only proper, almost inevitable, that in due course after other Editors failed to make any profit (with a circulation of about 3,000 I suppose), he became Editor up to the present day, building a success that was a phenomenon in motoring journalism, to general astonishment and admiration, and an unmatched circulation.

We conducted the magazine with enthusiasm and outspoken opinion that infuriated some and delighted others. Our minute readership did not attract many advertisers. And I remember a road-test of a Sunbeam that resulted in the cancellation of their booking. "Oh", said Lionel, "in that case their advertising manager should be on the carpet —if he can afford not to advertise with us he shouldn't have booked space at all . . . ." As a matter of fact we used to continue the ads. on front and back covers when they had been paid for long before and not repeated. We couldn't think how otherwise to fill the spaces.

There were a few faithful friends, however —genial Archie Frazer-Nash was pleased to let us have his cars for road-tests and booked series of ads., so did Dunlops, Russian Oil Products (barred from other periodicals), "Telamite Brake Linings" and one or two motor agents like Boon and Porter (for the Amilcar) and good old Laystalls. But this income fell sadly short of our needs.

One day I arrived to find an authentic bailiff seated at our only table in a bowler hat, an elderly and seedy man with a walrus moustache whom we addressed as Uncle Barnacle. In no time Lionel had him helping to send out the new issue to subscribers and putting letters in envelopes. He was permanently employed in our office block, going from one rocky firm to another. It was Roy Nockolds' father who rescued us from that crisis.

It was a splendid life for the two of us who could not even afford cars of our own: Braidwood built his own, putting a Morris Hotchkiss engine into a GN chassis, with a three-ply torpedo body covered in imitation leather. I soon grew familiar with Brooklands bankings at quite high speeds, both in cars and on fast motorcycles, such as Michael McEvoy's 980 c.c. JAP twin "guaranteed for 100 m.p.h." which it certainly did.

In our book a sports car was something that could exceed at least 80 m.p.h., and there were not many, even including imports like Salmson, Amilcar, Tracta (f.w.d.), a splendid American Stutz and the fabulous 36/220 supercharged Mercedes, in which we passed 108 m.p.h. across Hartley Bridge Flats on a wet road.

The motorcycles we sometimes entered for BMCRC races (if suitable) and in the rougher sort of reliability trials. Here, I discovered, petrol, oil and sparking plug firms would hand out a guinea for doing something they could advertise, and a free sample at the start so that any publicity would be truthful. Car manufacturers were understandably less than keen to lend their cars for more than a day, which consisted of a morning at Brooklands and about a hundred miles on the road afterwards. Usually they sent a chap to stay with us, who sat a little anxiously while we swooped on and off the bankings with nonchalance.

Lionel and I usually took turns at the wheel and agreed our verdicts. Looking at my oldest scrapbook for 1928 I see we tested such cars as the 1,100 c.c. Vernon Derby, a French thing marketed by Vernon Balls (who was persuaded to drop his surname for this enterprise), which did 62 m.p.h. and cooked its plugs of the wrong type; the 5-litre Stutz open "speedster" (87 m.p.h.), the 2-litre 86 m.p.h. Lagonda, the Mercedes (110 m.p.h.), the 3-litre Type 44 Bugatti saloon (85 m.p.h.), the 20-60 Vauxhall Velox (65 m.p.h.), and the smooth, silent 2-litre "six" O.M. four-seater (lapped at 80, with an 87 m.p.h. maximum). My own last test was of the 1929 Frazer Nash Super Sports (80 m.p.h. for £398).

I am a little vague about the vicissitudes of the magazine after I crossed over to *The Light Car and Cyclecar* at the end of 1929. It passed to owner-editors somewhat rapidly. Walter Braidwood had it when Lionel Hutchings joined the RAF (to be killed soon afterwards when he stalled and spun): he sold it for a purely nominal sum (the only way possible) when he went off to study medicine, to our friend Tom Moore, of the Isle of Man but then living in London. I think he passed it to Bill Boddy who at once began building the paper into the most resounding success in motoring journalism between the wars, still outspoken (and more accurate) and breathing enthusiasm from every page as always.

It was in that cheerful and penurious atmosphere I learned my trade—if only how not to run a magazine.

Surviving through the Twenties by W. S. Braidwood

In congratulating MOTOR SPORT on its success in passing its half century it is worth remembering that an obvious pre-requisite to success is survival. In the time of my association with the paper there was one occasion when its survival was a "damn close run thing", as I'll relate further on.

Though I was only Editor of MOTOR SPORT for about three years from 1929, I was considerably involved with it from its earlier *Brooklands Gazette* days. This arose from knowing L. A. Hutchings, who was one of my motorcycling cronies in our undergraduate days, following which he was working on it and I was often there on an odd job basis.

When I came down from Cambridge in 1926 with a degree in Mechanical Engineering, which no-one wanted to know about, some facility in manipulating assorted vehicles in competitions, and very little else, this paper was an obvious magnet for an enthusiast. I also had a bit of a workshop in which to maintain my own machines and anyone else's who was sufficiently trusting. I then progressed to a modest and not very successful garage with a like-minded friend.

Taking competition motorbikes about needed a vehicle and one we favoured for this purpose was a Model-T Ford van. It had belonged to a local chimney sweep who had prospered and blossomed forth into a new Morris van, and we got his old one, and brass radiator vintage, so you can work out how old it was, for £5.

This seemed about the going rate for lots of serviceable vehicles and the main snag was the road tax. Anyhow we had many thousands of useful miles at almost no cost in spares. Of course the Model-T had its little tricks, but one learnt to cope with them, such as using the reverse pedal as a brake when the foot-brake burnt out. The hand-brake never worked anyway. Also the petrol tank was at

seat level and fed the engine by gravity and when one encountered a steep hill with a low level in the tank, gravity ceased to operate, so one turned round and went up the hill in reverse.

Other vehicles owned in these years from about 1926 to 1932 included three bullnosed Morris Cowleys, one biggish Chevrolet, one other Model-T Ford, but not a van this time, and a Morgan three-wheeler.

You may well ask what this has to do with MOTOR SPORT, either the paper or the activity, but we had to get about and to various motoring events.. The contrast between these homely vehicles and those I drove and wrote up for MOTOR SPORT and rode or drove in competitions tended to keep things in perspective. Try a day run in a 38-250 Mercedes (the one I drove was Caracciola's Ards TT winner) and then home in a Morris Cowley. See what a 2.3-litre blown Bugatti feels like compared with a Model-T Ford, or a Phantom II Continental Rolls-Royce after a three-wheeler, and you'll see what I mean.

In speed events, apart from Brooklands itself, this was the era of what I always think of as the "Saturday Sprint". Either hill-climbs such as Kop, Aston Clinton, Shelsley Walsh and others, and the short, flat, speed trials.

My own enthusiasm was for road racing on the Isle of Man TT course. Here reliability was much more of a problem. I rode in seven Isle of Man TT Races and only finished in three. These ranged from the Amateur TT (now the Manx Grand Prix) in 1925, 1926, and 1927, and the June Races in 1927, 1928 and 1929, the latter including two Seniors, one Junior and one Lightweight.

My favourite car for "sporting trials", so-called because the course included the minimum of reasonable road and the maximum of almost impassable swamp, and unclimbable hills, was the "chain gang" Frazer Nash, with its high power/weight ratio and no differential. The same machine perhaps with a more highly tuned engine was also splendid for speed trials and hill-climbs, and I still have some trophies to prove it. Some people thought I owned a Frazer Nash and used to enquire after it, but this impression, like the report of Mark Twain's death, was greatly exaggerated. I never owned one but H. J. Aldington, who was by now running Frazer Nash, was very good about lending me suitable ones for the various events.

The nearest I got to a Frazer Nash was a few years earlier when still at Cambridge. I swapped a 350 c.c. AJS motorcycle for a GN which was of course the forerunner of the Frazer Nash. This was one of the "Grande Vitesse" GNs, of which I think only about six were built. It had an air-cooled 90 degree V-twin 1,100 c.c. engine, but unlike the standard GN had chain-driven overhead camshafts, and a very good performance when all went well. Probably the most famous was Davenport's "Spider", which was modified to 1,500 c.c. and held the Shelsley Walsh record for long enough.

When mine was on its best behaviour very few things on four wheels could beat it over a standing half-mile or so. However, it could be very temperamental, especially in the matter of big ends. Archie Frazer Nash was still in his firm then so I went to ask his advice, as he had been very successful in earlier days



KENT KARSLAKE, alias "Baladeur", whose articles in MOTOR SPORT in 1930 roused interest in the exciting but then moribund Edwardian racing cars, long before the VCC and the as-yet-unformed VSCC recognised them, leading to his "Veteran Types" series of articles, standing between a very early Phénix-engined 4½ h.p. Panhard-Levassor and a primitive forecar.

in his own similar machines. He gave me very helpful advice as to what bits to get and from whom, and then asked what distance events I was aiming at. To which I replied "Oh just sprints you know, up to about a mile".

He looked at me very seriously and said "You know a mile is a hell of a long way". This summed up his philosophy of sprint tuning, as exemplified by his Brooklands Test Hill records. First take off the radiator to reduce weight, then drain the sump just before the run to reduce oil drag. A long way indeed!

Anyway I could only afford to keep this machine for about a year, but I still have some trophies to prove it went sometimes. I think it ended up as part of Davenport's spare parts stock, but I'm not sure.

It was towards the end of the 1920s that MOTOR SPORT went into serious decline and to our great dismay ceased publication. I was still in touch with the then-owners and the MOTOR SPORT office still contained a fair amount of back numbers and some bound volumes. Several times one of the partners told me they wanted to get rid of it and then seriously suggested that I should buy it, take away the remains and perhaps re-start it somewhere.

Of course, I pointed out that this needed money which I hadn't got, but he then made it plain that a quite nominal sum would give me the papers, bound volumes, goodwill, if any, and the right to publish if only they could get rid of it.

I then solemnly wrote an offer in his office of £12 10s 0d for the outfit, which he formally accepted. Why I thought of £12 10s 0d I don't know, probably £10 sounded a bit mean and £15 was probably more than I could raise. Anyway a friend and I using the £5 Chevrolet came and collected it all and took it to our garage and put it in the store over it, with no idea what to do next, but at least I was now the proud, if penniless, owner.

The next event was when my old friend, Tom Moore from the Isle of Man, came in one day and said "I hear you've bought MOTOR SPORT, I'd like to get it going again".

Well, there are no prizes for the answer to that one, and so MOTOR SPORT (1929) Ltd. came into being, with myself as Editor. Survival had occurred, at least till the next crisis. However, in a year or so it was clear to me that a personal change of course was needed, so my wife and I fitted out our ancient yacht in Essex (built 1869) and sailed off to Ireland in 1933.

We lived on the yacht for five years in Belfast while I qualified in medicine. Then a year's hospital residence, six years' War Service with the RAMC, more post-graduate study in surgery and then about 25 years as a surgeon.

Baladeur's Contributions by Kent Karslake

IT all started, as far as I was concerned, in 1922 at the Hotel de l'Univers in Arras. I was staying there with my parents, because my father wanted to revisit the battlefields of the First World War, and Arras seemed a convenient centre for the purpose. The courtyard of this hotel has long since been roofed over, but in those days you hove in through an archway, turned left towards the dining room and then backed into a parking place on the other side of the courtyard. Of course, you always backed in at that period, so that the starting handle was handy when you wanted to restart, and so that there was plenty of light if you needed to look under the bonnet.

We were lucky because we had a table in a window of the *salle d manger,* and I watched fascinated as the cars arrived. Few people by then had managed to get a new car since the war and most of them were what we would now call Edwardians. If they had chain drive, I remember, and the chains were rather slack, they juddered wonderfully as they changed over from forward to reverse motion.

"Eat up, Kent," my parents said, "your food is getting cold"; but I was intent, in spite of all that the chef had done for us, on identifying the make of each new arrival and what wonderful names French cars had in those days . Turcat-Mery, Delaunay-Belleville, Rochet-Schneider,

Clement-Baynard. By comparison, the names of English cars seemed deadly dull.

When we went to France again, a year or two later, I succeeded in acquiring a copy of *Le Catalogue des Catalogues*. This annual production had started life, I believe, in about 1906, and it purported to give you brief specifications of all cars available in France. Moreover, and herein lay its fascination as far as I was concerned, an historical section covered every model that had been listed in previous issues of the *Catalogue*. The only thing was that the specifications were not only brief but, from the point of view of the 1920s, somewhat idiosyncratic. One looked in vain for such items of topical interest as whether a model had overhead valves or front-wheel brakes. All one was told of each type was the nominal horsepower, the number of cylinders, the bore and stroke, the number of speeds and the number of "*baladeurs*". But what on earth was a *baladeur?* The French dictionary said that the word meant a "stroller", or a "coster-monger's barrow", which was scarcely helpful; adding, however, as if apologetically, "(mech.) a device for moving gears". Even this was a bit of a puzzle until at last I tumbled to it. When the *Catalogue* was first issued, what its readers wanted to know about a car was not only the number of speeds, but whether these were selected by a lever moving in a gate, in the manner pioneered by Mercedes or, in the old-fashioned way, by one moving on a quadrant (as in an automatic Mini).

At about this time, too, I discovered that back numbers of our oldest motoring weekly were still obtainable from the publishers at little more than the published price. The supply covered a period of at least 20 years, and I began to amass a collection of the numbers in which the important races of the past were reported. But, as the very nice man who ran this department explained to me, the very earliest numbers, going back to 1895, had been bound up in half-yearly volumes, and were only available in that form. I suppose that each volume cost £1 or so, which, as I explained to him, was beyond my financial resources. "Well," he said, "why don't you borrow as many volumes as you can conveniently take away, bring them back when you've read them, and borrow some more?" I took advantage of this offer, more than once; but when I took back the four volumes covering 1901 and 1902, I found my friend in a state of consternation. "They've burnt all the back numbers," he announced, "said they wanted the space for something more valuable. Don't bring those back here, or you'll get me into trouble." "But I can't keep them," I said, "I only borrowed them." "Well," he said, "if you had not borrowed them, they'd only have been burnt with all the others, so you're not robbing anyone. Anyhow, please don't bring them back here." So I took them home again. I hope I was justified, as I have had them for 50 years!

But while I could make friends readily enough with the man who looked after the back numbers, the editorial department of this august journal seemed very remote. It was at this juncture that there began to appear *The Brooklands Gazette*, soon to change its name to *Motor Sport*. The early editors of this periodical succeeded each other with bewildering rapidity, but they had in common that they were all very nice people and all belonged to my generation.

"Bliss was it in that dawn to be alive," as the poet put it, "But to be young was very heaven!" For a motoring historian, for the simple reason that there was none to contradict you, so neglected was the subject. I had of course read plenty about "the deadly sideslip" in early motoring literature, and this seemed a suitable title for articles which did not pretend to follow any particular line with regularity; and my continued obsession with the stroller-selector seemed to provide an ideal nom-de-plume. Thus were born "Sideslips" by "Baladeur", and with them, I am vain enough to claim, *Motor Sport* re-awakened an interest in the history of motoring. If this has since become a fairly well-worn theme, one can only say, with Issigonis, that one must be proud of imitation.

First RAC Rally and Flying Recollections by Grenville Manton

It seems a long time ago when I first became associated with MOTOR SPORT. This was when I had joined a small team of hopefuls when they were completing plans to launch the magazine and I came on the scene when it was only partly in its embryo form. I had undertaken to be joint editor with Walter Braidwood, working through the late twenties and early thirties.

Those were the days when the top-grade racing cars had graceful lines, unlike those of today. Take the Alfa-Romeo, that Italian *marque* which was always a picture when viewed from any vantage point. Mentioning the Alfa inevitably stirs up recollections of Nuvolari. One short anecdote about him comes to mind about a remark he made to an Englishman just before the start of a race. He was getting on in years and looked his age. "They say I am too old", said he. Then after a pause, "We shall see". The race was run and at the completion there were several competitors who failed to finish. The winner? Nuvolari of course.

My work in the editorial room of MOTOR SPORT anchored me for most of my time of course in London, but I managed to slip away for special assignments occasionally. Sometimes I would go to Brooklands, which race track I had known since my schooldays. In later years I was there for the JCC 200-Mile Race in which I assisted in the behind-the-scenes organisation. I remember that it gave me an insight into the work entailed in operating a racing event of that kind. Brooklands track (what is left of it) fills me in a slightly melancholy way with thoughts about the happy times of yore. And when I travel by rail and on occasion move along the section adjoining the one-time "railway straight"

Flying, like motoring, has been one of the main interests in my life and I was glad when it was agreed that I should include in MOTOR SPORT a feature on aviation matters. I found that numbers of our readers were pilots or were keen to learn to fly. One of these was Mrs. Victor Bruce. She called at my office some time in 1930 seeking my advice. As a sporting motorist she was well known, had won the Coupe des Dames in the 1927 Monte Carlo Rally and had shown her stamina by covering 2,164 miles in 24 hours, single-handed.

One of the sporting events I remember well was the RAC first British Rally which took place in 1932. I was invited by Talbots to join the crew of one of their 14/45 models they had entered for the event. The Talbot company knew me well because for some years I had been employed by them as a tester. I believe I was approached by them at the suggestion of Georges Roesch, with whom I had become friendly. So for a few days I was away from my editorial chair to spend hour upon hour in the comfortable seats (driver's and passenger) of that Talbot. We started from London and drove through the night until we reached Edinburgh. About two hours later we resumed our journey with Torquay as our final objective. We got there all right but all of us longing for sleep so I can understand that Mrs. Victor Bruce must have felt a little weary after her solitary 24 hours at the wheel.

The advice I gave her regarding her learning to fly was that she did this at Hanworth aerodrome with the flying school stationed there with a variety of light aircraft. Some days later she called on me again. She was not entirely happy with this flying business. The 45-degree turns her instructor executed she found disturbing and it seemed to me that she might not continue her flying instruction. But she did and qualified for her pilot's licence. Within a very short time she set off on a flight to China!

Her machine was a Blackburn "Bluebird" powered with a 120 h.p. D. H. Gipsy four-cylinder engine. After taking off from Hanworth she started her journey with a series of lengthy hops. She did very well and apart from a minor mishap on landing at Jask on the Indian border had no trouble. She continued and reached, as planned, Osaka in the Japanese island of Honshiu. She had done what she set off to do: the first solo flight from Britain to Japan.

W. S. Braidwood, B.Sc., driving his GN in Cambridge Speed Trials, 1926.



Letters from Readers

N.B.—Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.*—ED.

Please Quote Prices!

Sir,

As an avid reader (cover to cover including all advertisements) I am saddened by the proliferation of advertisements, both Trade and Private, giving fulsome details and no price. Why can this be? Are the advertisers going to vary the price according to the presumed pocket of the buyer or haven't they made up their minds as to the price?

You might say that if one is interested one will spend the few pennies to write or phone. This is true but if one is leafing through for, say, a DBS6, one wants to be able to compare prices there and then and not wait for the quote from an advertiser. Additionally, as I know to my cost, some advertisers are not as punctilious as they might be in replying, even to an s.a.e.

Please, advertisers, put the prices in so that at least prospective buyers will know if your car is in their price range or not.

Godalming O. ALI-SHAH

P.S.: Could it be that the secondhand car business is taking on the snobbish Bond Street attitude "We *never* mark the prices on our goods in the window. If you have to ask the price, Madam, you cannot afford to buy", as Lady Astor was reputed to have been told by an assistant in a jewellery shop.

[Mr. Ali-Shah echoes our sentiments. We would prefer to see advertisers include prices with their wares. Publish and be damned!—Ed.]

More MG-C Spares Troubles

Sir,

It was quite uncanny that your recent article on the subject of MG-C and Jaguar spares should be published so soon after my own recent experience on trying to locate various MG-C parts.

In January of this year I was unfortunate enough to collide with some roadworks one night at the site of a new roundabout on the A10 Cambridge Road (many before me and many since—police and local council show little interest—local garages doing a roaring trade). Damage was done necessitating new steering gear, o/s front suspension, radiator sump, flywheel, timing cover—total cost to me £705; thank God for Barclays Bank! To be fair most parts were fairly quickly forthcoming from BLMC (sometimes at unbelievable cost—a flywheel at £21, would you believe?) But some front suspension parts are no longer made, including kingpins, nor are timing covers (we all know about gearboxes etc.!) The gentlemen at BLMC main stores were completely sympathetic and most helpful in trying to locate the parts I needed by 'phoning and telexing their dealer network (one part was located in the IoW) but they can't compensate for the sins of their masters; for instance, kingpins used to be made externally and the machine tools no longer exist. I found (via BLMC stores) that a useful supplier of MG-C bits is John Chatham Cars near Bristol from where I obtained the alloy timing cover. Incidentally Toulmin Motors of London may soon be able to supply MG-C kingpins. My accident was in January; I eventually got my car back in May, the main delay being due to my having to locate the non-manufactured parts myself: I practically lived with *Exchange & Mart* and my phone!

My point is this: I, too, believed that BLMC (plus the others) were obliged to supply parts for ten years after the demise of any particular model—my car is a 1969 model. Page 59 of the MG-C drivers' handbook says:

"The BMC Exchange Scheme—the most comprehensive in Europe—has been designed specifically to save you money.

"Briefly, the scheme covers practically every major assembly on any BMC car marketed in the last ten years and includes components such as heaters, etc"

Question: Are not engine and suspension parts major assemblies, and what happened to the 10 years? BLMC's excuse is that the MG-C was a limited production vehicle intended for N. America and that only about 200 [Surely many more than that?—Ed.] remain on British roads. Did they only charge a limited price when they sold them? Considering that these cars (as long as you keep the front wheels balanced and the front shockers in good order) are quite superb, tireless machines (a lot like the Big Healey I owned for four years and unfortunately sold) altogether shaming the plastic opposition (TR6s etc.) and that they are finally starting to appreciate in value, wouldn't it be good for BLMC to do the decent thing and ensure a complete supply of spares for these quite young vehicles enabling them to live on for many years and earn a place in the MG saga which BLMC are now busy advertising in the press (by the way, you can *really* do it in an MG-C!).

Would BLMC care to come out into the daylight and comment publicly, or can we all take the MG-C situation as the shape of things to come? [See MOTOR SPORT, July, page 770.—Ed.]

Thanks for the best motoring magazine on the market.

Cheshunt M. SHARPLES

That Land-Rover

Sir,

Naturally it had to happen eventually—something would prompt me to try for the hallowed precincts of your correspondence columns—desperately short of exotic machinery (we run a BL Clubman Estate), not in the habit of making death-defying Trans-European dashes, not having a particular grudge against the police, etc. etc., what could it be?

Well, gently perambulating round the lanes of Norfolk, my wife was somewhat startled when I pulled the vehicle up sharp, threw my arms in the air and exclaimed wildly "there it is!". The reason for this strange behaviour was a rather elderly Land-Rover, NVF 658, which was, unless I am very much mistaken, the model shown in the photograph which accompanied the letter from J. M. Brereton in the June MOTOR SPORT. The actual location was a small village called Surlingham, about six miles from Norwich, and if your correspondent is interested I am prepared to make further enquiries.

Well, there we are, a little mundane perhaps and certainly not very technical but it does offer me the chance to compliment the magazine for its pithy reporting, excellent reviews, and the sometimes hilarious and highly reactionary editorials.

Norwich JOHN SPINKS

Pleased To Help!

Sir,

Further to my letter requesting information on purchasing a secondhand Lotus Elan +2S, I wish to thank everyone concerned for the overwhelming response on this, a vast subject.

I have now in my possession a mine of information and I am happy to say that the letters "FOR" outweighed by far the ones "AGAINST".

Bearing this in mind, I have no doubt whatsoever as to my choice of car. I hope the letters published have also been of some interest to other readers who might have been in the same dilemma as I.

Again many thanks MOTOR SPORT.

Old Denaby A. F. RATCLIFFE

Spares Service

Sir,

I refer to Leyland ST's vast advertising campaign and the words "Leyland ST have got the hardware . . . to uprate your British Leyland cars . . . roadholding".

I ordered two Special Tuning rear springs for my MG Midget on 6th March 1975, to date these have not arrived at my local dealer.

Potential customers be warned.

Sheffield M. S. BENTLEY

Better Buy Bigger?

Sir,

I found the letter entitled "Better Buy Bigger?" (June MOTOR SPORT), most interesting and I trust the following will answer Mr. P. Fredrick de Frere's questions.

Inevitably the steel body of the Jensen Interceptor will suffer from "British Racing Rust" which in the long-term will prove costly to rectify. However, Jensen made the CV8 model with a fibreglass body. This, combined with the Chrysler engine (self-adjusting hydraulic tappets) and the "Torque Flite" automatic gearbox, must rank amongst the world's finest cars. As they were literally built for ever they are a very viable proposition for the man of modest means. Proof of this being the fact that I run both a Mk. I and Mk. III Jensen CV8.

Insurance for my three cars (the other being a 1959 TR3A owned by myself for 13 years!) costs in the region of £60 per annum after reduction for no claims. This is, of course, third party, fire, theft, and passenger liability, together with named drivers, my wife and I.

The reliability of the CV8 is unquestionable, the performance mind-bending, the com-

fort for four adults utterly superb, and the spares for routine maintenance, being for the most part British Leyland, are relatively inexpensive. The CV8 averages 15 m.p.g.

At this point readers will be thinking all this sounds too good to be true, there must be a snag. Well, there is one very big snag. Jensen only produced 500 CV8 models and their present owners are unlikely to want to part with them.

Wirral MALCOLM J. RATCLIFFE

* * *

Sir,

May I add to Peter Fredrick de Frere's letter. I am running a Chevrolet sedan which is giving a yearly fuel consumption of 22 miles per gallon, uses no oil between changes and seats six people. This car has a straight six engine of 4.3-litres, power-steering, power-brakes, and refrigerated air conditioning, is a 1968 model and cost £695. It costs me £27 to insure third party, fire and theft. Having owned cars of small size and mediocre performance I am now addicted to large cars and would support Mr. de Frere's views on large cars.

The American car was chosen because, contrary to general belief, spares are readily available and not exorbitantly priced.

Thatcham ERIC CLARKE

More Support for the Triumph 2.5 PI

Sir,

How nice to read in your July issue of the protest made by Mr. Ihnatenko against the derisory remarks made about the Triumph 2.5 PI. May I endorse his protest fully. Having owned both a Mk. I (purchased secondhand), and been so satisfied with this deciding to purchase a new Mk. 2 in Nov. '72, I have had quite considerable experience with this type of car.

In my own case servicing requirements were, apart from routine matters, restricted to the replacement of three injectors (one in the Mk. I and the remainder in the Mk. 2) and the curing of a fault on the servo of the Mk. 2 which caused the brake pedal to feel very solid and have very little movement.

During my ownership of the Mk. 2 I added heavy-duty shock-absorbers to the rear as I do a small amount of caravan towing and reaped the added benefit of a far "stiffer" rear suspension and better cornering when not towing. This really transformed the ride of the car, making it very "chuckable" even to the point of being able to use in certain circumstances the spline lock-up to advantage!

I can also confirm the fuel figures; in my own case this averaged out at 23.9 m.p.g. and this covered both town and motorway work.

I at present run a Triumph Stag but although I enjoy the car to the full it cannot give the punch that previous 2.5 PIs have in acceleration, and when I change I shall give serious thought to replacing it with a second-hand 2.5 PI estate and have a sunshine roof fitted.

Usual disclaimers,

Best wishes for an excellent magazine.

Sawtry D. B. FITCH

Buy British!

Sir,

Mr. Alroyd Lees' letter in your June issue shares my exact sentiments about British cars. They are the best in the world and my family have gathered enough evidence over the last 30 years to prove this.

My father has had Austins from as long ago as I can remember, up to four years ago, when he made the unforgivable mistake of replacing an Austin A50 Cambridge and an Anglia Estate with a BMW 1800 and a Diahatsu 1000 Estate. Among these Austins were an Austin 10 which, after 15 years and over 200,000 miles and never as much as the head coming off, was replaced by that old faithful A35 Countryman. This remarkable little car covered about the same mileage in a period of 10 years, the only major part having been changed being the off-side front wing which was crumpled beyond recognition in a slight contretemps with a Simca which was almost a write-off as a result. The above-mentioned A50 also gave 10 years faithful service and the Anglia had a decarbonising in its span of 50,000 miles.

In a period of just over four years the BMW has been through three sets of door, bonnet and boot panels, four silencers, two radiators, and is due for a clutch, another set of panels and another respray, having rusted badly again. The Diahatsu which is also nearly five years old is such a heap of rust that it just isn't worth spending any more money on and will soon be replaced by a suitable British Estate car.

My brother and I have always had British cars, thank goodness, six Mini Cooper-S types, a GT6, an MG-B, and I've also got a 19-year-old BSA A10 motorcycle which has only just had its first rebore. My 1966 Cooper-S has covered over 150,000 very hard miles including trips to UK, the Nurburgring, Monza, Monte Carlo, and all the Targa Florios since that year. It's just had its first rebore and gearbox overhaul and the crank has never been ground. It's now due for its first de-rusting, and about time too. Another Cooper-S which is used for hill-climbing and competition and now sports an Austin 1800 engine still has no rust on the remaining metal panels. My brother's third Cooper S, a 1970 model, has covered 60,000 miles and has never even had the head off. It still looks like new and I wouldn't have 10 Renault 5LSs for it either, incidentally.

Now for the unfortunate tales of woe of my brothers-in-law and their Continental heaps. A new BMW 2002Ti had to be sold after six months having had two sets of valves, a cylinder head and a gearbox replaced in that short space of time. A new Alfa Romeo Giulia 1600 caused great problems for the local agents who couldn't keep enough stocks of clutch plates and synchro rings to keep the car on the road. And it's not just that Alfa either for it was replaced with another Alfa which suffered exactly the same fate. And what about that poor Citroën GS heap. It's two years and 24,000 miles old. It's had a complete engine rebuild, a good derusting, a new clutch. The handbrake doesn't work, the door handles have fallen off, everything has gone wrong with it and most important of all it's so slow I just couldn't live with it. The chaps that voted it car of the year obviously haven't driven a Dolomite Sprint. One brother-in-law is now on his second Fiat 125S in three years and this too is due for derusting.

We have never had a spot of rust on either the Cambridge, the GT6, or the MG-B and we don't know what their internals look like, so we think we'll stick to British cars. We fully recommend them! Mr. Boddy, I have read your first-class journal for over a decade and there is very little with which I have disagreed. But on this business of foreign cars, and BMW in particular, I'm afraid I just can't share your views.

Malta G.C. JOE M. ANASTASI

[Ah, well! They say you can't please all the customers all the time—Ed.]

Over-priced Undesirables

Sir,

I should like to support the view of Mr. Lestor Haworth. If anybody is paying the prices for old cars advertised in your Journal they must have more money than sense.

I have seen cars which originally had chrome radiator coloured yellow to imitate brass. [Rubbed down to the brass to obviate re-plating; decent cars had German silver radiator shells which didn't need re-plating. —Ed.] The early 1930s model Austins (flat-out at 35 m.p.h.) virtually had no brakes; and the early Morris Minor of the same vintage had no brakes when it rained. Ten years ago I was offered a 1927 Chummy for £85; now I see they are asking over £1,000. Is this what you call inflation?

A 1939 10 h.p. car was advertised by a North London dealer for £275; I now see a Sussex private owner is advertising the same car (I suspect it is actually the same car) for £975.

Human cupidity and greed is deplorable; this is not a love of vintage cars and I will have none of it and I hope readers of MOTOR SPORT won't either.

Northam J. N. AIREY

Ignorance Is Bliss

Sir,

After reading the letter from the "16-year-old schoolboy fanatic" who lauded the Aston Martin V8 in your June issue, I feel impelled to shatter his delusions and suggest this is a classic case of ignorance is bliss.

These are my enlightening experiences with this model. I took delivery of a brand new V8 at the Newport Pagnell factory. Thirty minutes later, following a brief stop at a nearby motorway facility, the throttle linkage jammed at 4,000 r.p.m. promoting an exit from the parking lot in reverse *à la* Cape Canaveral. Back at the factory a technician smoke-screened the issue and told me the dip-stick had been pressuring the throttle shaft. With the assurance that everything was in order I drove away from the factory. Later in the day during rush-hour at Marble Arch I rocketed forward with the throttle again jammed barely escaping disaster by switching off the engine. After abandonment of this lethal weapon to the breakdown truck the factory eventually returned it to me explaining they had replaced overheating bearings.

Within a week I was without transmission. When I phoned the factory and told the technical representative I had no drive, he suggested I had lost the transmission fluid. When I asked him how this could happen, he said the engine could have shifted under heavy braking. An altogether preposterous suggestion, particularly so, considering the mileage was a mere 350 and when not in the factory was being scrupulously run-in.

Once again the breakdown truck did some

overtime. Next it was the turn of the fuel-injection to stop the car dead. This happened repeatedly and no one seemed to know why. The battery died after the charger had given up the ghost. The engine overheated to such a degree that the radiator blew up, separation taking place at the radiator neck joint. The driving side window power operation mechanism failed in an open position in a thunderstorm. I got wet feet from a leaking hose under the dashboard. There is more, but I think this will suffice to make my point.

My brother said I should have a back-up car to follow me around.

A respected national motoring club representative commiserated with me and told me I had bought some very expensive junk.

Mercifully I was able to rid myself of this abortion. Jonathan Taylor is right when he observed this car has no competitors.

London, N12 HAROLD PARDOYL

A Safety Matter

Sir,

Not often do I put pen to paper in this manner, but on this occasion I feel I must —if only upon the grounds of safety.

The points I wish to dispute are those which recommend the use of non-Lotus parts in the maintenance of Lotus cars.

The use of Ford, Triumph and etcetera parts is, of course, to be highly praised in cost-cutting procedures. One must, however, know where to call a halt. The use of Herald brake pads, for instance—how many Heralds have you seen stopping from 120 m.p.h. and if you follow N. J. Blackman's advice and buy Imp doughnuts then be it on your own head. Lotus themselves uprated their own metalastic couplings on introduction of the Sprint and I now fit these for both improved life and prevention (or at least limitation) of the well-known transmission surge.

The Lotus (and my Plus 2 is no exception) is a car where delightful driving is necessarily accompanied by cursing under-car maintenance. I do, however, derive a certain satisfaction from being acquainted with every nut and bolt on the car as this does, however falsely, produce an increased aura of safety when one is driving and not crawling beneath.

Accrington D. GASKELL

Happy Jubilee

Sir,

On buying the July MOTOR SPORT I was delighted to note that you celebrate your Golden Jubilee this month. I have enjoyed reading your publication regularly for half of its life and this is my first "letter to the Editor".

Having owned a Vincent 998 c.c. motorcycle, Bristol 401 motor car, driven a Bristol 410, and been passenger in a D-Type Jaguar amongst other quality products, I think I can claim some familiarity with superb engineering. To me MOTOR SPORT is of equal standing and I congratulate you and your staff on the production of the best magazine on real motoring.

Finally, your June cover reminded me once again of what I and many others still think *the* classic report of all time; best wishes to "Jenks" for that hair-raising Mille Miglia masterpiece of 1955. I look forward to toasting you at your Centenary in 2025.

Harrow REX BALDOCK

CONTINENTAL TRAVELS

continued from page 888

quarter of a million miles of Jaguar motoring I have naturally had a few things go wrong, like alternators burning out, exhaust systems rotting away, brake cylinders seizing up, clutch mechanisms breaking, a big-end running out, water system leaking, final drive universal joints seizing, but none of them have brought me to a grinding halt by the roadside and in need of a tow-rope. As with the Porsche, the Jaguars have reached their destinations with care and feeling for what has gone wrong, and that to me is the hallmark of reliability. Broken cranks, broken gearbox shafts, broken half-shafts, things like that which stop you motoring at once, are my idea of unreliability and on a car which is used all day and everyday during the season that sort of thing would be intolerable.

When this article began the intention was to ramble on a bit about the changing scene during the quarter of a century during which I have been covering European motor racing for MOTOR SPORT, but somehow I have only covered my personal transport scene, which has changed pretty drastically. 1975 has actually seen me come the full circle on transport for getting to race meetings, as this season I have used my Honda 500-4 motorcycle on numerous occasions, for reasons of ease of getting on boats without booking, avoiding traffic problems, enjoying the sunshine and above all because I still enjoy motorcycling. The overall scene in motor racing has changed enormously and among the things which stand out is the disappearance of most of those circuits which attracted me to Europe in 1948. Pure road-racing has almost disappeared and in its place are new stadiums or permanent tracks which are so dull and boring that the flat airfield circuit of Silverstone now seems attractive. Travel about Europe has become so much improved with the network of motorways, that the time scale for travelling has been halved and even Sicily does not seem far away. Fortunately the old roads are all still there and well maintained, so if time is not important trans-European journeys can still be interesting. Traffic volume and legislation throughout Europe has increased out of all proportion over the past 25 years, so that there is now nowhere on the racing itinerary that allows unrestricted motoring at any time of the night or day. The public interest in motor racing has not changed materially, but the following on the "inside" has become so large it is at times unpleasant. At one time, to meet another English journalist at a foreign race meeting was quite an occasion, now they travel to all the races by the jet-liner load. Although the actual crowds attending motor races have not increased materially, the outside world seems to want to know much more, or at least the purveyors of words and pictures tell us so. Whereas a Press stand for twelve people with one telephone used to be adequate, now you could fill a stand for 1,200 and 100 telephones would hardly be enough. "The world must be told about motor racing" is the cry of the media men, and this aspect of race coverage has changed for the worse as far as I am concerned. Just as I seem to have gone the full circle on transport about Europe, the day might come when I complete the circle on attending races, and go as a paying spectator, ready to take any advantage for slipping into the paddock without a ticket, or watching on an interesting but "Verboten" corner. Who knows, the Editor might then say "While you are there . . . ."—D.S.J

AC ME3000

continued from page 912

anti-dive geometry), agreeing with their best-ever road-car read-out on the Girling computer.

AC's choice of the lusty Ford V6, characterised by its wide spread of torque, flexibility and reliability seems a sensible move; it is good for pottering when road conditions and the law demand it, yet will move this under-17-cwt. car with alacrity when asked, particularly when the splendid gear ratios are used properly. The test car's gear-change was easy, though not especially pleasant, on the move, but 1st and reverse were sometimes almost impossible to engage from rest, a cure for which is in hand. Less than 4,000 r.p.m. is demanded at 100 m.p.h. in 5th gear, which will stretch the car to 135 m.p.h. plus. If the economy of the similarly-engined, but considerably bigger and heavier Scimitar is anything to go by, this AC should be capable of amazingly low consumption figures.

"Late developer, but shows great promise", sums up the AC. It will be good to see the name AC back on the roads, carried on a sports car using the modern layout pioneered in contemporary racing, followed by most exotic road-car manufacturers and shunned by British Leyland. With this and the forthcoming new Lotus, likely to be pitched against each other at around £5,000, the fading British sports-car scene is beginning to look a lot brighter. We look forward avidly to trying the Broadspeed turbocharged ME3000 which AC intend to offer as an option. Watch out, Porsche Turbo!—C.R.

Tailpiece



2nd Lieut. G. Manton, later a Joint Editor of MOTOR SPORT, *after qualifying for the R.Ae.C. pilot's certificate in* 1917 *at the Ruffy-Bauman School of Flying, Acton* (*see page* 924).

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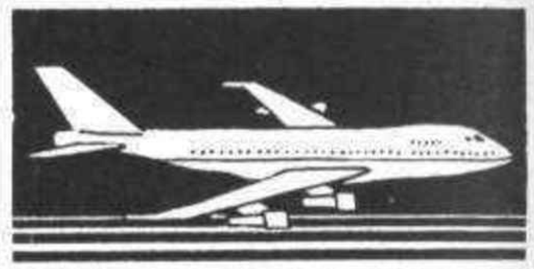
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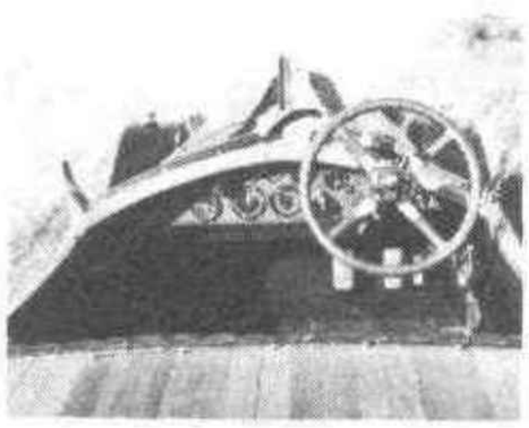
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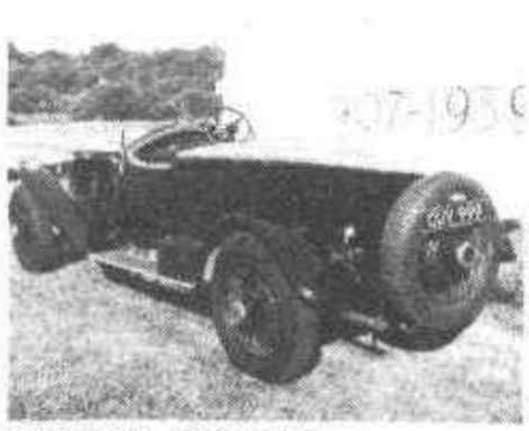


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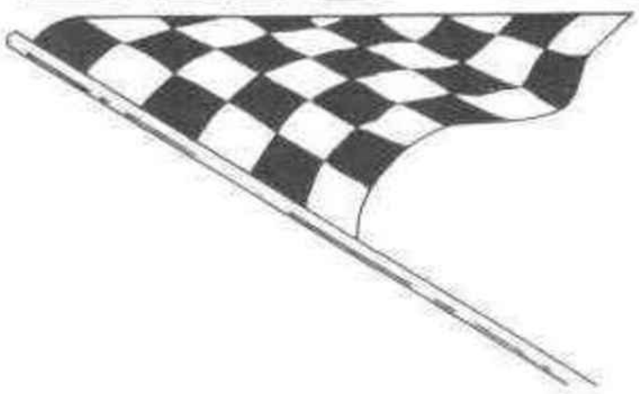
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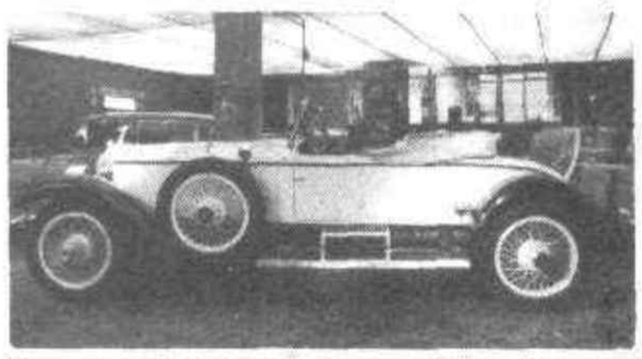
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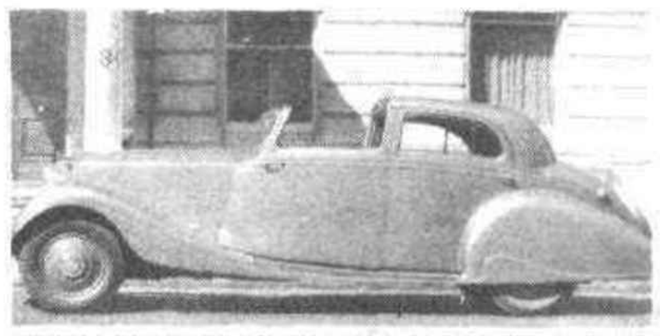
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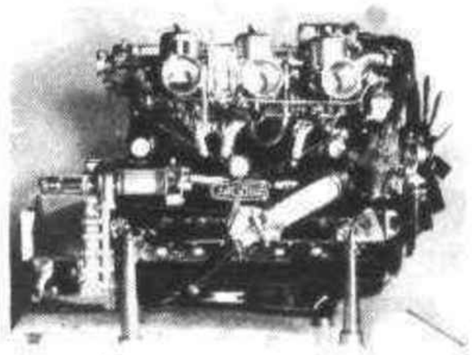
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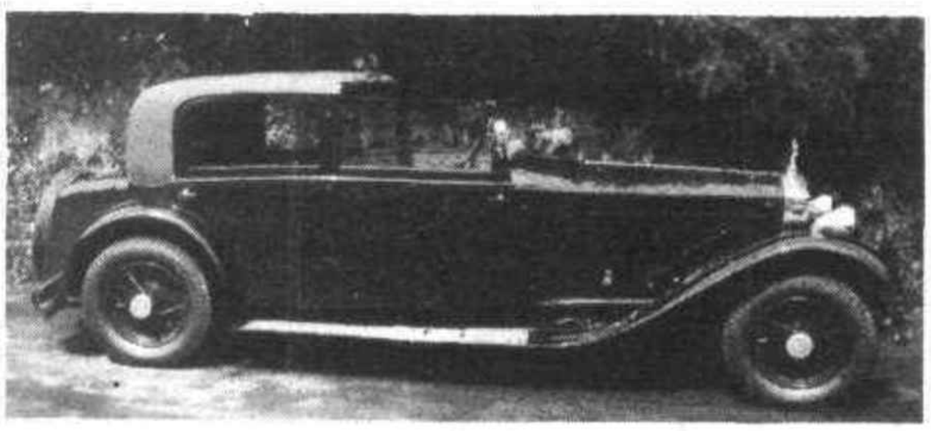
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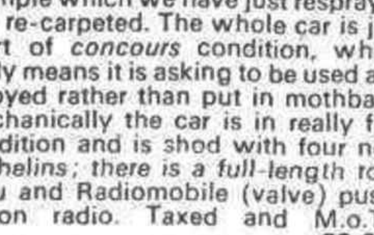
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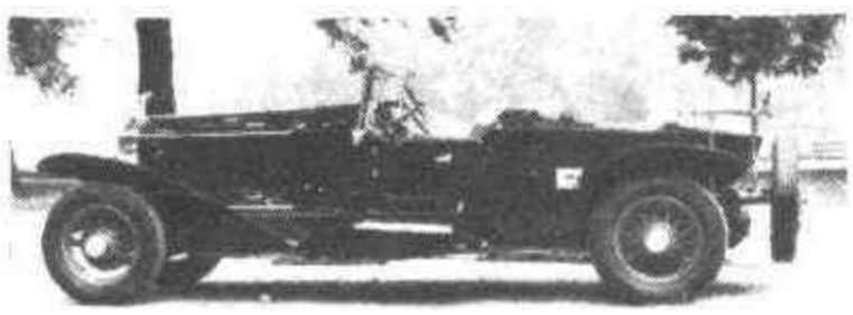
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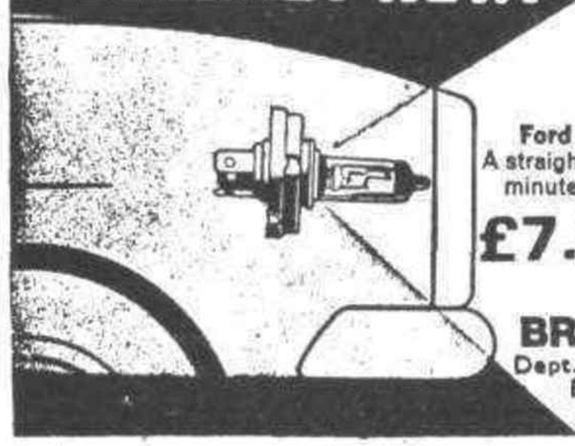


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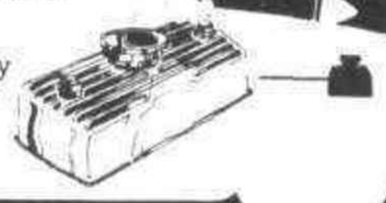
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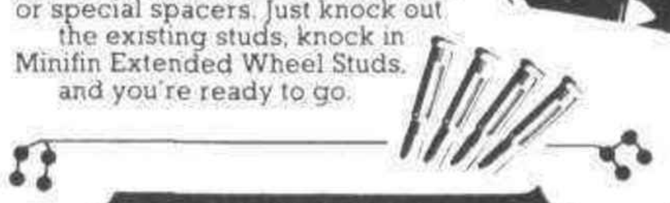
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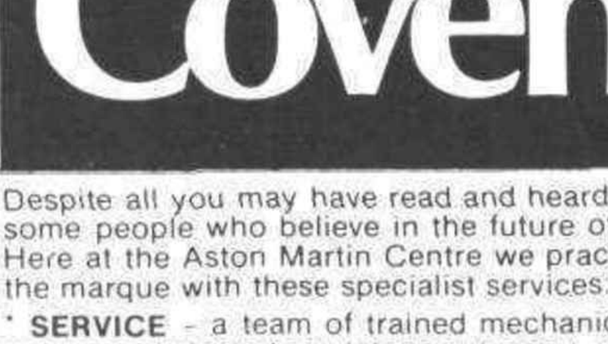
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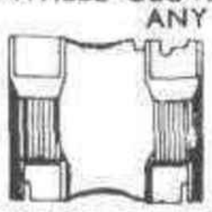
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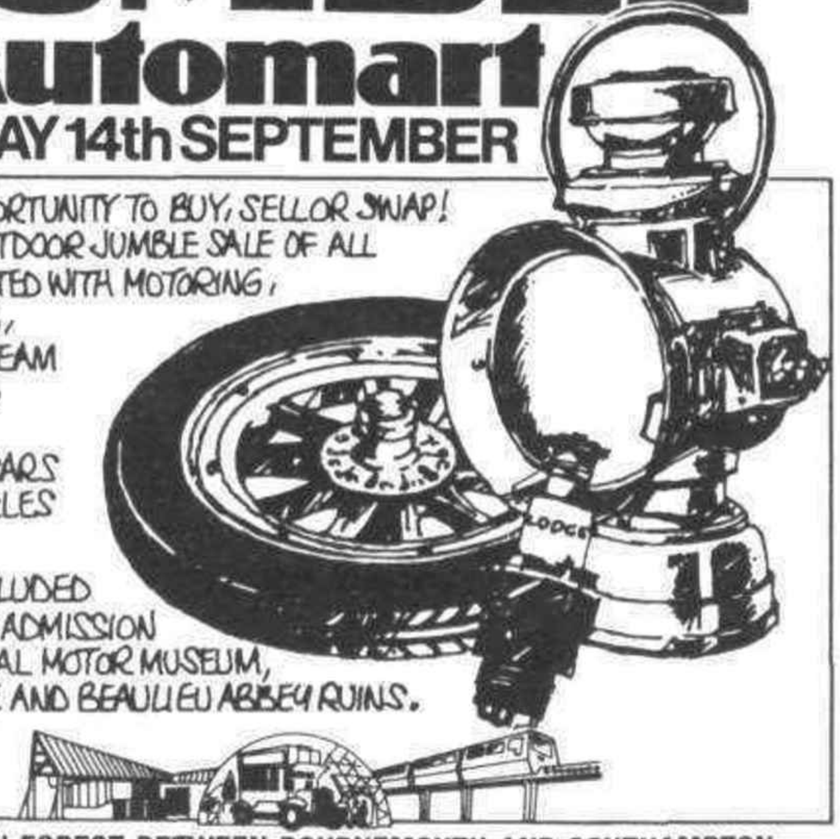
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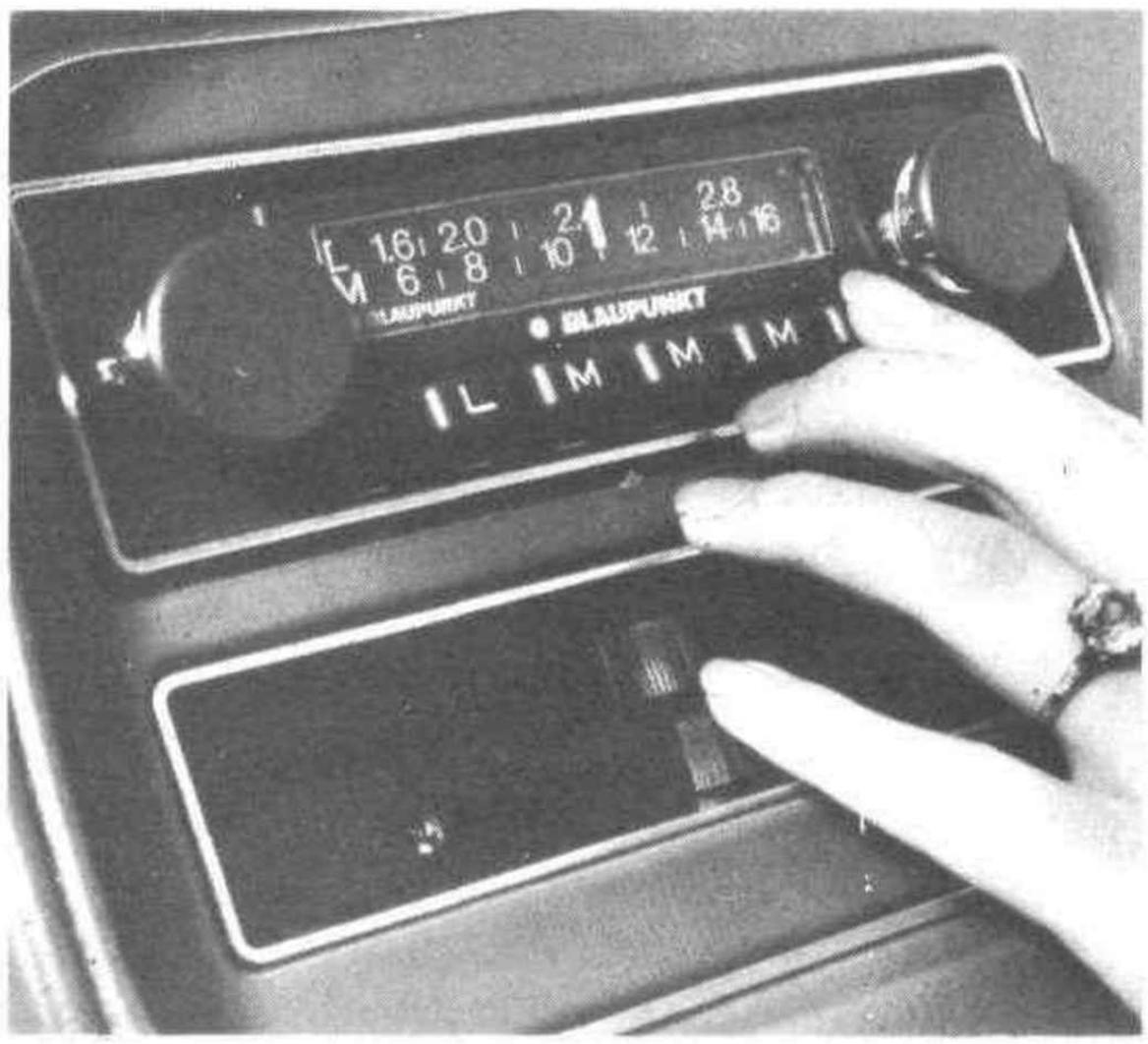
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6 x 13	£18.36
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Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel

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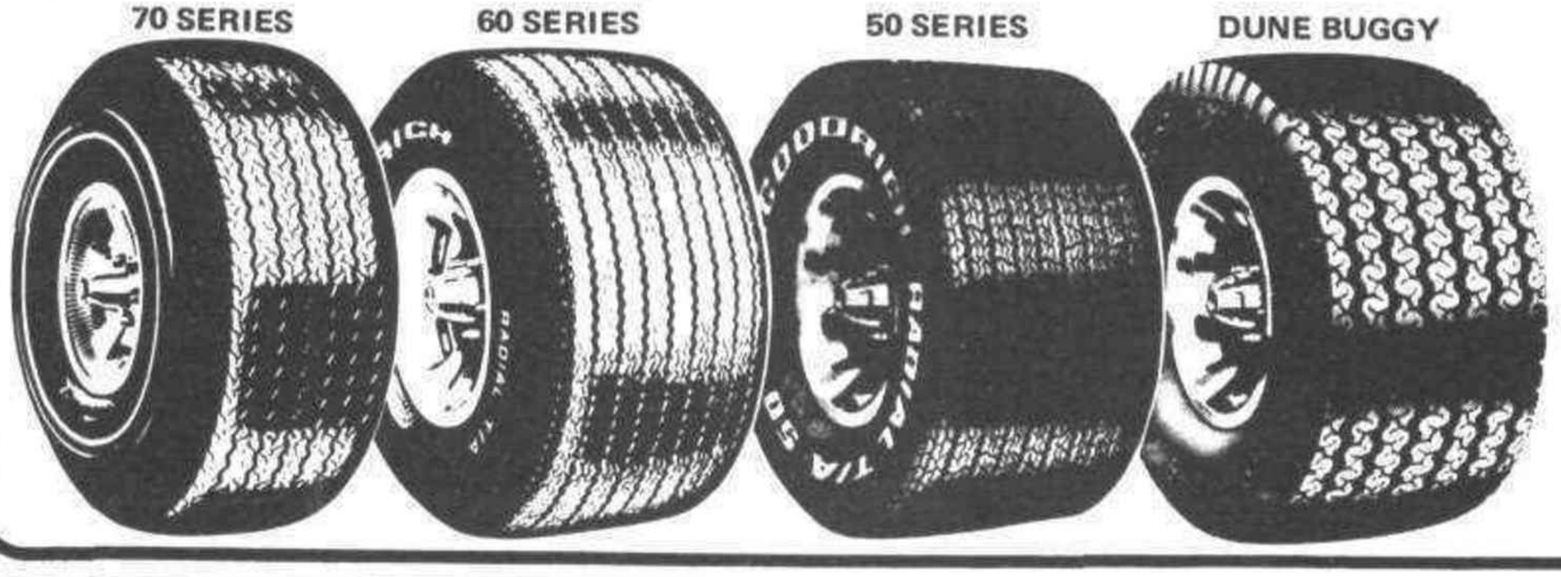
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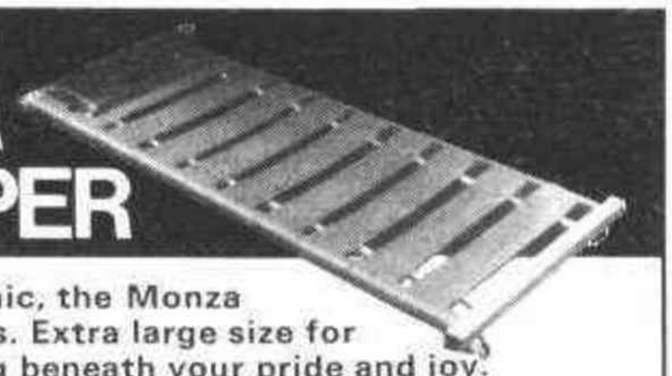
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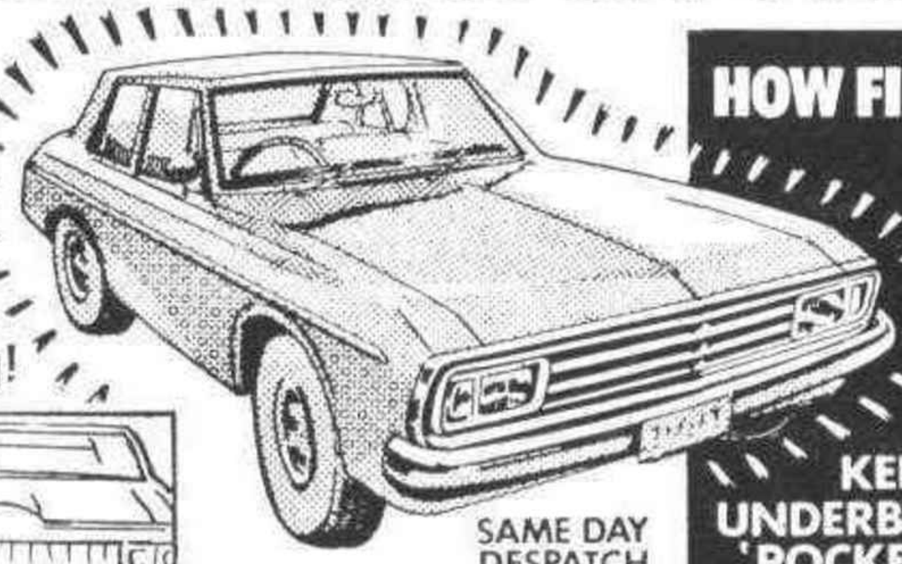
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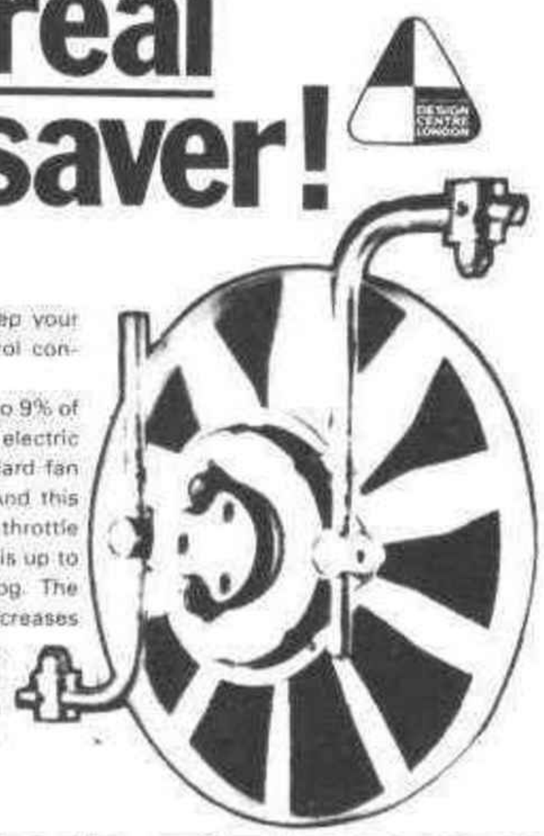
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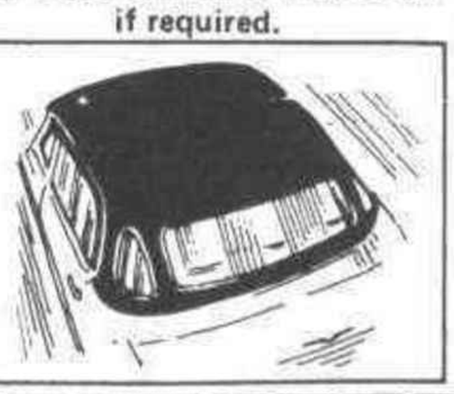
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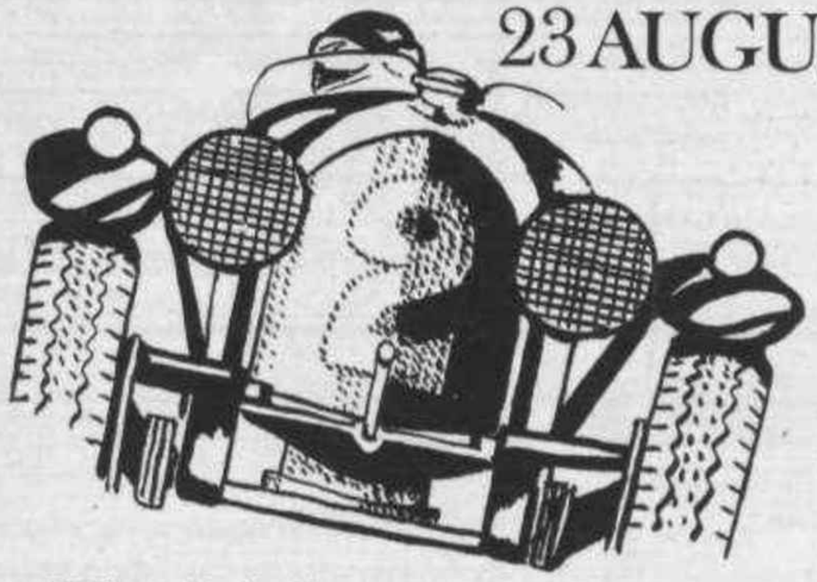
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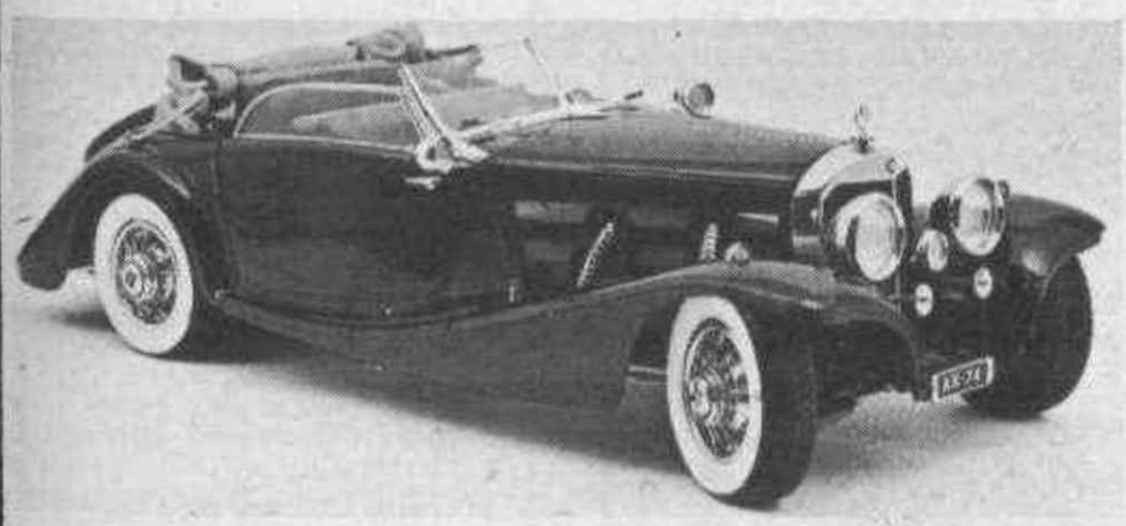
CONGRATULATIONS to Motor Sport, alias Speed and the Brooklands Gazette on its superbly achieved anniversary. There can be few publications who have survived so long in this field and certainly there are none who have maintained their standards so well.

Here's to the next 50 years and the banning of armco, artificial chicanes, wings and all the devices that make motoring sport more motoring business.

All of which brings us to the question of the **1938 Monte Carlo Rally.** There is a story told about me on that event which is not quite correct. Fact was that when I spun on ice into the bank on the Col de Turini I had to reverse to the next checkpoint, having lost forward gears. At the first opportunity I reversed the gearbox, giving me four reverse speeds and one forward. This enabled me to finish the event, albeit backwards, but finish we did.

The story that is told is that during this event I, not dear **Alec,** invented the **Mini.** Well, I did create a car with an engine at the front driving the front wheels, I suppose, and even though our friend is supposed to have sketched what I did on the back of an envelope it's a long stretch of the imagination to suppose that our achievements on that event prompted his theory for the ubiquitous Mini!!

If it did, then I'd like my royalty cheque now . . .



Providing the cheque appears, then I'll spend £95 of it on the new **1/8 scale Mercedes Benz 500 K/AK Cabriolet 1935** model kit that has just been imported by **Brian Harvey's Grand Prix Models.** There's a picture somewhere in this column but it hardly does justice to what is without doubt the finest kit model car of all time. If you imagine the model as six kits rolled into one you'll have an idea of the detail. For example: steering works, suspension is all steel and works, lights work from dash panel switch, the drop-head can be open or closed, doors lock, windows raise and lower, seats are sprung and upholstered in leather, engine is fully detailed inside and out and turns over from the starting handle. There are 2,378 parts: 503 plastic, 1,399 brass, 215 stainless steel, 261 leather, copper etc.

The model was created with Merc's help and a little bird tells us that they in fact sponsored it, for an economic price for this kit would be nearer £200 than the £95 it is costing in the UK. I note that there's more metal in this model than in the **Alfas** or **Rolls** from the same manufacturer and this makes it a more attractive proposition. Continued devaluation of the pound will mean a rapid price rise from the £95 so the answer is simple – get it now rather than later even if you put off building the beauty for some time.

Whilst hobbling round on my crutches, remember I broke my leg after falling off my Scott, Brian Harvey, Grand Prix Models proprietor, invited me to visit the shop he uses as a base for his world-wide comprehensive model car service.

Found the place quite easily in Radlett, which is on the A5 from London. It's also just five minutes off the M1, or two minutes by 911. The shop is a veritable Aladdin's cave of cars of all shapes and sizes from finely detailed metal miniatures less than 1" long to the Merc we mentioned above, which is about two feet or more.

I would think, looking at Brian's stock, that if there is a model made of a car then he's actually got it somewhere or can find it. That is his aim, he tells me, anyway. Specialisation purely in model cars enables him to import direct from manufacturers all over the world and of course to make his own models. It's a service which, as far as I know, has no equal or even rival anywhere.

Sitting in his office surrounded by 25 years Motor Sports, bound A'sports, paintings of F1 cars, lists of dates for his own Group One Mazda and brass master models of kits to be manufactured this autumn, I listed a few of the new and attractive offerings that I thought you'd like to hear about.

In glorious 1/12th scale – which is big – there's a **Porsche 911 turbo** road car with superb detail for £14.50. 1/43rd and metal in kit form is a new **Ferrari 166MM Berlinetta** for £3.52 and just in from Italy are three of the most detailed metal kits I have ever seen. By **Hobby Tecnica** and only available from GP Models are a **1973 Ferrari F1, 1974 Ferrari F1** and **Brooklands Napier Railton Special.** They cost £6.95 each, which is good considering the detail, fine instructions and brilliant transfers included with each one.

Among the new, cheaper, metal kits I saw and liked were **1974 UOP Can Am Shadow, 1923 Sunbeam, Ferrari 1959 Dino 246, Ferrari 156 1963 GP, 1975 McLaren F1, 1975 Brabham Martini F1, 1954 TT DB Panhard, 1975 Alfa Romeo T33T WKRT Dijon winner all at £3.75 plus post.**

Among new hand-made metal 1/43rd scale models I liked was a fine **Bugatti Atlantique** at £6.95, **Cobra Roadster** at £4.75 and **Morgan Plus 4** at £4.75. Factory-made but hand-assembled ready-made classics in 1/43rd metal which I think are a bargain include **1928 Mercedes SS, 1930 Bugatti Royale, 1925 Panhard, 1934 Voisin, 1926 Hispano Suiza, 1934 Renault, 1929 Fiat, 1931 Duesenberg all at £2.70, each and a really superb 1938 Citroën 15/6 at £2.15.**

More modern ready mades in 1/43rd metal that I liked included **VW Golf, Audi 50** and **VW Scirocco** all at £2.45 each. These are I think made in Germany for VW as sales aids and for this purpose they do of course have to be well above the usual "toy" standards.

Lurking in one of Brian Harvey's showcases at GP Models there are ten die-cast cars which he's titled **"Edgar Jessop Models".** They're actually nowt to do with me other than that I suggested the name when Brian was stuck for a way to group a growing collection of small production collectors' models from all sorts of odd sources. So EJM Models came into being. All are manufactured in the UK to a fairly high standard, they're quite accurate, easy to build but don't have instructions so don't make them unless you've already built a metal kit that does have instructions. Price is £3.95 each and available so far are:- **1974 Lotus Elite 501, Facel Vega II Coupe 1966, Cord Beverley 1937, Auburn Speedster 1935, Ferrari AVO 1940 Mille Miglia, 1937 Lago Talbot sports, Cord 812 supercharged phaeton, Ferrari 500 Superfast, 1956 Kaiser Darrin and 1940 Dodge 14D Convertible.**

His Harveyship asks me to ask you to note that postage on single metal models is 50p, 10p each on orders for one or more. Plastic kit postage is 50p per kit. That's for the UK. If you're outside the UK post is charged at cost plus packaging and don't forget that GP Models can charge models to your credit account if they have your card company name, expiry date and number.

That's about all we can squeeze in this month, which is supposed to be my last writing Grand Prix Models column for them. But, as Brian now has an associate company in **Paris** and is threatening to visit that fair city every three weeks or so, you never know I might have myself a permanent job writing his advertisement for him . . . we might meet again next month . . . thanks for reading . . . 'till then.

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MATRA SIMCA BAGHEERA. August 1974. 9,000 miles only. Excellent condition. 30 m.p.g. £3,000. Phone Sheffield 306511 Ext. 369 (day); Sheffield 482128 (evening). (63951

1948 LEA FRANCIS 14 Sports. Recently restored to high standard. Mechanically sound and in use daily. MoT until October. Offers please. Telephone Battle 2809. (63956

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DAIMLER SP250B. Red, H/S top, s/belts, new axle and sill beams. 9 month tax and MoT. £680. Buckingham 3795 (63959

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AUSTIN HEALEY 3000 Mk. III, ice blue. Good original condition. Jaguar XK150SE FH. Completely restored, immaculate. Serious enquiries only. Steeton (Yorks) 0535 53333 (63962

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1939 BUICK Century 2-door Club coupe. Finished in silver grey with sumptuous cloth upholstery. A most superb automobile.
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Bugatti Type 55 or 57, preferably open but anything considered. ALSO Lotus Elite Super 95.

1965 ROLLS-ROYCE Silver Cloud III. Finished in sand with beige interior. One recorded owner from new, 90,000 miles. In excellent condition throughout. **£3,995**

1961 MERCEDES-BENZ 300SL roadster, with hard-top. Cream with black interior; 43,000 miles from new in the hands of two owners. This was the Earls Court Show car in October 1960. **£3,950**

1937 ROLLS-ROYCE Phantom III with Freestone & Webb semi-razor-edge sports saloon coachwork with large boot. Two owners from new. In need of tidying up. Please phone for further details.

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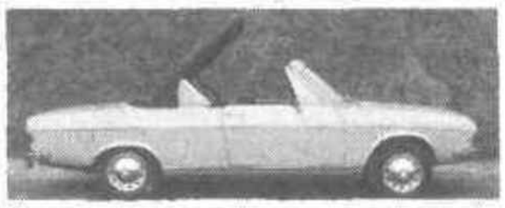
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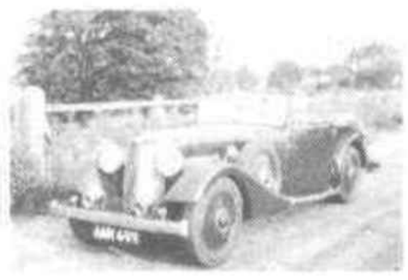


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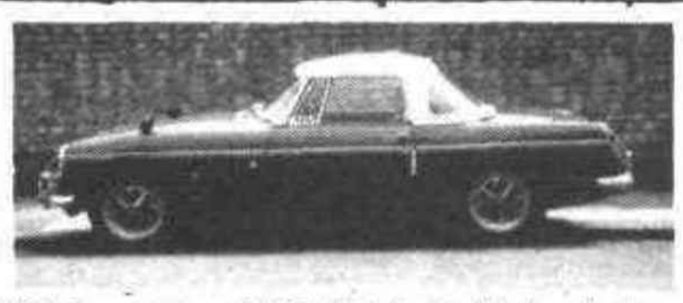
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1961 BENTLEY S2, Burgundy/tan, warranted mileage 65,136, electric windows, HMV radio, £1,175 spent (Bentley Motors) 19.7.74 *(illus)* £2,950

1967 BOND Equipe 1300 coupe, white/black .. £245

1970 (J) DAIMLER 2.8-litre Sovereign, white/blue, two owners only (one since May '72), automatic, PAS, radio, electric aerial *(illus)* £1,295

1965 DAIMLER 2½-litre V8, sand/red, one owner, warranted mileage 39,983, chrome wire wheels, PAS, automatic, radio, h.r.w., rather nice £745

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1963 DAIMLER SP250, C spec., grey, hard/soft tops, two owners only (one last 7 years), investment £995 *(illus)*

1973 FORD XL Escort, diamond white/black, one owner, mirros, reversing lights, certified mileage 27,561 ..... £895

1971 FIAT 128 saloon, blue, two owners £595

1965 JENSEN C-V8, metallic blue, automatic, chrome wheels, Motorola *(illus)* £1,295

1971 (J) JAVELIN SST 2-door coupé (4 seats), air conditioned, tinted glass, radio, automatic, two owners only (one since 1972), recorded mileage 39,532 *(illus)* £1,495

1973 (M) JAGUAR V12 roadster, Azure blue, one owner, warranted mileage 11,224, Sundym, radio/8-track stereo, Whitewall tyres *(illus)* £3,250

1973 JAGUAR V12 roadster, white, hard and soft tops, radio, 23,741 miles £2,595

1971 JAGUAR XJ6 4.2, sable/tan, overdrive, radio, one owner, well maintained example, low mileage £1,595

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1973 (M) MG-B GT, white/blue nylon, one owner, warranted mileage 16,251 (spare unused), hazard warning, Cints., overdrive, reflex belts £1,525

1973 MG-B GT, purple/yellow, warranted mileage 22,849, overdrive, Cints., h.r.w. £1,525

1973 MG-B, harvest gold, overdrive, new SP sports, tonneau, fog/spot £1,295

1973 (M) MG Midget, teal blue, one owner, warranted mileage 16,580, wire wheels, Cints., tonneau .. £1,075

1972 MG-B GT, Costello, V8 unit, metallic brown, Webasto sun-roof, stereo, radio, electric aerial, h.r.w., overdrive, electric windows £1,395

1972 MG-B GT Automatic, harvest gold, reflex belts, Rostyles, h.r.w. £1,295

1972 MG-B GT, flame red/black, sun-roof, overdrive, h.r.w., Rostyles, leather wheel, two owners .. £1,295

1972 MG-B, blaze, one owner, overdrive, mirrors, Cints., tonneau £1,125

1971 MG-B GT, aqua/black, overdrive, radio, servo, h.r.w., mirrors, attractive car, engine/clutch work by us (to be run in) £1,175

1971 (K) MG-B GT, midnight blue, overdrive, h.r.w., rather nice throughout £1,145

1971 MG-B, blaze, hard and soft tops, tonneau, overdrive, very attractive £945

1971 MG 1300 saloon, fawn brown, one owner, warranted mileage 35,187. Supplied and serviced by us since new, h.r.w., exceptional condition £675

1970 MG-B, white, overdrive, wire wheels, tonneau, another in red £795

1969 MG-B GT, primrose/black, reclining seats, mirrors, Cints £725

1969 MG-C GT, white, overdrive, radio, leather wheel, reclining seats £695

1960 MG-A 1600 roadster, white, details upon request £595

MG TD, 2 seats, green, recently restored £2,500

1969 OPUS Sports, fibreglass, interesting car, full weather equipment £345

1969 ROVER 2000 SC, blue, h.r.w., mirrors .. £645

1973 (M) TRIUMPH GT6, white/blue nylon, Sundym, overdrive, radio, SP sports, h.r.w., warranted mileage 19,582 ..... £1,345

1973 (M) TRIUMPH TR6, French blue, hardtop, overdrive, stereo, one owner, warranted mileage 24,646 ..... £1,295

1972 (K) TRIUMPH Stag, red/black, hard and soft tops, automatic, PAS, electric windows, warranted mileage 22,626 *(illus)* £1,875

1972 (Oct.) TRIUMPH GT6, green mallard, one owner, warranted mileage 9,973 ..... £1,145

1972 (L) TRIUMPH Spitfire, Pimento, radio, tonneau, G800s, undersealed £895

1972 (L) TRIUMPH Spitfire Mk. IV, sapphire blue, one owner, warranted mileage 30,291, tonneau £845

1971 (K) TRIUMPH GT6, damson, one owner, overdrive, radio, mirrors £925

1970 TRIUMPH GT6 Mk. II, green, two owners only, radio, overdrive, SP sports, h.r.w. £775

1967 TRIUMPH Spitfire Mk. III, royal blue, heater, nice example £495

1965 VANDEN-PLAS Princess, 4-litre 'R', green/grey, automatic, PAS, radio £295

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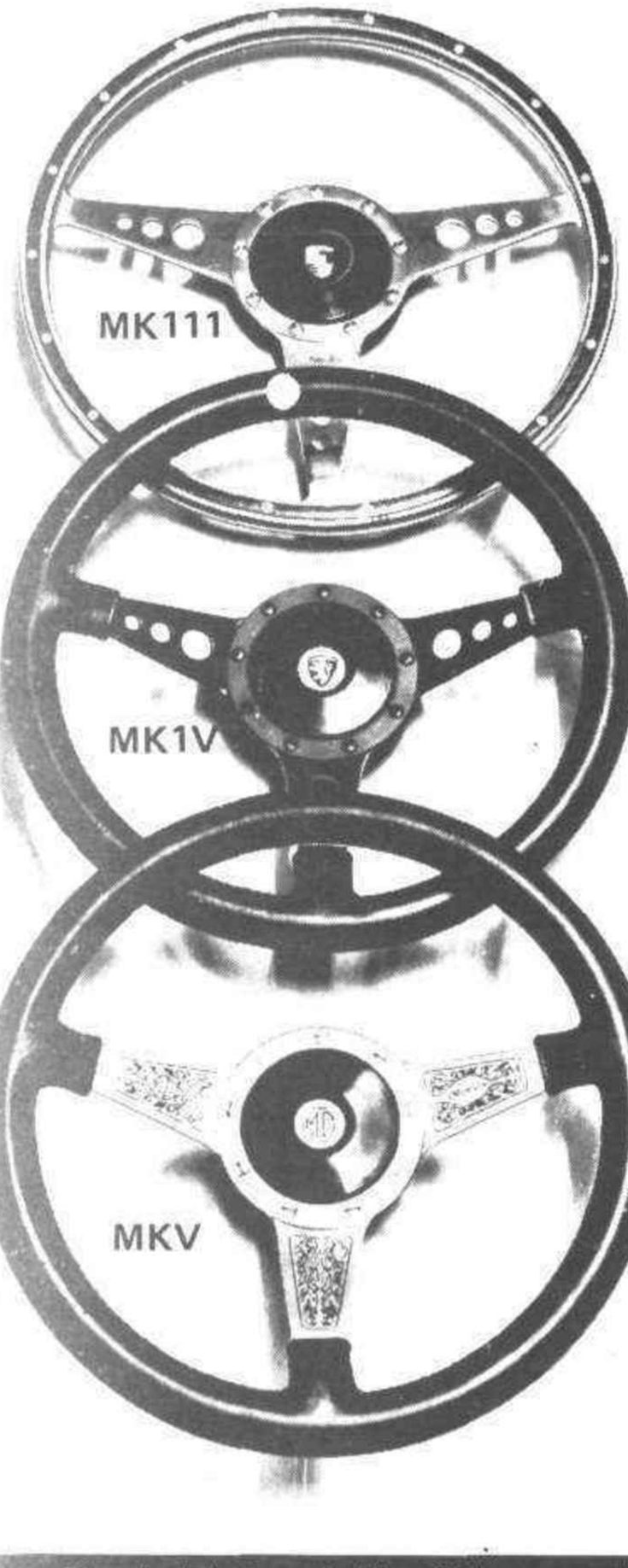
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1939 MORGAN F4 three-wheeler. Complete and original with reconditioned engine, needs final completion. Reluctant sale, offers considered. Baker, 54 Hinckley Road (A46), Walsgrave-on-Sowe, Nr. Coventry (0203 615760). (u4248

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GINETTA G4 1968 JGR 990. Recent 1600 X/flow rebuild, resprayed red, year's MoT. Must be seen, £500 o.n.o. Herriott Evesham 41141 (days); 45891 (evenings). (64256

LOTUS ELAN +25 130/4 1973. Metallic blue, oatmeal interior, radio, alloy wheels. 53,000 miles. £2,100. Ring Darwen 73912. (64245

MERCEDES BENZ 280 SE Convertible. First reg. UK 10.8.70. Good condition. Rolls-Royce GOS.51. Engine No. J.9.V. First reg. UK 19.6.31. Previously been ambulance/hearse. Now fitted with h/head coupe type body. Good condition. Enquiries Box No. 4813 (64238

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1899 BEESTON QUAD ex Syon Park Museum, VCC dated. Superb condition. London/Brighton contender, for under £3,000. N. Dawes, Yatton 833034 Ext. 26. (64387

V8 "M" REG. MORRIS 1000, as in August '75 Custom car, new shell, Wolfrace wheels, Daimler engine, Jag running gear, tinted windows etc. etc. Finished in Mercedes pale blue. Offers to Norwich 720137. (64385

1921 HUMBER SALOON for sale. Rebuilt completely by Register member. Immaculate body interior, mechanical and chassis condition. Low mileage and full history. Very pretty indeed and only for sale due to purchase of another. £1,875, offers. Box No. 4822. (64384

AUSTIN HEALEY 3000 Mk. II 1963 2+2. Ice blue/ivory, wire wheels, overdrive. Rebuilt all metal body, new hood, tyres, exhaust, battery. Beautiful condition. £695 o.n.o. Chipping Norton 2538. (64383

ROLLS PII short chassis Continental sports saloon 1933. A rare car in good condition. £7,350. Box No. 4818. (64423

FOR SALE—continued

MORGAN +8, under 1,000 miles, bright red, usual extras. New 1973. Well protected and stored since summer 1973. Owner returning on leave first week August. About £2,900. Sheffield 660973 or 53, Greystones Drive, Sheffield 11. (64379

MORRIS 8 TOURER, Two-seater. V.g.c. MoT April 1976. £675 o.n.o. 021-458 7366. (64381

SUNBEAM TALBOT 90 Convertible, complete less hood, suitable for extensive renovation or spares, good tyres. Any reasonable offer. Tel: Mike Lacombe at Ilminster 3221 (office hours). Chard 2563 (evenings). (64360

HILLMAN AVENGER GL 1973, 13,000 miles only, £1,100 o.n.o. St. Albans 68926. (64378

FIAT 124 COUPE 1969 (H), 5-speed, HRW, radio, yellow, black trim, MoT, v.g.c. £600 o.n.o. Tel: 01-920 6987 (EC2), 9-5 or Cuffley 4836 evgs. (64377

JAGUAR 1950 Mk. V 3½ L. Saloon for restoration, rare left hand drive model. Reg. No. RGD 76. Original leather (cream colour) in excellent condition. Transport/shipment can be arranged. £295. Hans Bolle, 60 New Cross Road, Guildford, Surrey GU2 6NS. Tel: Guildford 77906. (64424

1971 MG-B ROADSTER. Red coachwork, black trim, full and half tonneau, radio, overdrive, good condition. £765 o.n.o. evenings and weekends. Telephone Whittington 432392 (Staffs.). (63377

AUSTIN 12/4 "CLIFTON" Tourer 1928. Recently superbly restored. Concours award winner. £1,950. Stourbridge (03843) 73174. (64416

ALFA ROMEO 1947 6 cyl. 2500. Rare DH body by Bröschini. Unused 10 years. Photo sent. £750. Box No. 4811. (64141

AUSTIN HEALEY 100/6, 1957. Partly restored, lack of time forces reluctant sale. Accep. offer around £125. Tel: Huntingdon 75210. (64479

MORGAN 4/4 1968 two-seater. Dark blue, aluminium body, wire wheels, bucket seats, radio, luggage rack, new MoT, £1,300 or offers. Ring Harrogate 883695. (64453

1952 SUNBEAM TALBOT. Taxed, MoT. Good condition. Offers around £400. 23, Braemar Ave., Drayton, Portsmouth, Hants. Phone Cosham (Hants.) 71113. (64497

MORGAN PLUS 4, 1968 2-seater. This collectors car is one of the last made. Just resprayed Brunswick Green, SP Sports, 72-spoke wires, bucket seats, wood rimmed steering wheel, rear bumper, undersealed, full and half tonneau. A Lawrence head, Kenlowe fan and four-branch manifold ensure a very fast yet economical cruising speed. £2,400. (01-262 7888 evenings). (64458

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LONDON MORGAN DISTRIBUTORS

Slide into the supple leather bucket seats of a **Morgan +8,** start the motor and listen to the sexy burble of the dual exhausts, before swinging into the fresh morning air. This is routine for **Morgan** owners all over the country. Come to Reece Mews and join them now! We have a March 1975 **Morgan +8,** flame red with black leather reclining seats, chrome luggage rack, radio/stereo and under 5,000 miles, as new. Black is beautiful: 1974 **Morgan +8,** wide track model, under 5,000 miles, spare unused, superb. If you prefer something a little more practical how about a 1974 **Morgan 4/4** four-seater, orange with wire wheels, **ex-Morgan** owners club member 9,000 miles only. Also a Buttercup yellow **Morgan 4/4** four-seater, 1970, black leather and a mere 34,000 miles — mint! 1970 **Morgan 4/4** two-seater, unmarked and immaculate, orange (but possibly sold to a Japanese banker at time of press), wire wheels, bucket seats and only 28,000 miles. Stone leather enthusiasts have opportunity of buying our 1972 **Morgan 4/4** two-seater which is flame red with stone leather buckets (off white), this car has wire wheels, new engine and front suspension. One 1966 **Morgan 4/4** two-seater still remains unsold, buy now as we are unlikely to have any more for a long time. This one is yellow with black leather and wire wheels. An extremely rare 1964 Amphicar resides in our showrooms with only 20,000 miles and one owner. This immaculate example is going for around £800 and test drives include at least one marine demonstration. (Bring your oilskins.) We have a Sebring Sprite which hopefully will undergo a complete restoration in time for a little competition next season. Meanwhile the racing Zephyr continues to threaten the likes of Mr. Meacham in his aged 2.4 — hope it's not *on the book Bob*!





REECE MEWS LONDON SW7 TEL: 01-589 6894

FOR SALE—continued

ASTON MARTIN DB4 Saloon Series 5, 1963. Completely restored to concours condition by AMOC enthusiast over past twelve months. Finished in new Fiesta Red coachwork with fresh natural hide interior. The vehicle is fitted with new sliding roof, reconditioned engine, g/box, r/axle and suspension. Vast amount of time and money (bills available) spent on vehicle and must be finest available therefore not cheap. Genuine reason for sale. Ring for full restoration details Coventry (0203) 411712. (64454

VAUXHALL MAGNUM Coupe, "M" Reg. Original tyres, radio. Pressure undersealed including inside of doors, etc. Distributor maintained. Immaculate On fast motorway driving does 33 m.p.g. Any examination. £1,400 o.n.o. Could arrange finance. New, equipped as this would cost over £2,250. John Woods Farms Ltd., Scorton, Preston. Phone Forton (0524) 791521/2. (64480

BENTLEY 1955 R-TYPE. Genuine 34,000 miles. Black, tan upholstery. Immaculate. Private ownership. £4,500. Clark, Massets, Scaynes Hill, Sussex. Tel: 044486 or 01461 2741 (64476

ROCHDALE OLYMPIC Phase 2 Ford 1600 T/C Weber, oil cooler, discs, low mileage. Very good condition. Fast, economical, low price. Winchester 4638. (64477

FOR SALE—continued

DAIMLER SP250, 1963. "C" spec. Dark blue with stone interior H/S tops, radio, O/S rears, all tyres as new, S/S exhaust, rebuilt steering and front suspension, steering box and gearbox, new discs all corners, new springs, etc. Fantastic transport for the enthusiast. Lack of garage space forces sale at realistic price of £800. B Ash, Park Cottage, Narborough, Kings Lynn, Norfolk. Narborough 292. (64439

1934 RILEY IMP. This car is in perfect concours condition. Must be the finest in the country if not the world. Full details on request. £5,000. Also 1937 KSS Mk. II Velocette, again in concours condition £500. Ashcroft, Stonedge House, Chew Stoke, Bristol BS18 8UW. Tel: home Chew Magna 2896; office Bristol 773131. (64438

MORGAN PLUS 4 2-seater XPW 9. 700 miles since total rebuild from chassis to better than new condition. White with black upholstery, hood and tonneau. Virtually a new Plus 4 for £1,950 o.v.n.o. Phone Cullingworth (Yorks) 2324. (64469

TR6 '71 "L" REG. Red, overdrive, new tonneau, 33,000 miles. Owner emigrating, £985. Wokingham 781643. (64434

ROVER 3500 V8, K Reg. (1971) Mexico brown/beige, leather trim. Usual Rover refinements. Superb condition £875 o.n.o. Tel: Tottington (Lancs.) 6345. (64516

FOR SALE—continued

ASTON MARTIN 1965 DB5 Vantage. Taxed, MoT, Manual, platinum/black. Usual refinements, CWW, Selectaride, etc. Recommended. £1,150. Also 1955 DB2-4 Mk. I, Bolton 35544 evenings. (64484

PORSCHE 356 1965. Sunroof, 55,000m., radio, impeccably restored having been stripped, rust-treated throughout, soundproofed, recellulosed, engine overhauled. Concours entry. Price reflects condition. £1,200. 01-681 1588. (64472

LAGONDA RAPIDE 1963. Absolutely unique special bodied car. Illustrated in com- Complete Catalogue of British Cars, p.194. Superbly attractive, very fast. Recent new engine. Over £700 spent on mechanics in last 3,000 miles. An exciting investment. Offers around £2,000. Phone Silverdale (Lancashire) 344 evenings. Hornby 21888 daytime. (64474

1973 LOTUS EUROPA Special, "L" Reg. Metallic tawny/black, 5-speed, 28,000 mls., alloy wheels, Blaupunkt AM-FM stereo cassette electric aerial, air horns, good condition. £1,775. Might consider an exchange. 01-352 9431/352-0453. (64475

TWO TRIUMPHS TR3As, One superb, almost concours £600. The other with good chassis and mechanics, but scruffy body £150. Both with long MoT. Phone Bramley, Surrey 3727 (64532

FOR SALE—continued

MATCHED PAIR of night HD "Touring" bodied Lancia Flaminia's, plus spare engine/transaxle. £1,250. Phone 01-852 8904. (64442

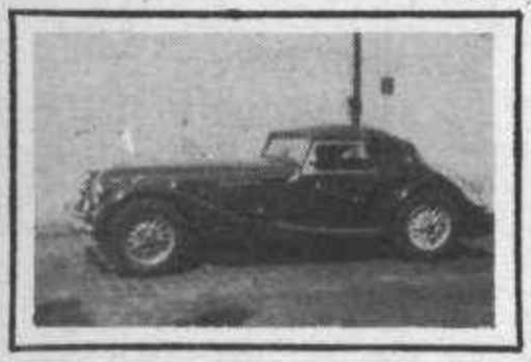
1954 WOLSELEY 6/80. Very sound mechanically (60,000 miles). Body above average. Original metallic green. Full MoT. Offers: Birse, 21 Mill Road, Cambridge. Tel: 0223 67317 or 031 (Edinburgh) 336 8216. (64430

MORGAN 4/4 1600 competition, "H" regd. Willow Green (bright), w/wheels, leather upholstery, new luggage rack, wooden dash, 56,000 miles very regularly serviced. £1,350 o.n.o. or will exchange +cash for '71-'73 +8. Andy Simm, 1 Mill House, Lympsham, Weston-Super-Mare, Avon. (64426

MORRIS MARINA T/C Jubilee, late 1973, 9,000 miles only, with every extra. Reasonable offers please, or exchange good vintage tourer. Gt. Dunmow 3377 (Essex). (64453

1924 BULLNOSE OXFORD. Dismantled, including new 3-seater body. £1,000. 1926 Bullnose Oxford. Dismantled running chassis, plus most fittings. £500. 061-766 4123. (64530

BENTLEY SALOON 1954. Automatic, sliding roof, black over grey. Good condition. Offers over £2,100. Tel: 0533 707 389. (64531



BUY OR RENT A MORGAN IN FRANCE

Once upon a time there was a beautiful French girl called Goldylocks. Now Goldylocks had lots and lots of money and lived in a French seaside town called St. Tropez. Goldylocks loved motor cars and she had three of them – A MORGAN +8, A MORGAN 4/4 two seater and a MORGAN 4/4 four seater. She used to leave the three cars outside her villa in a long line. One day after she had been for her usual morning swim, she went back to her little villa. She was very surprised to see, sitting in her MORGANs, three bares. When they saw her coming they jumped out of the MORGAN's and she saw that they really were bare. "Oh well", she said to herself, "we are in St. Tropez". They rushed up to greet her and pleaded with her to tell them where they could get such a beautiful motor car from. She, looking at the mountains, the sky or anywhere up in the air, told them about Locasport. Then they rushed off to Locasport where the nice man sold each of them a beautiful MORGAN . . . .

LOCASPORT SARL

39, Promenade des Anglais, Nice, France. Tel.: (93) 87/90/65



FOR SALE—continued

MG-A ROADSTERS. Choice of two examples of this Classic Sports Car. 1962 1622 c.c. Mk. 2. Red, resprayed and rebuilt 1974. Many new and chromed parts, £595. 1959 Mk. I fitted 1800 5-brg. engine, blue, w/w, oil cooler; new sills, tyres and carpets. Excellent condition. £495. MG-B GT considered p/ex. For further details ring Richard George, Bovey Tracey 832622 evenings (Devon). (64478

1969 MG-C GT. Tartan red. Wires, overdrive. Radio and other extras. New clutch and other parts just fitted. Beautiful condition. £695. Bolton 53850. (64505

FERRARI DINO 246GT. Bright red, black interior. 26,000 miles. Sundym screen, cloth seat inserts, electric windows, Radiomobile radio/8-track. Thick grip s/wheel. Security system. Replacement gearbox, just fitted and engine rebuild. Registration HEY 5. Superb motor car. £2,750 for quick sale or may part exchange for Corvette Stingray. But must be mint. Phone Chesham 3487. (64500

BMW 2002Tii 1971. Sunroof, BMW alloy wheels, new tyres, cloth trim, fast economical. Beautiful condition. £1,260. Might p/x Welwyn 4113 (Herts). (64501

PORSCHE 911S, 1967 F. Clean and delightful. One year's MoT and tax. £1,100. Brentwood 227149 evenings (64499

FOR SALE—continued

MARCOS "J" REG. Unused since new. Ford Granada engine fitted. Also recently new front shocks/springs and other items. Alloy wheels, radio, tow bar available. £1,325 o.n.o. Tel: York 20104 daytime. (64506

1961 JAGUAR 2.4. Manual plus overdrive. Three owners and 55,000 miles since new. Lovely interior, original Sherwood Green paint. Very little rust, good mechanics, tested £200. Sheffield 665625. (64507

SCOTT FLYING SQUIRREL 1950. Concours. £550. Also 2 Petter stationary engines, £90 the pair. Dickinson Tel: Heckmondwike (Yorkshire) 402224. (64510

BMW 2500 MANUAL 1971 K. Beautiful example of this economical luxury saloon. Fitted alloy wheels, new Michelin XWX tyres. £1,450 p/ex sports car. Welwyn 6746 (Herts.). (64513

ASTON MARTIN DB5 1965. Ex-Works car. Imperial blue, red trim. Extensive overhaul—particulars available. Radio, EWW, Webasto roof, HRW, etc. £1,850 o.n.o. Day 01-734 4479 eves. Westerham 62296. (64514

LOTUS ELAN SPRINT FHC. Reg. 1971 (K). Whole vehicle as new bodily and mechanically. Fitted with every extra. T&T until April 1976. Finest Elan available, £1,495 o.v.n.o. Phone Boston (0205) 63942. (64515

FOR SALE—continued

BRISTOL 405 D/H coupe. Rare car for £1,000. Standen 01-828 9501 evenings only. (64533

ALVIS TE21 DHC ZF, wires, radio, extensive history, excellent coachwork, engine rebuilt 3,000m. ago, £500 spent in last year. £1,700 o.n.o. 01-866 8937. (64534

STORK FORCES SALE of by Frogeye Sprite hardtop, Clints, reconditioned engine, taxed, tested. An investment at £225 o.n.o. Tel: 0308 24333 (Dorset) evenings. (64535

JAGUAR E-TYPE 3.8 Roadster 1963. Red. Taxed, full MoT. Rebuilt over three years to pristine condition. Bills. Offers No dealers. 021-550 2065 day; 5515 evenings. (64537

1973 VOLVO 1800 ES. 30,000 miles. Two owners from new. Automatic. £1,995 o.n.o 051-647 9641. (64338

"L" REG. LOTUS EUROPA JPS. 17,000 miles two owners from new. Five-speed gear box. £1,850 o.n.o. 051-647 6849. (64538

RELIANT SCIMITAR GTE 1971 Automatic. Radio, recent tyres. 35,000 miles. Excellent condition. £1,395. Might part exchange. Welwyn Garden 24668 (Herts). (64539

RILEY ROADSTER 1951. Mechanically good. MoT. Bodywork reasonable. Offers Raynes Park, 01-540 4395 after August 10th. (64541

FOR SALE—continued

ARMSTRONG SIDDELEY. 1 Hearse +1 following car. Would suit enthusiast. Best offer for each car secures—these must go. Tel: Kearsney 2067. (64517

1950 AUSTIN SHEERLINE Vanden Plas Saloon in very good condition. Sunroof, taxed October, tested April 62,000 miles believed genuine. £400. Sheffield 665625. (64507

MG MIDGET 1973. Radio, tonneau, anti-roll bar. Clints. 25,000 miles. Immaculate condition. £895 o.n.o. Tel: Evesham (0386) 2539. (64508

RARE 1966 FORD Mustang 289, 2+2 fastback. 4.7-litre, 271 b.h.p. high performance V8 engine. Maroon with black interior. r.h.d. 4-speed manual gearbox, discs, heavy duty suspension. 53,000 miles. One owner from new, excellent condition, £800 o.n.o. Telephone Markfield (Leics.) 2967. (64509

1951 ALFA 6C 2500 SS alloy Superlegera body, identical '51 Pan American sports racing. Superb. £5,000. 1958 Jaguar XK150, built in US for Class D racing. Over £2,000 spent on parts. Brand new. Never run. £3,000. J. Holbeche, 147 Bath Road, Bradford on Avon, Wilts. (64518

TRIUMPH MAYFLOWER. Good runner, body basically sound. Offers around £125. Harpenden 67755. (64522



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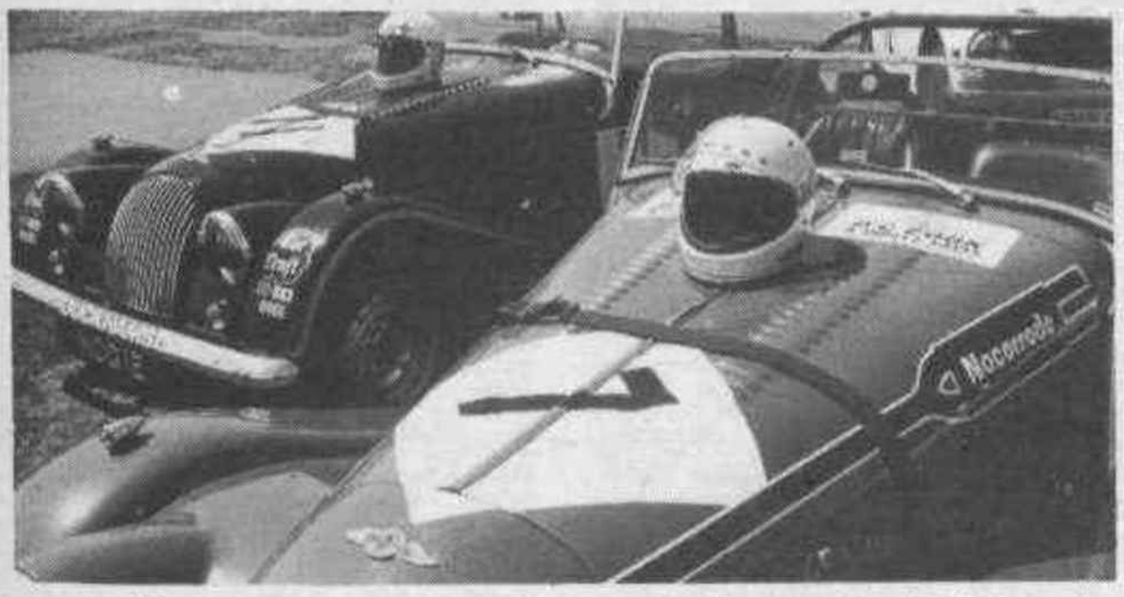
John Britten



TVR



Join our rather sizeable queue; for a bonnet long and a pedigree true. **Morgan 4/4,** 1962, crimson, recently rebuilt, 1600 o.h.v. engine, 2000E gears etc. **Morgan Plus 8,** 1974, 'N' regd., royal ivory, reclining and folding seats, luggage grid etc. etc. **Morgan Three Wheeler,** white with black wings, *I have no further details but absence of* exposed cylinders at front would seem to indicate a 4-cylinder engine somewhere within, probably made in late thirties, goes on the starter button and possesses tax disc, MoT certificate and suchlike useful documents. **Morgan Plus 4 coupe,** mid-sixties, laid up for several years and now in process of being cranked-up, dusted-off and generally gone through; perhaps won't be ready till September. **Morgan 4/4 4-seater,** 1970, crimson, wire wheels, two owners, serviced by elderly Morgan agent, only sold to buy a Morgan 3-wheeler. **Morgan 4/4,** 1969, at this moment it's heading Arkley-wards and on its arrival we will have further details. **Morgan Plus 4,** 1954, BRG, twin spares, curved rad., folding screen, restored to approx. 1974 condition (and not far off 1974 price). **Morgan 4/4,** 1972(L), wire wheels, bucket seats, reversing lights, lady owner, bonnet strap. **Morgan 4/4,** 1968, glacier white, regd. 1970 after being imported from Jersey, have had tabs on it since 1972 (and they look quite nice), Avon radials, recently rehooded. **Morgan 4/4,** 1971, yellow, black interior, louvred bonnet. **Morgan Plus 4 4-seater,** 1968G, yellow, wire wheels, bucket seats, rear bumper, one owner from new. **Morgan 4/4,** a "John Berry Special", in other words a product of a certain secret Morgan factory somewhere in the South Midlands (or was it the Mid *Southlands?), further details in plain enve*lope. Red, wire wheels, etc. **Morgan 4/4,** 1970, yellow, wire wheels, one owner. **Morgan 4/4,** 1969H, crimson, the *non-competition* model so dear to the hearts of the insurance companies. **Morgan Plus 8,** 1973, has been built to an extremely full and unusual specification, suitable for the man who has everything (including an iron nerve). **Morgan 4/4 4-seater,** 1973, wire wheels, greenish-grey with brownish-blue upholstery, lowish mileage, highish price. **Morgan 4/4,** 1969H, Kingfisher blue, wire wheels, bonnet strap, twin Webers (the throaty 40DCOEs), Stage ? head and cam-shaft, grid, rear bumper, aeroscreen, quite tractable, pictured here. **TVR 1600M,** 1973, metallic blue, black trim, sunroof, supplied new by us, alloy wheels. **Marcos 1600,** 1968, yellow, wire wheels, sunroof. **Arkley SS,** built 1974 on 1964 basis, approx. 7" wide wire wheels + suitably fat tyres, 1275 c.c. power unit mated to close ratio gearbox, disc brakes. Brit. Ley. **Mini Clubman,** blaze with navy interior, alloy wheels. **Triumph Spitfire,** red, I noticed it in the yard this morning and presume it's ours, a Mk. IV, about 1 or 2 years old. **Jensen Healey Mk. II,** 1974, royal blue, black interior, clock, stereo. **MG Midget,** 1974, bronze yellow, hardtop and soft-top, has ordinary chrome bumpers as opposed to the new liquorice kind. **Mini-Moke,** 1968, this is not for sale but will exchange it for a Willys Jeep, either military style or late model with 6 cyls., cash, as they say, adjustment — either way but probably yours. **NEW MORGANS** arrive from time to time, unaffected (we hope) by the recent forest fires in the Malvern Hills as the wood they use for the bits that don't show is actually very nice quality stuff of an ash-like nature. There is still a delivery delay of quite a few months so please consult with us in good time. We have brochures, colour cards, lists of extras and answers to all your questions. You may also see our **Racing Team** cars which recuperate in the showroom between-times. The dark blue silver-striped 4/4 is at





present leading the BRSCC Production Sports championship with 27 points, and holds the class lap record at Brands Hatch and elsewhere. The red Plus 8 has had two wins and is now looking for some more. Our cars will be racing at Mallory Park, Silverstone and Cadwell Park in the next few weeks. **NEW TVRs** are now in stock. After a spell when only the 3-litre models were produced, the 1,600 c.c. model is now available with the latest Ford power unit and new-type alloy wheels. We have them with sunroof, coloured interior and other features on top of the standard spec. which is itself very full, and the price at somewhere in the middle £2,000s is not that much more than you would pay for a top-of-the-line Escort with Tinilite wheels and Lurex upholstery. **ARKLEY SS** kits, £160 apiece + 8% VAT, will convert your down-at-heel Spridget to an up-to-scratch sports car. Please send 25p stamps for a copy of our limited-edition 8-page fully illustrated brochure on the Arkley — it contains a stage-by-stage explanation with pictures of how the Arkley may be built without taking your car off the road. I would very much like to have some pictures of people's home-built Arkleys, with any interesting notes, facts or adventures—and will pay £1 or 2 for anything we publish. The Arkley has been given a half-page entry in the lavishly-produced 1975 World Car Catalogue, and is in fact the cheapest car there. Presumably we sent them a 1970 price list by mistake. Morgan T-shirt, suit large gentleman, £2. We service most decent sports cars, labour discount to Morgan owners. Our rural garage lies 1 mile from Barnet on the A411. Just off the A1 — turn off at the roundabout where caravans are parked. Or catch tube to High Barnet, then 107 or 306 bus (ask driver to stop at Arkley Village Stores, which is exactly opposite our garage). Open to 7 pm weekdays, 6 pm Sats., closed Sundays and Bank Holidays. And don't forget, you can pay by Arkley-card.



JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

ASTON MARTIN DB6 Volante. Vantage engine, 5-speed ZF. Power hood, etc. Superb condition in all respects. Maintained by Ian Mason. Genuinely rare and appreciating £2,950 o.n.o. Tel: Littlewick Green 2916 (Berks). (64290

MG F2 MAGNA 1932. Rebuilt 1974/75. New body, etc. with or without registration No. "1930 MG" SAE for photos and full specification. Foster 25 South Street, South Petherton, Somerset. (64274

1934 ROLLS-ROYCE 20/25—Barker body. Coach built conversion to Estate. Grey blue, original black wings, good condition. £1,600. Bristol 627272. (64276

PORSCHE 911T 2.2-litre. Virtually immaculate and exceptionally well maintained. Registered December 1972. £1,995 o.v.n.o. Reason selling: Targa. Nottingham 42641. (64295

TWO MERCEDES 180 (old shape). 1959/'61 for £95 pair. Reground crank in one, ideal for enthusiast. Abbotts Ann 373. (63194

MORGAN PLUS 8, as new. Signal red. Genuine 4,000 miles. Offers. Phone day Coventry 27367; evenings Coventry 466798. (64279

MG-B GT "L" registered. Harvest gold/navy. Superb all-round condition. Comprehensive specification includes sun roof, alloys, radio, cassette, o/drive, Reflex belts, h/rests, Sundym front screen, heated rear. Stage 2 head with 1½ in. SU giving 30 m.pg. 1¾ in. available. Abarth exhaust, electronic ignition, Kenlowe, Konis, Q1 lights, fog, hazard and spots. Wax rust-proofing. Full interior Silent Travel. Door mirrors. L/rim wheel. Would cost today £3,250. Sacrifice at £1,450 o.n.o. Telephone evenings Wroxton St. Mary (0295 73) 628. (64277

MG-A 1960 ROADSTER. Body excellent with no rust on fibreglass. Mechanically extensively overhauled. Near new Cinturatos, good hood and tonneau. See it to appreciate it, £575. North Shields 79108. (64278

MORRIS COMMERCIAL four wheel one ton lorry circa 1928. Good running order when chassis and engine overhauled in 1968. Stored since. Body needs completion. Good tyres, towable. View Dundee area. Offers. Box No. 4816. (64271

LOTUS 7 SHI built 1972. 3,500 miles. Cosworth 1600, Bullit box. v.g.c. £900 o.n.o. Upwey 2076. (64297

MASERATI GHIBLI. LHD. 38,000 kilometres, refrigeration, automatic. Red/black interior. Beautiful example of this rare and appreciating exotic. £3,400 o.n.o. Part exchange considered. Formby 72483 (Lancs.) (64298

TRIUMPH TR6 1972, "L" Regd. Pimento overdrive, radio, good condition. £1,025 o.n.o. Phone Leamington 23012. (64273

BENTLEY 1936



4¼-Litre open tourer, 4 seater, fully restored to a very high standard. Offers around **£5,500.**

MERCEDES 1951



170S Cabriolet. L.H.D. Excellent body and interior. Drives well but needs detail finishing. **£1,100.**

AUSTIN HEALEY 1954

100/4. Concours condition. **£1,100.**

Please contact:
Andy Walker
St. Albans
(0727) 61000

FOR SALE—continued

CAMARGUE STYLE FIAT 130 Coupe—beautiful car 1973, 20,000 miles. New tyres, stereo, Silver/blue velvet upholstery. Today's new price £7,500. Tremendous value at £2,900. Tel: 0745 582431 (office), 07456 2954 (home) (25002

MG J2 1933. Partially restored, but less axles and some engine parts, otherwise complete and quite original. Offers Wokingham 784684. (64558

DAIMLER SP250 Series C late 1963. Metallic grey, red leather. Genuine mileage 32,500. Hard/soft tops. Tonneau. Superb condition coachwork and mechanics. 12 months MoT. Offers on £1,500. Billingham, Warwick (0926) 43595. (64553

ROLLS-ROYCE 20/25 Park Ward Sports Saloon. Twin sidemounts, sunroof. Excellent original order. Sound body. Superb mechanics. View Warwick (0926) 43595. (64553

MG-A 1500 ROADSTER. Full year's MoT. Excellent tyres, excellent chassis. Excellent Mk. 2 grille. Interior and some parts of body tatty, hence £225 o.n.o. Please write or call. M. S McDougall, 90, Whitworth Crescent, Bitterne Park, Southampton. (64554

BMW 2800 (latest shape). White, blue velour trim, p/b radio, HRW, etc. Impressive car. £1,100. Finance arranged. Tel: Stamford 4312. (64467

ALFA ROMEO 1300GT 2+2. Red, black interior. 'H' Reg. A handsome car in beautiful condition throughout. £575. Finance arranged. Tel: Stamford 4312. (64467

£495 YELLOW MINI-JEM. 2-seat coupe. Very good condition. Hingston, Bicester 2491 Ext. 100 (evening). (64504

A "BLIGHT" TALBOT—DXW 3, Vanden Plas Tourer, the last Roesch "110" specially built for Geoffrey Wooding, Brooklands lap speed 105.97 m.p.h. This original, unrestored, properly used and beautifully maintained classic has been owned and cherished by Richard Fuggle and Anthony Blight since 1939 and can be seen at R. F. Fuggle Ltd., Bushey Heath, Herts. Please discuss price and/or part exchange with Richard Fuggle at 01-950 1685. (64502

BENTLEY MK. VI. December 1951. 4½-litre. Original radio, jack and some tools. Brakes and steering overhauled, engine rebored, crankshaft reground last year. Body not immaculate but above average. 11 months MoT. Taxed. Special reason for sale, £595. 021-354 5645. (64503

MINI-JEM 2-seat coupe. Yellow 1098 c.c. (untuned). Factory trimmed, 1970. Very good condition. £495 Hingston, Bicester 2491 Ext 100 (evening) (64504

SUNBEAM TIGER 1965 4.2. Hard/soft top. Midnight blue. Rostyles. Low mileage. V.g.c. £750 o.n.o. due to financial problems Telephone Southend 73534. (64523

TALBOT 105 Vanden Plas Tourer professionally restored to original condition in every detail, with mechanical rebuild by John Bland. It's not cheap but it's probably the best. A large quantity of important spare parts go with it. Telephone any time 048 85 564. (64524

AUSTIN HEALEY SPRITE Mk. I (Frog-eye) collector's item, little used. Mint original condition throughout, full history. Would like to exchange for good original Austin Nippy, cash adjustment as necessary. Good home guaranteed by enthusiast. Will travel anywhere to view. Write with full details and recent photograph if possible to N. Abbott 12 Lindale Ave., Flixton, Manchester (64526

JULY '67 TR4A Drophead in excellent condition. Valencia blue. Wires. O/drive, racing stering, competition clutch and many other extras. Long MoT. £595. Full details: Blakesley (Northants) 369 anytime. (64527

ASTON MARTIN DB6. Unmarked Silver Fox bodywork, blue leather. Excellent mechanically. Four new tyres. £1,550 o.v.n.o. Watson: Telephone 021-445 2778. (64529

TVR 4.7 V8 long wheelbases, 300 b.b.h. engine, Minilites, sunroof, metallic blue. Particularly nice car. £1,750. Kettering (Northants) 710083 (64577

LANCIA: Sell or exchange Flavia 1500. Spare engine, gearbox final drive unit, C/W, carb, dynamo, workshop manual, drive shafts, broken, rusty sills and arches. Swop for anything Velocette or offers. John Wheeler, 031-333 3504 (Edinburgh) (64572

SUNBEAM TALBOT Mk. II 1952. Sound body and mechanics. Workshop manual, spares. Offers. 01-390 2196. (64570

LAGONDA 1928 2-litre Speed Model. Complete rolling chassis. Best offer over £1,000. R/holding, 2 Badgers Close, Christleton, Chester. Tel: home 36773; office 315400. (64593

MARCOS 3-LITRE 1973. "L" registration. Granada engine. Virtually indistinguishable from new. 5 new tyres recently fitted. Radio, and stereo cartridge player. Electric aerial. Sunshine roof. RAC-AA inspection welcome on this rare specimen. £2,095. Tel: Westbury (Wilts.) 3359 or Combe Down 83 2637. (64594

JAGUAR XK150 FHC 1958. Extremely original example. Original carpets, boot floor battery boxes, all in good order. Very genuine car on view in London. £1,350 Stourbridge 73174 (64596

AMPHICAR 1964. Rare dual-purpose road/water-going vehicle. New MoT. £595. Clive Smith, 236 Eastern Rd., Brighton. Tel: 64320 (64567

AUSTIN HEALEY 100/4, 1956. Overdrive, wire wheels. Complete car but very rough condition, no MoT. £150. Clive Smith, 236 Eastern Rd., Brighton. Tel: 64320 (64567

FOR SALE—continued

LOTUS PLUS 2, 1969. Engine decoke, refit by Lotus. Taxed, MoT February. £725. Reigate 45756 (64555

CITROEN BIG 15 (11 Normale), parts built 1954. Black, grey cloth interior. Unimpeachable condition and appearance. 45,000 miles, new battery, exhaust, driveshaft, MoT, etc. Space forces sale. Offers over £775 or exchange quality 750 c.c. motorbike. No clowns please. Rotherham 552324. (64557

JAGUAR XJ6 4.2 Automatic, 1971. Regency Red. Two-speaker radio. Well maintained Director's car. New XJ reason for sale. Reasonable offer accepted for quick sale. Phone Stafford 3131 Ext. 217 business hours. (64600

RILEY 1.5 1963. One owner from new. 27,000 miles. Gleaming unblemished BMC Damask Red cellulose. Unmarked grey leather interior with all carpets and fittings in as new condition. All excellent exterior chroma fittings and trim. Original handbook, unused tools. Recent new battery, new clutch, new MoT certificate. Crypton tuned for economy with performance. Road taxed. Offers about £750, or consider exchange immaculate 1968/later MG-B GT. Lewis, 6 Coverdale, Sutton Park Hull, 561473 (64602

MASERATI AND FERRARI: Important historic racing cars for sale. For details contact Paul Kunkel, 89 Pavilion Road, London SW1. Tel: (01) 235 6945. (25061

BENTLEY VINTAGE 3/4½-litre, short chassis. Blue Label Tourer. Nominal mileage since complete rebuild. Also R-type Continental. Telephone Cambridge 45428, 39 Sedley Taylor Road. (64563

'75 MG-B GT Anniversary Special, very low mileage. Registered June '75. Only 750 made. £2,850 o.n.o. Tel: 0248 712417 or 0248 83 556. (64581

BENTLEY R-TYPE Continental Mulliner Fastback, 1954, new automatic gearbox. Immaculate. See also Bentley, Vintage. Cambridge 45428. (64563

MINI COOPER "S" August 1971. White no extras or modifications. £800. 38 Wrekin Avenue, Newport, Salop. (64562

MK. III COOPER "S" 1971. Rebuilt and maintained by owner-mechanic regardless of cost. Extras, spares, manual, 35 m.p.g. around town. £895 Worthing 60202. (64564

DAIMLER CENTURY Mk. 2 1957. Beautiful condition bodily and mechanically. £400. Tel: Stonehouse, Glos. 2750. (64582

STUDEBAKER CHAMPION Starlight coupe 1949. Not the Beaulieu auction car but recent import in v.g.c. Believed one of about three in Britain. Around £600 or exchange contemporary open British car. Phone: 01-274 8965 evenings. (64552

LOTUS ELITE 1961 Series II (Special Equipment). Reluctantly offered for sale due to moving house subject of renovation over last 6 months and still requiring work. Complete with manual, spares etc. etc., at £700. Telephone Keadby (0724-74) 629 evenings for fuller details. (64598

JAGUAR 2.4 Mk. II 1965. Concours winner. Genuine 67,000 miles. Maintained regardless of cost. Documented history from new. Rust proofed. Original tools, recellulosed, woodwork re-veneered. An appreciating asset. Serious enquiries to Newcastle, Staffs (0782) 563268 (64597

ROLLS-ROYCE SCI 1957, high compression engine, electric windows, low mileage, full history, exceptional condition. £2,850. Also Rolls-Royce 20/25 shooting brake by Barker. Excellent mechanics and bodywork. 01-937 8724 after 4 p.m. (64599

FORD 8 1937. Rare 4-door. Good runner. Good tyres, needs retrim. Running boards. Attention to mudguards. £150. 46 Down Rd., Enfield, Middx. 01-363 1866 after 7. (64584

1955 SWALLOW DORETTI. Red aluminium body. TR3 mechanics in original and reliable condition. £445. Phone Worthing 37125. (64586

BENTLEY 1937 4¼ Sports Saloon with attractive projecting boot and side mount body by Thrupp & Maberley. Except for new head cloth and engine rebuild (all bills), it is entirely original, genuine and very sound. £2,950. Also must sell my World War II Dodge Command car with winch. Definitely fixe-star general class, very rare. Combat trim. All original goodies as full weather equipment, axe, shoval, pick etc. £950. Ffetcher, Tudor Cottage, The Leigh, Gloucester. Tel: Coombe Hill 265. (64585

1933 AUSTIN SEVEN Standard Saloon. Original, taxed, MoTd. Best offer over £500. Tel: Lincoln 30754 (64587

FIAT 2300 DE-LUXE Estate. 1966. Fast, quiet, roomy. Radio, power-steering, towing bracket. 12 months MoT. Nearly two complete cars for spares. £190 or would separate. O'Meara, Trenowth, Grampound Road, Near Truro, Cornwall. 0726 882480. (64590

BMW 2002Tii 1972. Verona/greycloth, HRW, headrests, radio superb condition. £1,325. May p/ex or swop for MG-B or p.v.t. Great Chesterford 564 (Essex). (64588

BARGAIN ALFA ROMEO 1600 Sprint GT Reg. 1967, 1966 model, taxed, tested. Extras, first to see will buy. £295. Possible p/ex. Sedlescombe 247 (Sussex) (64592

MG ZB 1958 LHD suitable restoration, mechanically sound engine, gearbox, 5 excellent tyres with workshop manual. £45 to MG enthusiast. Tel: Badgers Mount 381. (64591

FROGEYE SPRITE 1959. White original bodywork exceptional example, hard and soft tops, must be seen. £525 o.n.o. Rugby 2254. (64575

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Have you ever contemplated converting your Bentley into its equivalent Rolls; enhance the value of your motor car and heighten the pleasure of your motoring experience! There are 3 types of Conversions available, all are made of fine quality Stainless Steel with superb finish and detail. Mk. VI & 'R' Type; SI and SII; SIII. Please ring for further information and brochure.

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FOR SALE—continued

MORGAN 4/4, 2-seater, December 1973. Signal red, black interior, bucket seats, wire wheels, luggage rack, undersealed, spotlights, rear bumper, tonneau, fully louvred, extras, all service records/receipts. Just run in, 15,000 miles, superb condition. Original owner reluctantly forced to buy larger car. £2,500. Phone office (0272) 293011. (64568

V12 E-TYPE 2+2 Nov. 71. Signal red. 37,000 miles. Faultless condition. £1,550. Might exchange 3.8 E-type plus cash. Cheltenham 7671. (64569

E-TYPE JAGUAR V12 Roadster, soft top and hard top, radio, power-steering, etc. Very good condition. £1,525 o.n.o. Tel: Whalley (Lancs.) 2253 (64573

ALFA ROMEO 2000 Spyder. August 1972. White with black trim. £1,600. Telephone Appley Bridge 2312. (64574

1957 MORRIS OXFORD. Real showpiece. 54,826 miles. Full service history. One previous lady owner. New MoT. Undersealed. Light grey with red leather upholstery. £250 o.n.o. Phone: Hurstpierpoint 834033 (64603

1936 RILEY 12/4 Racing Sprite Replica. Supercharger installation, new body. £800 o.n.o. Box No. 4829. (64589

DAIMLER SP250. Either my 1960 or 1964 car must go. Both v.g.c. Offers: 48, Warwick Road, Rayleigh 73430 (64605

TR6 SOFT-TOP. White, overdrive, oil-cooler. March 1973. 14,500 miles. £1,250. Troon, Ayrshire 311273 evenings. (64620

LOTUS ELAN SE4. Yellow Convertible. 1968. New clutch, hood. 35 m.p.g. 120 m.p.h. £750. Nichols, Coxtie Green (0277) 73727 (Essex) (64606

1923 MILLER Straight 8, DOHC, 2-litre. This car raced at Indianapolis 1923. Raced in Europe by Count Louis Zborowski in the Spanish Grand Prix and Lyons Grand Prix. In need of restoration but car complete. Serious inquiries to: Paul Haverland, 9 Pinn St., Saint Marys, South Australia, Australia 5042. (64607

LANCIA FULVIA Coupe 1.2, LHD, breaking for spares. A sad end for an old friend. Not crashed, just tired. Phone Patrick, 01-373 8752. (64608

MG TF 12.50 Red. Immaculate. Must be seen. Completely original. House forces sale. £2,500. Tel: Sidlesham 366 (64611

TVR 3000M 1974. Carnival red. Alloy wheels, sunroof, HRW. £350 spent on extras, including Tricentrol tuned engine, transistorised ignition. £1,900 o.n.o. 01-499 1466. (64612

E-TYPE 1967F. Convertible. Two owners. Maintained regardless of cost. £850 o.n.o. Frome 3028. (64614

1974 MORRIS 10/4, restoration to be completed, engine professionally rebuilt, fitted on running chassis body in need of much further work, mostly complete. £275. Mr. Ladbury Tel: Stapleford (Wilts.) 329. (59501

ROLLS 20 CHASSIS 1928. Also 1955 XK140 FHC, requiring restoration. Tel: Oxford 61432 (evenings/weekends). (64615

GINETTA G21 (M Reg.). White, low mileage. Extras include o/drive and sunroof. £1,730 o.n.o. Phone Gnindleford 30114 (Derbyshire) (64616

1960 DAIMLER SP250. 6,000 miles since engine rebuild recently tested, re-trimmed, new hood, chrome. Resplendant in R/R Regal Red. Fine original Dart for £800. Worksop 85119 (64617

PETER GAMMONS MG-TC 1951. Famous special bodied racing MG. HSCC accepted full history original condition. £875. 01-398 3631 (64619

1937 MORRIS 8 Series 2 two-door saloon with sliding sun roof. Fantastically preserved in original marker's green bodywork. Black wings and green interior. Genuine 62,984 miles by one owner from new. Original handbook. No rust. Nine months MoT test certificate. Excellent investment. Offers Harwick 3124 evenings (64571

MIDGET ONLY 7,000 MILES. One of the quickest and prettiest available. Considerable money has been sensibly spent giving an exciting specification. Wife and hound want an estate. £975 o.n.o. Gerrards Cross 886571. (64618

FOR SALE—continued

TR6 1972 L. Hard/soft tops, overdrive, rust-proofed, taxed December. One owner, immaculate. £925. 01-653 5104. (645797

LAND ROVER 80 1950. Station Wagon. MoT April '76. Refer to June edition page 642 for description. £295. Enquiries after Aug. 10th. Phone Bradford, Yorkshire 493036. (64560

LANCHESTER 14, 1953. Only 45,000 miles and in excellent mechanical order; comfortable if pedestrian. £295 o.n.o. Would consider Silver Ghost in part exchange. Pound, 26 Cheviot Close, Tonbridge, Kent. Tel: 5024 or (office) 01-212 6540. (64561

ALFA ROMEO 2000 GTV, K Reg. One owner. Well maintained, new tyres, stereo radio/cassette, MoT till April '76. £1,295. Tel: 0745 582431 (office hours), 07456 2954 (home) (25002

1937 STANDARD Flying 12. Beautifully restored. For collection or everyday use. £850. Consider part exchange large motorcycle or anything useful. WHY. Cash either way. Abingdon 5867 early evenings. (64601

C1931/2 ALFA ROMEO supercharged. 2.3/6L. Sportsracing open two seater 8 cyl. Delightful Monza type fronted high-geared example fitted racing tyres. Possibly sell/exchange original T51 Bugatti. Alternatively purchase Grand Prix/road racing—similar vehicle. Preferably complete C1924/60. Pinfield Lodge, Barnt Green, Birmingham. 445/2551. (25010

1949 JAGUAR XK120 alloy lightweight. £6,000. 1054 Jaguar XK120 MC special equipment. 2 owners. Excellent. £4,500. Box No. 4832. (64521

MG L2 MAGNA. One of the last of the 90 made. Dismantled but complete and in excellent condition. Offers about £1,400, cash only. Box 4831. (25034

SSI 1932 CHASSIS fully restored. Offers above £1,250 cash only. Also "N" Type Magnette. David Garber, 61 Southway, London N20. 01-446 3643 (25034

MG-C GT 1969. Primrose, wire wheels, sunroof, radio. Excellent order. Sensible offers. Fisher, 5, Melrose Avenue, Stourbridge. Telephone 71261. (25008

ALVIS SILVER EAGLE, 1934. 4-seat open tourer. Completely restored chassis. Immaculate chrome and cellulose. Must be seen. £1,800 o.n.o. Denham (Bucks.) 3885 or 01-674 4156. (25012

ASTIN MARTIN Mk. III 1958. Blue, excellent. £750. 01-794 5962 weekends or Bury St, Edmunds 810502 weekends. (25009

MG MAGNETTE ZB varitone S £50. Good rebuildable. £25 spares. 50 Braemar Rd., Worcester Pk., Surrey (64694

1957 S1 BENTLEY. Shell—grey, new gearbox, engine radiator, etc. Engine guaranteed one year. Excellent condition for year. Chauffeur maintained. Phone 01-629 6152 office hours. (64696

DINO FERRARI 1971. Yellow, black interior. Completely restored to near concours condition by Ferrari distributor for Scotland. Almost everything renewed. Spare engine. £4,500. Immaculate part exchange will be considered. Godfrey Binks, Peterhead 4693 days; Cruden Bay 668 night. (64638

1935 BENTLEY DROPHEAD coupe. Original but body dismantled. £1,500. Halifax 31475. (64647

ROLLS-ROYCE 20 h.p. body frame. Open 4-seater tourer Barker replica. £500. Halifax 31475 (64647

1973 FHC ELAN SPRINT: Gold bronze on white. Unmarked, 16,000 miles only. Extras include £100 worth stereo radio/cassette equipment and electric aerial. £1,600 secures. Apply: P. A. Lewis, Flat 7., 118 Talbot Road, W2. Tel: 727 9414 (64648

LANCIA AURELIA B20 Series V. 1957. Excellent condition, well maintained. Loads of spares. £795, but every offer welcome. For full specification ring Newbury 42758 or write 1 Chesnut Crescent, Newbury, Berks (64649

1928 AUSTIN SEVEN fabric saloon. Superb condition throughout having been completely renovated. Exterior in dark green fabric with black wings, interior black with silver grey carpets. Cup winning car at Longleat. Realistic Offers. Tel: Bristol 47680 (64650

MORGAN +4 1963. Two-seater, wire wheels, rear bumper. Excellent condition throughout. £1,700. Stafford 54597. (64642

SUNBEAM 1929 20.9 h.p. Tourer. In good condition ready to drive away. Offers around £1,950. 17 Bracebridge Road, Sutton Coldfield, West Midlands 14. Phone 021-308 1078 (64643

WOLSELEY 1500, 1957. 33,000 miles from new. Second car. New tyres. Appropriate condition inside and out. Offers please to Uxbridge 39659 after 6 p.m. (64644

JENSEN INTERCEPTOR October 1972. Orange/black vinyl top, air conditioning. Sundym electric windows, radio stereo, unmarked, taxed. £3,450. 01-693 7379. (64645

FOR SALE—continued

TIGER ENTHUSIASTS! An opportunity to acquire one of the rare 4.7-litre models, originally made for export. Under 53,000 miles from new. Hard/soft tops, tonneau, fog, spot and reversing lights, radio, boot, rack. All original handbooks plus workshop manual. All this and I'm still getting 24 m.p.g. with limited displays of "loomph". £975. Biggin Hill 72318 weekends. (64674

TR6 AUGUST 1970. Damson, 36,000 miles genuine, no overdrive, no extras, £775. Gloucester 26128. (64676

1958 LISTER JAGUAR D-Type 3.8 dry sump full race engine. BRG. Very original spec, complies to latest HSCC and Continental rules. Ready to race. Appreciating asset £8,500. No time wasters. 01-629 2080. (64677

MG TD 1952. Excellent condition. Fitted supercharger. UMG registration. £1,700. Tel: 021-476 0457 (Birmingham). (64679

LADY COLLECTOR has to sell two Sunbeam Alpines, 1966 and 1968. Both absolutely immaculate. 29,000 and 47,000 miles. £400 and £700. Full details after August 15th. Princes Risborough 4994. (64689

MORGAN 4/4 four-seater "H" registration. New main and big end bearings, tonneau covers, luggage rack. £1,200 o.n.o. Tel: Sway, Hampshire 2666. (64690

1963 PORSCHE 356B Cabriolet. 575 Sapphire blue "A" registration. New shock absorbers, clutch, brakes, re-lined. Body very good. Rare car, needs a good home. £650. Tel: 01-584 3944. (64691

ALFA ROMEO 2000 Spyder 1972. Genuine 21,000 miles. Beautiful car, very quick. Why buy a lesser car when this can be yours. Must be sold this month. No reasonable offer in four figures refused. 01-856 7406. (64692

TR5 1968, GENUINE 35,000 mls. complete history. Serviced every 3,000 mls. Surrey back, H/S top, Royal blue. Radiomobile. Taxed, new MoT. Garaged. Absolutely immaculate. One of the best in the country. Offers 01-948 4281 Ext. 47. (64640

DAIMLER CONQUEST saloon. Running order. Excellent engine, gearbox. Best offer over £20. Normandy (Surrey) 3153 evenings. (64657

1956 AUSTIN HEALEY 100M. BRG/white louvre bonnet. Full engine overhaul just completed. Must be seen, £850 o.n.o. Phone 01-638 9988 daytime. (64631

1951 MG TD. Olive green. Perfect original condition. 2 owners only since new. Genuine mileage 40,931. Complete history. £2,000 to purchaser who will appreciate investment potential. Phone 284 (Cufffey) 2005. (64651

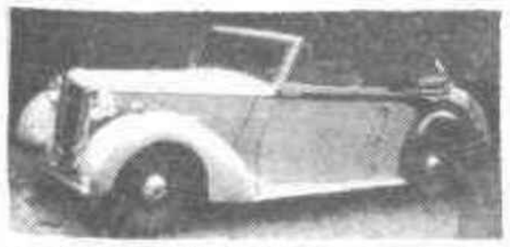
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Shown below: 1949 4-seat Drophead on the 2½-litre chassis. Aluminium coachwork by Barker, 3-position hood. Rechromed, recellulosed, new hood. Original and well-kept green hide interior. **£1,595**



OTHER Daimlers in preparation include a very rare (50-odd built) aluminium-bodied **2-seat Roadster,** a **4-seat power-hood Convertible** (both on the 2½-litre chassis), a **Barker Special Sports** 3-seater with bills approx. £600 on mechanics alone, and an Empress all-aluminium **Razor-edge** on the 3-litre Regency chassis.

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Ex Donald Campbell and is in Bluebird Blue with cream leather interior. It is in splendid original condition, having done only 54,000 miles with documented Maranello history from new. New tyres and exhaust in last year.

This car is a classic in every respect and is a sound investment.

Offers: 01-579 5166/0464

FOR SALE—continued

PORSCHE 911T 1971 "K" Reg. 2.4 model. Finished in bitter chocolate with black interior. Fitted with Carrera spoilers. Tinted windows, rear wiper, "S" wheels, etc. This director-owned car is in immaculate condition throughout having been regularly maintained since new, £2,500. Phone 437 3758 day; 777 2817 evenings. (64655

GINETTA G15 1972, 998 c.c. Sunroof, Cosmics, radio, H.R.W., tangerine. One owner from new, £1,125. Telephone Curdworth 70382 (business) or Tamworth 53952. Cummings, 8 Park Road, Dosthill, Tamworth, Staffs. (64632

JENSEN 541R. JEA 541. 1959. Three owners only. New Konis, servo, brake pistons, 5½ W/W and Dunlop sport tyres, exhausts etc. Dark blue, 12 months MoT. Very nice, very rare. First offer over £900. Telephone Marlow (Bucks) 72477 evenings. (64635

ALFA ROMEO 2000 GTV 1973. Sunroof, radio, only 26,000 miles. Beautiful throughout. £1,695. Might p/ex. Welwyn 4113 (Herts). (64633

ASTON MARTIN DB5 69. Vantage white with black leather trim, 5-speed, air conditioning, radio 8-track, 4 speakers, electric windows, etc. £1,995. 01-567 4010. (64652

LANCIA 1.6 HF LUSSO. "L" registered. Red/black interior, low mileage. Pristine condition, radio, tape player, sun roof. £1,200 o.v.n.o. Phone Burnley 33726 evenings. (64668

SPRITE MK. I. 1959. Lovely car. Original steel Frogeye bonnet. Recent extensive overhaul, respray. Shod, low mileage, G800s. £450 o.n.o. Llantrisant 224437, or 223166. (64667

LOTUS ELAN S4/SE 1968. Adria blue, hardtop, flared arches, special tyres, long-range tank, radio, etc. One owner diligently maintained. Reasonable offers. Golding, Epsom 20556. (64637

GILBERN GENIE. December 1967. MoT February 1976. 58,000 miles. Very nice at around £550. Ring Potters Bar 51874. (64654

AUSTIN HEALEY 3000 Mk. III. 1964. Blue/white. Good condition. O/drive. Works h/top, new hood, 3 new steel wings. £700. Phone Wiltcombe 2546 (Glos.) 64665.

1930 ROVER 9.8 h.p., 4-door Weymann saloon, good condition, complete. Easy restoration. Offers over £300. 01-654 4407. (64669

BRISTOL 406. Finished in champagne, matching upholstery, excellent in every respect providing distinguished, exclusive, express travel. £1,000. Martin, Bracton 262. (64664

ROLLS-ROYCE Phantom II 1934 chassis, front wings, bonnet, radiator, P100s. £550. Martin, Bratton 262. (64664

PRE-WAR RILEY 9 Monaco, very good mechanical condition, taxed, MoT, etc. £595. Ring 0584 3568. (64660

RELIANT SABRE SIX 1963. Offers over £250. 9 Sydney Road, Chester. Phone: Chester 36773. (64658

ALVIS 1965 TE 21 Drophead Coupe. Full history first owner to Alvis second owner. Since meticulously maintained inside and out, five-speed gearbox, power steering, full tonneau cover, Kenlow fan. A very beautiful car. £1,400. Palmer, Henstleigh Tiverton, Devon. (64685

ASTON MARTIN DB4 1962. £650. Phone: Houghton 2127. (64681

DBS-V8 (YUM1 11J). Body damage at rear, running gear perfect, immaculate trim + 8 new Pirellis + new Coolaire A/C. Rebuild cancelled due lack of funds. Seen running. £1,600 o.n.o. Tel: 05827 4667. (64671

HEALEY DROPHEAD Coupe with aluminium bodywork by Abbott's of Farnham. Bodywork and mechanics in excellent condition, with new mohair hood and wool headlining. Very good interior including valve radio. A practical investment being 1 of 36 built. £1,250 o.n.o. Also TR3A in good condition, wire wheels, works hardtop, overdrive, etc. £495 o.n.o. Please ring Gerrards Cross 85910 between 6 & 8 p.m. (64673

TRIUMPH TR2 1955. Sound condition. £200 recently spent. Economical. £290—will haggle. Dr. Hyde, Northampton 34700. (64650

FOR SALE—continued

LANCIA RALLYE 1.3 Coupe 1972. Director's car. V.g.c. Regularly serviced low-mileage 28 m.p.g. Tax, MoT, Webasto roof, 5-speeds, 6 in. Revolution alloy wheels, 8-track stereo radio, electric aerial. Bronze metallic, beige trim. Eye-catching car. £1,250. Day only 01-437 3758. (64655

LAGONDA 2-LTR. BLOWER: 1931, as new. Immaculate 4-seater open fabric tourer. Original body—offers please. Also Talbot 105 open fabric tourer with recent VSCC racing history NGAD. Some engine bits. Otherwise complete and in good condition. Some spares. £650 o.n.o. Phone day 958 5945 or evening 794 7267 after 11th August—sorry, on holiday before; or write: Advertiser 6, Rosslyn Park Mews, NW3 London. (64656

BENTLEY S1 1956. Year MoT. Taxed. Body needs attention, but well shod. Good runner, daily use. £700 o.n.o. Telephone Newcastle (0632) 812533. (64646

1946 RILEY RMA 1½. Good condition generally. Taxed end January 1976. MoT May 1976. Price £500. Phone 0952 811008. (25036

ALFA ROMEO 1600 Sprint GT, 4-seat convertible (GT-C) 1966. In very sound order. 58,000 miles, tonneau, Motorola, tax, MoT. £450. Beecroft 01-789 8614. (64639

WANTED

PORSCHE 911T/E 2.2L any type or 914/6. Contact: Golding, Epsom 20556. (64637

EUROPA SPECIAL, 1973 or 1974, 5-speed, must be excellent condition. Mr. Craven, Freckleton 632034 (Lancashire). (64536

MG-B GT. Under 20,000 miles. Jude, 99 Baloomba Road, Rugby. Tel. 74755. (64512

WANTED: Four wide rims wheels, 15 in. diameter, to fit a 1968 Renault R10 with standard wings. Phone Bradford-on-Tone 426 (Somerset). (64525

ASTON MARTIN Volante DB4 GT, or DBS6, wanted. Prefer one owner, up to £2,250. Box No. 4824. (64559

MASERATI FERRARI, or Aston Convertible, by enthusiast. Please Tel. Littlewick Green 2916 (Berks.). (64511

FOUR HEADLAMP Quartz Halogen conversion for 1972 BMW 2002. Wilson 082-575 335 (Nr. Uckfield). (64566

JAGUAR E-TYPE. Pre 1967 Roadster preferred. Must be very good. No rubbish. Tel: Sunderland 280181. (64604

ALVIS LAGONDA or Bentley 1925-35 Tourer or Drophead. Not concours, but sound roadworthy condition. Appropriate price paid. Walpole, St. Margarets, Harleston, Norfolk, IP20 0PN. (64450

SS100 AND XK120 Roadster in concours condition. A. Dobson, Gilthrigg, Levens, Kendal. Tel: night Sedgwick 437. (64440

PR 6.00L x 15 DUNLOP CR48 (or CR65) racing tyres with tubes. Also pair 5.50L x 15 with tubes. New or part worn. Hythe (Hants) 848063. (64431

ROLLS-ROYCE Silver Cloud III or similar or Bentley Convertible required. Must be immaculate. Cash available. Telephone (0203) 69690. (64454

WANTED 1939 SINGER Super 12 engine block, preferably no. cracked, although repairable blocks considered. Botherfield Greys 471. (64452

MG-A TWIN-CAM Roadster in reasonable to good condition and all steel wanted. Tel: Ashford 20270 (Kent). STD 0233-20270. (64473

TR2, TR3, TR3A wanted, preferably original or rebuilt to high standard. Could also be interested in Triumph 1800 or 2000 Roadster. Please phone Cullingworth 3114 (Yorkshire) evenings. (64386

PRE-WAR RILEY wanted. Any condition. Lagonda, Alvis, Roesch-Talbot, Sunbeam acceptable. Box No. 4821. 64392

MG 'C", "J3", "J4" in any condition sought by MG MMM enthusiast for competition use in UK. Any information from previous owners as to likely where abouts of these cars appreciated even if known to be scrapped. Loughborough 880848 reverse charge. (64394

AUSTIN 7 WANTED prefer vintage or sports, bodywork condition immaterial. Also any spares. Stourbridge (03843) 73174. (64415

WANTED—continued

WILL PAY GOOD PRICE for Jensen CV8 Mark II & Mark III. Northampton 843120. Box No. 4819. (64408

MORGANS: ALL TYPES wanted. Pay cash. Distance no object. Write PO Box 198 Eindhoven 4500 Netherlands. (64139

WANTED SPORTS CARS. All types bought for cash. Telephone Giles Cooper at Welwyn (Herts.) 4895. (64056

E-TYPE ROADSTER wanted by German to take home when leaving England. Only exceptional specimen will be considered. Must have very low mileage. One owner, manual transmission. Must not have hard top or American specifications. Primarily I'm interested in a 4.2 E-Type, but will also consider a V12 alternatively. I'm prepared to pay up to £2,500 cash for a matchless 4.2 specimen resp. £3,000 for a V12. Write (no visits please): H. Bergmann, 56 Charleville Road, London W14. (64073

WANTED: LOTUS ELAN, Europa or +2. Immediate cash available for suitable example. Telephone Welwyn (Herts.) 4895. (64056

MG-A 1600 FHC bodyshell. Must be good. No time-wasting rubbish. Tel: Kirkwhelpington 237 after 9 p.m. (Northumberland). (64057

ROLLS-ROYCE Silver Ghost and P1 instruments. Also suitable head and side lamps. Other parts certainly considered. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. 028-581 453. (64072

WANTED: TR2, 3, 3A. Must be original. Telephone Eastbourne 28958 evenings. (63645

WANTED! 1959-60 Cooper F1 in any condition or degree of completeness. Also need 2.5-litre Coventry Climax FPF engine and 5-speed transaxle for same. J. E. Finn, 14 Nutmeg Ridge, Ridgefield, Conn. 06877, USA. (69051

ALFAS / SPRIDGETS / Spitfires. Urgently wanted. Cash or part exchange. Boughton (022-775) 223/475. (24804

JAGUAR WANTED: LHD E-Type or XJ6. Have RHD Jensen Cub to trade. Immaculate, low mileage, only two owners. Dealers welcome view in August. Tel: 01-870 1050. (63871

DEAD OR ALIVE. Aston Martin DB2. Must be original and complete. Damage or scruffiness not objected to. MoT approval not essential. If you are looking for a good home for your DB2 phone Gary Bristow, Marlow 3138 evenings, High Wycombe 21551 day. (63851

ASTON MARTIN wanted (2) by overseas buyer visiting UK. 1969-1974 V6s or V8s must be in excellent condition. Please call Mr. B. Vanderwolf at the Plaza Hotel, 01-262 5022 from 15th Aug.—25th August. (63973

URGENTLY NEEDED: Engine for 1932 Alvis Speed 20. Also dynamo, starter, magneto, etc. and 5 wire wheels 20 in. Engine complete for 1934 Morris 12. Written offers to: Josef Trenkle, Baselstr. 4, CH 6210 Sursee, Switzerland. (63966

MORGANS: ALL TYPES wanted. Pay cash. Distance no object. Write PO Box 198 Eindhoven 4500 Netherlands. (62439

ROLLS-ROYCE OR BENTLEY, any model pre-1965, including LHD. Must be good, immediate cash, private. Minton Batch, Church Stretton, Shropshire. Phone: Marshbrook 293. (64267

WANTED: Small pre-war Charabanc, good price paid. Phone 01-529 1597. (64248

RILEY KESTREL, Falcon or Monaco 1933-36. Cash or exchange Alvis Firefly coupe 1933. Phone Slepe 554 (Cambs.). (64260

WANTED: MORGAN +4 two-seater by long standing enthusiast. Reply Box No. 4815. (64253

MORGAN 4-SEATER wanted privately. Immediate cash waiting. Telephone Mr. Quarrie, Blackpool 32351 office; 53192 home. (64254

TR3A. Must be in very good condition, LHD preferred. Please detailed description of condition and price required. J. Sault, PP Branch, C&E Division, HQ Allcent, BFPO 28. (64255

JENSEN 3½-LITRE V8 cyl. sports tourer or 4¼-litre straight 8 cylinder drophead coupe or any other similar four-seater Sports Tourer or drophead coupe. Condition immaterial. Walsall 25188. (64101

BENTLEY 1954-1966 wanted in really top condition. Coachbuilt and RR also considered. Enthusiast pays really high price. Phone 01-959 2463. (24294

MG-Bs, MG-As, Midgets, T-types, including damaged/scrapped examples. Immediate cash payment, HP settled. M. L. Richardson, 28 Main Avenue, Moor Park, Northwood, 25161. (64103

WANTED: CITROEN LT.15 workshop manual, steering wheel, heating apparatus, information on Slough factory. Also copies of "Classic Car" £1 each. Horrocks, 314 Brandlesholme Road, Bury, Lancs. Tel: 061-764 6322. (64288

ROLLS-ROYCE Silver Cloud I wanted urgently by private party. Good price paid for good original example. Formby 72483 (Lancs.). (64298

AUSTIN COLLECTOR requires 1925-1930 Austin 20s cars in good original condition; also pre 1930s Heavy 12/4s and 16/6s (preference for tourers and coupes, but good saloons considered). Consider exceptional post 1930 coachbuilt Austins. Details and photos Box No. 4817. (64293

PORSCHE 911E or Targa 2.4, up to £2,500 cash waiting for immaculate, faultless example. Wickford 4412. (64096

WANTED: 3 or 4½-litre Bentley open tourer in good original condition. Will pay cash. Details, price to Urs Kälin, Wurzenbachstr. 61 6006 Luzern, Switzerland. (24899

WANTED—continued

FIAT TOPOLINO required, cash waiting for right example, no fancy prices please, genuine buyer. Tel: 051-727 1579 day. (64148

VAN—A7 OR MORRIS MINOR van wanted (pre 35), dead or alive. Write: 74 Bank Street, Lochgelly, Fife. (64296

REWARD—CONVERTED American will will pay £50 for information resulting in purchase of LHD XJ6-XJ12 Jaguar saloon built to US import specifications. R. Meyer, 10 Beauly Crescent, Kilmacolm, Scotland. Phone Gourock 33251 (days), Kilmacolm 2726 (nights) (64247

WANTED: Pre 1930 small van, any make considered. Phone 01-529 1597. (64248

TRIUMPH STAG. Hard top wanted. Martin Gallmar, G.X. Hyde Chos. SK14 5RN. (64610

WORKSHOP MANUALS. Enthsulasts seek all types of manuals, hardbooks, catalogue and other literature relating to pre-war vehicles. Everything considered. Good price offered. Write with details please to: Autosearch, 69 Spencer Crescent, Rose Hill, Oxford. (64462

STEYR PUCH 650 Saloon wanted urgently. Good price for right car. Would give consideration to incomplete car. Burnley 25664. (64272

MAGNIFICENT monsters, rotten wrecks, useless spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway SW1. Tel: 01-834 9225. (19891

WANTED: MG TC, TD or TF, any condition considered, distance no object. Also early Daimler drophead in good condition, prefer Barker Sports. Tel 061-928 2922 or write W. Quint, Fox Farm, Brook Lane, Timperley, Cheshire, WA15 6RS. (23881

ANY SPORTS CAR wanted. Modern or anything old and interesting, any condition. 01-658 1005. (55887

LEFT-HAND DRIVE Rolls-Royce 1961 to 1965 model. Must be in excellent condition. Full details to Wilson, Northcroft, Dulwich Common, SE21 7EW. Phone 01-693 7379. (61219

WANTED: PRE-1936 MG, preferably PA/PB. Cash for good—excellent example. Box No. 4784 (63180

PRIVATE COLLECTOR wants SS100 or interesting pre-war Aston Martin, Bugatti or Bentley. Goer preferred but parts considered if complete. Nowell, 42 Vereker Rd., London W14 9JS. 01-385 7208. (62053

CLASSIC CAR enthusiast in search of Riley Imp, Brooklands or MPH or MG TA, TB or TB/80. Original running car preferred but non-runner considered. View anywhere UK. Good price for right car. Nowell, 42 Vereker Dr., London W14 9JS. Tel: 01-385 7208. (62053

"LA VIE AUTOMOBILE" Nos. 1155 and 1187. Also copies of "Omnia" 1910-1930, and French car manuals, catalogues, etc., at York Rd., Cheam, Surrey. (62029

ALVIS 20 OR 25 H.P. spares, pre-war models. Consider runner. Private purchaser. Apply Box No. 4768. (62485

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517, evening preferred. (62783

WANTED: REGISTRATION No. MH with low number and any old vehicle—fair price paid. Ring Harrogate 2029. (62700

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited., Tollgate Road, Coventry 27518. (61837

ALVIS SP 20, SP 25 Silver Eagle or similar wanted. Consider anything. Box No. 4768. (62485

WANTED: URGENTLY for a 1938 LG 45 Tasman, one pair of trumpet horns and 5 wheel discs to fit 600/650/18 tyres. Mr. N. M. Shaw, Amusements, Wallis's Holiday Camp, Cayton Bay, Nr. Scarborough, Yorks. (62876

MASERATI MOTOR CYCLE, any model, any condition to D. D. Oddie, 36, Church Drive, Kingsbury, London NW9. (63775

PORSCHEPHILE returning UK September requires immaculate low-mileage 914SC. Immediate cash for right car. Full details Box No. 4803. (63727

LOTUS MK. 6 registration number POP 504, originally with MG 1500 c.c. engine. Smith, Badgers, The Wad, West Wittering, Sussex. Tel: West Wittering 3592. (63728

WANTED URGENTLY: Anything to do with 4-wheeled Morgans, or specials built on their chassis. Sales literature, road tests, race reports, photographs—indeed anything of any possible interest. Chas. J. Smith, (Hon. Sec. MSCC), 23 Seymour Avenue, Worcester. (63805

ASTON MARTIN DB4, 5 or 6, 5-speed manual preferred. LH drive acceptable. Please write, condition, service history, photograph to Box 4802. (63798

WANTED! WANTED! USA purchaser requires any Rolls-Royce "Silver Dawn" or "Silver Cloud". Condition unimportant! Best payment! Telephone 01-385 1805 now! (63815

A TINKER is looking for MG model TF. Tinker 3941 ZP Orell Füssli Werbe AG, CH—8022 Zürich. (24655

ANY BSA V-TWIN CAR engine wanted. 1935/3 gearbox also. Fowler, 103 Boundary Road, Wallington, Surrey. 01-642 1244. (63721

MODEL RAILWAY in larger gauge by Hornby, Bing etc. in clockwork, electric or steam. Also early tin plate cars, boats, aeroplanes, early Dinkys, any condition. For collector's prices paid for items listed in any condition, even if only suitable for spares. Please write with details: Tony Wade, 23 Ivy Bank Park, Entry Hill, Bath, Somerset. Tel: 0225 837077 (evenings please). (58142

WANTED—continued

WANTED VINTAGE TOURER any make or type considered. Must be running order. Good price paid. G. Hall, 37 Tower Rd., Burton-on-Trent. Tel: Burton 2767. (64672

MOTOR SPORT—will trade various issues 1934-39 for issues needed between 1933-39. Please telephone 01-289 3051 eves. & weekends, or write Lewis, 36 Warrington Crescent, London W9 (64662

MORGAN. About £1,000 cash. Some work not objected to. Please write Roy Cox, 64 Orchard Crescent, Kettering, Northants. (64678

PRIVATE PURCHASER requires 3½-4¼ Bentley, or alternatively Lagonda LG6/V12 D/H or Tourer in original condition. Must be an open car. Mint example preferred. But any condition considered. Bannister, Kirdford (West Sussex) 292 (64630

WANTED FOR 1927 Rolls Twenty: spare wheel suppor, and attachment mechanism (nearside), 21 in. wheels, engine under trays, bakelite HT wire harness next to water pump, rear lamp plug socket, suction headlamp dipper. P. Maksimczyk, 22 Eastfield, Westbury-on-Trym, Bristol. (64634

COPIES OF MOTOR SPORT Vol. 3 wanted. Some early issues available for exchange. Tel: Box 2203; Clark, "Dormers", Tutton Hill, Colerne, Chippenham, Wilts. (64659

MISCELLANEOUS

A7 SPARES, engines, axles, springs, chassis, gearbox manifolds, etc., all years, standard and modified. SAE please for list. New 4 cyl. Smiths 0-8,000 tacho £11, Motor Sport 1966 to date, Crosse, 99 Tanorth Rd., Bristol, BS14 0NX. (64647

GOOD BENTLEY 4¼-ltr. engine and gearbox; complete, starter motor, carbs, ext. Sensible offers. Mr. Howe, 218 Haigh Moor Rd., Tingley, Nr. Wakefield. (64641

GEARBOX SPARES: ZF 5DS/25 gearbox spares, new crownwheel and pinion sets, gears, casings as used in GT40 and Panterra. Phone: J. Etheridge 01-351 1900. (64636

1960 PORSCHE 356B parts: gearbox and linkage £50, 4 wheels £10, N/S front wing (brand new) £8. Steering box and column £5. Rear brakes £5. Starter motor £2. 4 knave plates £1. Rear windscreen (narrow type) £5. Tel: Leeds 0532 650802 evenings. (64653

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517 evenings preferred. (62783

VINTAGE CAR RALLY: Enfield and District Veteran Vehicle Society on Saturday 14th September at Dornice Hill, Goffs Oak, Cheshunt. (64675

DOUBLE GARAGE, storage and parking for seven with 3 bedroomed semi-detached cottage. Near Bushey, Stanmore Stations. £14,500. D. Soffe, 01-950 4188. (64687

NEW AND REMOULD 19 in. tyres. Sale or exchange for Smiths headlamps, circa 1925. Bean, Roberts, 07824 8281. (64565

PAIR AUTOROCHE 10½ in. headlamps (French), "Motor" 1922 3rd Show number, 1924 1st and 2nd show numbers. Offers Watford 22634 evenings. (64576

BMW 1602/1800/2002 Minilite magnesium wheels, 5½ x 13. Set 4 new, unused £85. (Normal cost £164). No modifications required. 01-858 4638. (64580

6.00 x 18 USED TYRES, Talbot shock absorbers, dynamos, starters. Miscellaneous clocks, gauges and car badges. 051-924 5280 after August 2. (64528

JAGUAR SPARES: Mk. 2 new front wing £25, S-type £20, Mk. 10 £20, V-12E £16. Set 4 new chrome wire wheels £65. E-type 4.2 new servo £15. XK120 pair rear lights £8. Mk. 1X new rear Spat £10. 01-858 4638. (64580

APRIL '62 TO MAY '69 Motor Sport. Mostly mint, P/ex anything motorcycle or sell Leyland 23367. (25001

TR 2/3 SPARES: Space needed, engines, gearboxes, suspensions, axles, body parts. Phone Southampton 68573. (64519

HAVE A BEAUTIFUL PAIR! of P100s for sale or exchange antique gun or Japanese sword. Ring Harbury (Warks) 612872. (64570

WORKSHOP: Two pumps, large yard and outbuildings, detached cottage in high-class East Hertfordshire village. Full use rights. Freehold £32,500 o.n.o. Box 4827. (64583

BREAKING JAGUAR Mk. I, Mk. II and "S" types, all parts available. Telephone 0724 74629 evenings. (64598

MG-A SPARES available including clutch, brake, cylinder, doors, gearbox, steel wings, twin carbs, chassis, radiator, steering rack, lights and oddments. Many, many more. Wem 33362 evenings. (64613

ALFASUD OWNERS—don't feel inferior to those Alfa Ford enthusiasts—Join the Alfa-Romeo Owners' Club now. We welcome owners of the new breed of Alfas which are already being competed by members in races and rallies—watch out for the Sud. TIs on the Tour of Britain. The Club offers monthly magazine, area sections, events (Lydden Hill Sprint 20th September), regular meeting last Thursday in the month at the Steering Wheel. Membership details from Mrs. Heather Rosser, 48 Lime Grove, Eastcote, Middx. (64382

PAIR 3.25 x 19 artillery wheels with tyres half-worn, and axle complete—offers. 22 Poet's Corner, Margate, Kent. (64422

JAGUAR XK140 head complete with carbs £18. Also complete engine and gearbox, chassis no. 750760 D/N (overdrive). Excellent running order £65 to clear. Tel: Badgers Mount 381 (Kent) after 6 p.m. (64252

MISCELLANEOUS—continued

BUSINESS/HOME opportunity: Secluded walled garden views sea/country. M6—1 mile. New 3-bedroomed bungalow, patio, 3 car garage/barn 35 ft. x 15 ft. Soundproof studio/workshop/offices/ stores/toilet, 35 ft. x 25 ft. Asphalt Car Park, 10 cars, Lancashire. £20,000 o.n.o. Box No. 4823. (64456

VINTAGE TYPE Klaxon Horn (under bonnet) working order. Offers. D. Gibbard, "Rose Eglos", Budock Water, Falmouth, Cornwall. (Tel: Penryn 2346). (64428

FIVE V12E CHROME WIRES, brand new £100. Wanted: triple Webers with manifold and linkages for 4.2 Walsall 22345. (64420

AUSTIN MOTOR Vehicles, 81 books listing parts and spare parts 1930 to 1952. Over 6,000 pages, illustrations, some grubby externally, contents excellent, £100 post free. Ring Simmonds, 01-348 4803. (64376

TR6 FACTORY HOOD/frame, new, £26 including carriage. 197 Walkwood Road, Redditch, Worcs. Tel.: Redditch 68516. (64399

BREAKING JAGUAR Mk. I, II and "S" types. All parts available. Requirements to Hayward House, High Street, Burningham (Nr. Scunthorpe), South Humberside. Overseas enquiries welcomed. (64242

XK150 BONNET, windscreen, bootlid etc. MG-A 1600 Mk. I engine + gearbox, tonneau, original radio, offers: 021-357 3894. (64245

MG-B/C CLUB. Write for details, past articles and spares services. Send large SAE: 197 Walkwood Road, Redditch, Worcs.). (64399

RUBY BASED SPECIAL needs finishing, £45 o.n.o. Also other Seven spares. St. Cross 347 (Suffolk) evenings. (64449

MOTOR SPORT 1950-74 inclusive uniformally bound. Plus 20 loose copies '47-49. £150 o.n.o. Lyles, 124, Main St., Cononley, Yorks. Crosshills 34435. (63950

LARGE WORKSHOP/garage, with two-bedroom bungalow, large attic suitable dormer. Sixteen miles west of Cardiff. £8,250. Tel: Pencoed 86033 (9 a.m.—4 p.m.) or Billericay 22611. (63852

A FEW VINTAGE motorcycle and car tyres. Also 1939 to 1948 Rover car parts. Twisted chimneys, Gt. Ponton, Grantham, Lincs. Gt. Ponton 326. (64048

MORRIS SHACKLE PINS. Bullnose, flat-nose, ten-four, Minor, Eight. Also M-type MG, new, original spec. £1.05 each. Garner, Harrmans Lane, Dunkirk, Nottm. (64137

DELAPIDATED BEDFORD 36-seater with multiple spares for cars of the thirties, starters, dynamos, carbs, etc. £80. (64057

RDR 7 ON MOTORCYCLE, best offer secures. Delivery arranged. Please telephone (Devon) 0647 52684 evenings. (63816

"MOTOR SPORT" 1955-1967 inclusive (1 missing). Offers: H. Swift, 2 Ivy Cottages, Church Lane, Mobberley, Cheshire WA16 2RD. (63968

ROLLS-ROYCE PIII cylinder heads, excellent condition. PIII radiator 20/25 engine and gearbox, one unit less head, 25/30 rolling chassis, P chassis frames, most sizes of wheels, also 23 in. Daimler wheels and tyres. Highest cash prices paid for your surplus Rolls-Royce and Bentley spares. K. J. A. Spares, Kenyon. Tel: Culcheth 2317. (64099

MOTOR SPORT complete issues 1960-1974. Several V&V mags. Also few old motor magazines. Offers: 138, Tanworth Lane, Shirley, Solihull, B90 4DD, West Midlands. (64138

CLASSIC AMERICAN Auto Club is staging its 13th annual main event at Knebworth House on Sunday August 17th, commencing at noon. Open event for all American vehicles, including commercials up to 1942, Lincoln Continentals to 1948. Entry form and details available now from Secretary, Old Laundry Cottage, Eastwick Road, Hunsdon, Hertfordshire. (64145

MG SPARES: Dismantling MG-B and MG-A. Also several TD spares. Lotus Europa wheels, starter motor, speedometer. Northwood 25161. (64103

1932-3? MORRIS OXFORD or bullnose, front wheels, axle and springs, good brake drums complete. Offers. Tel: Oakwood Hill 485 after 6 p.m. (64132

MULTI-PURPOSE advertisement. Wanted: Aston DB2 saloon. Cheap, tatty, sound. Anything considered. Wanted: 1955 MG-A 1500 or 1962 MG-A Mk. 2 roadster with wire wheels in restorable running order. Wanted: magazines "Motor Sports", pre 1945, "Safety Fast", pre 1969. Wanted: "Le Mans" by S. Moss, publ. Cassell. Wanted: Borrani RW 3511 wheels. Also 6½ in. x 16 in. Borranis. Breaking: 1962 Sprite Mk. 2. Many Frogeye parts. Wanted: cheap auto pedal car. Wanted: Postwar Aston literature. Also MG-A literature and brochures. Selling: Aston L1 valves, unused. Box No. 4805. (63964

VOLVO 144/164. Four Cosmic alloy wheels 5½J x 15 and 185 x 15 tyres—£50 o.n.o. Tel: Hoddesdon 64557. (63606

CAR TRANSPORT SERVICES. 1/2 car transporters. Electric winch, fully insured. Malvern 3272 (evenings). work. (24534

ANY VEHICLE anywhere, anytime. Transporting cars is our business. Personal service, full insurance. Hellingly (Sussex) 488. (48392

LOTUS ELITE specialists. Complete mechanical and bodywork overhauls and full re-trimming. All spares. Fibreglass Services, Chicester 86265. (54745

EUROPA TWIN-CAM, must be original and immaculate, lowe mileage, no accidents. Cash for fine example. Walton, 52, Rose mount, South Church, Bishop Auckland, Co. Durham. (64324

PORSCHE 356 1600 c.c. engine, gearbox, drive shafts and brakes. Offers. Please phone 031-440 0799. (64661

MISCELLANEOUS—continued

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. Membership Secretary, 4 Portsmouth Road, Camberley, Surrey. (21431

NATIONWIDE CARTRANSPORT. Any vehicles, anytime. Personal, efficient service. Long or short term storage. Full insurance. Tel: 01-393 4715 (24 hr. Ansafone). (55983

JOWETT CAR CLUB. Magazine, advice, meetings. For details write to the Secretary: A. A. R. Pluckrose, M.S. The Briars, Castledon Rd., Downham, Billericay, Essex. (5757/

WELDING OF CAST IRON, aluminium, stainless, copper, brass etc., Repairs to cylinder heads, blocks and castings of all types, plus full machining facilities for inserting valve seats to any vintage head. Ralph Allen Eng., Brundall, Norwich. Tel: (0603) 713769. (22660

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer: M. J. Miles, The Paddock, Salisbury Road, Abbott's Ann, Andover. Tel: Abbott's Ann 312. (23457

MOTOR MASCOTS, badges, books, photos bought, sold, exchanged. Motor Mascots, Casa Nuestro, Sussex Road, New Romney, Kent. (61648

DB TOWING BRACKETS, stabilisers and accessories make towing safer! Send for details: Dept. 57, B. Dixon Bate Ltd., Chester. Tel: 24034. (22856

SELL YOUR CAR at Beaulieu Automart, Sunday, 14th September (Autojumble day). 10,000 visitors expected. Cost £10 per car space. Details from: Curator, National Motor Museum, Beaulieu. 0590-612345. (62784

AUTOJUMBLE '75 Beaulieu, Sunday 14th September. 550 stalls of car parts of all ages. Stall space available. Details from: Curator, National Motor Museum, Beaulieu. (62784

NATIONAL TR DAY, Castle Donington, Sunday 31st Aug. from 11 a.m. Concours driving tests, displays and the fabulous Donington collection. Free entry to grounds. All TR and Triumph drivers and enthusiasts welcome. (62724

WOLSELEY REGISTER Midland Section Rally Stamford Hill, Rugby, 30th-31st August. Licensed barbecue/folk group. Details: Secretary, Victoria House 276 Birchfield Road, Birmingham B20 3LA. (63604

WANTED: CRAFTSMAN to build ash body frame for large vintage chassis. I have the space and equipment. Work would be on a private arrangement. Phone: Carter 994 3595 or 949 2740 (London). (63643

PROPELLER from Avro 504 (circa 1918). Less blades and with clock mounted in centre. Beautiful curio in very good condition. £22. Evenings, Nottingham 871518. (63722

GARY W. WOODHEAD vintage, historic and classic car engineer. Offers a mobile service: overhauls, servicing and electrical wiring. I will work at your premises, or remove units for repair and return. 20 years professional experience. Crowhill House, New Road, Bromham, Wilts. Bromham 335. (24533

ROLLS-ROYCE Merlin engines (6), brand new, still in original packing As used in Comet tanks. Offers. Box No. 4800. (63810

YEOVIL CAR CLUB'S 4th Cavalcade of Motoring, August 17th, Barwick Park, Yeovil. A major veteran/vintage classic car event. Also Autojumble, Automart, Trade Exhibition. Details from Keith McGee, 38 Kenmore Drive Yeovil, Somerset. Tel: Yeovil 4630. (63801

T & S MOTORS, Bigg 312847, Langford Rd. Breaking for spares many makes of cars. 1934 to 1950. Some to renovate. As many as 70 in stock. (24179

BUSINESSMAN with office and premises close to city, with capital seeking partnership with individual with ideas. Box No. 4809. (64069

EXCHANGES

1933 AUSTIN 10. Excellent original condition for any comparable E-Type. Detailed photos exchanged. Box 4826 (64520

XK140 WANTED. Exchange part or whole collection antique pistols valued £850. Fast appreciating (Herts). Box No. 4825. (25003

MG J3 MIDGET. Supercharged 746 c.c. Dismantled 99% complete/sound. Original except J4 crank, new Centric blower, C/J4 fillers, instruments, etc. Exchange only for concours L/K/N tourer (London). Box No. 4828. (64556

MG-A 1600 Mk. II Open. Non-runner. Restorable. Several modifications. Exchange for bikes, magazines, WHY? Worth about £130. Derby 840080 after 7.30 p.m. (64139

EXCHANGE NOVA Jan. 1974 "Lime green. Professionally built 1302S engine, chassis, many extras, taxed December for late Capri 2000. Robinson, Church Lane, Portisham, Weymouth. Ring Abbotsbury 487. (63873

SITUATIONS WANTED

EXPERIENCED quality/vintage engineer, seeks interesting permanent position. Prefer restoration. Box 4830. (64523

YOUNG MAN 24 Three years motor trade experience (sales), public school education, seeks interesting position anywhere. Please write Box No. 4801. (63645

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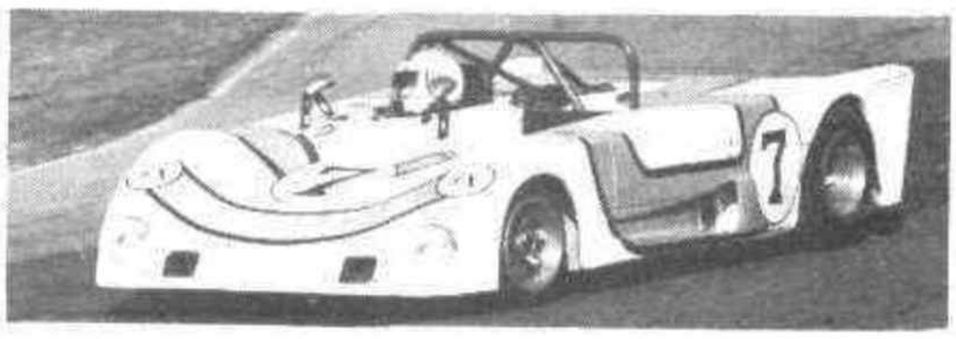
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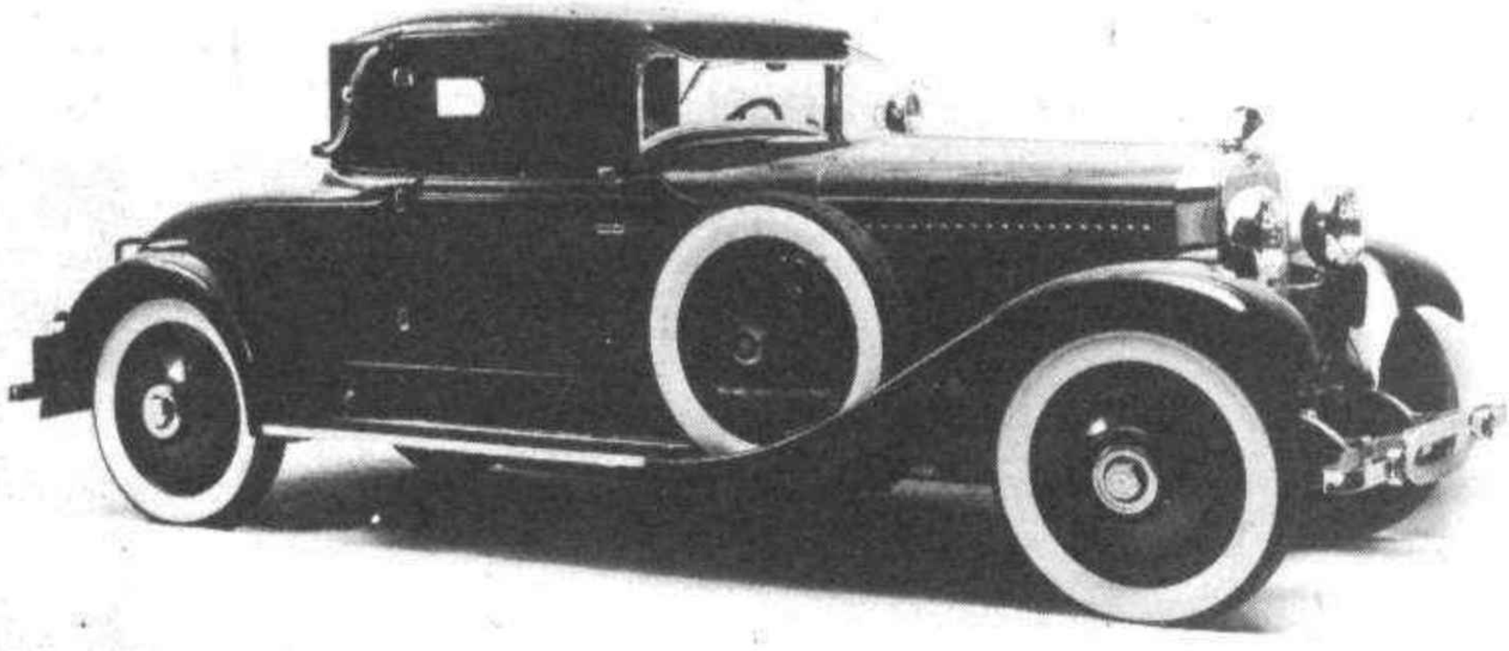
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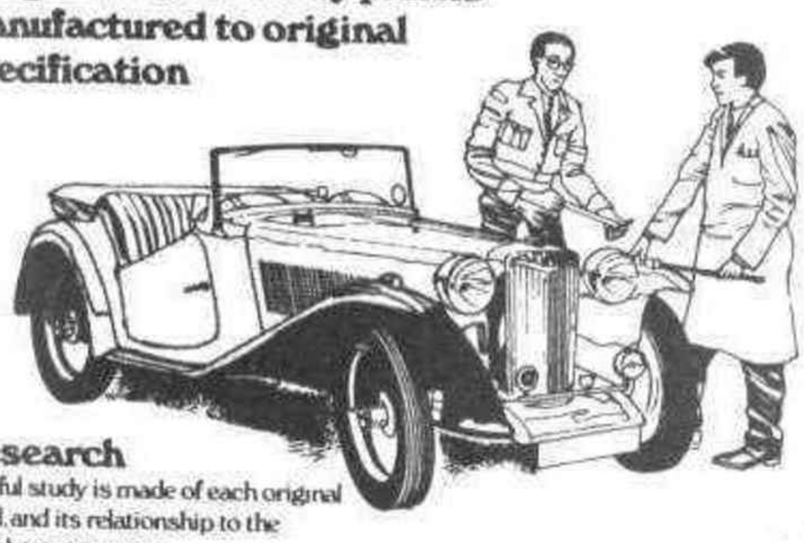
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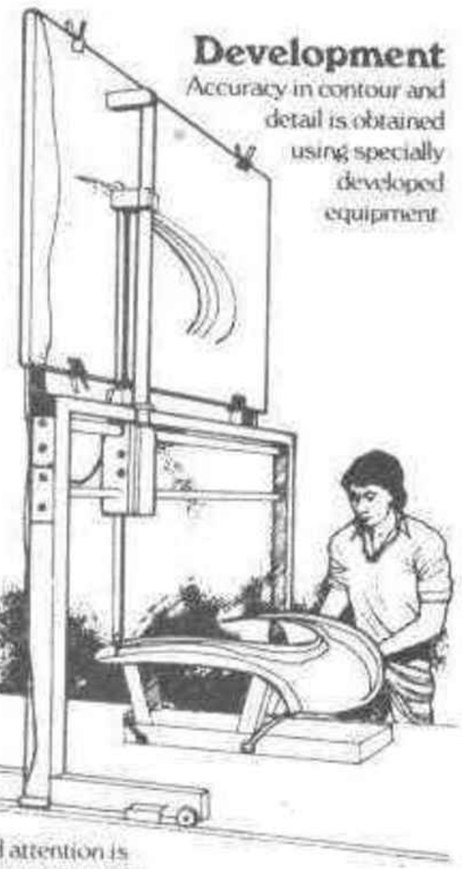
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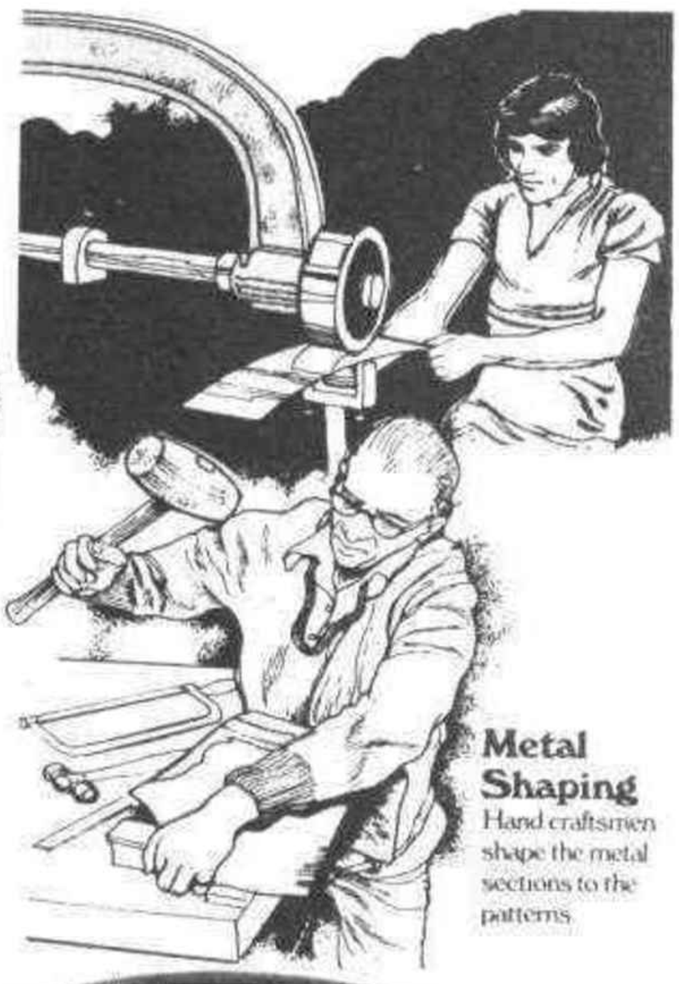
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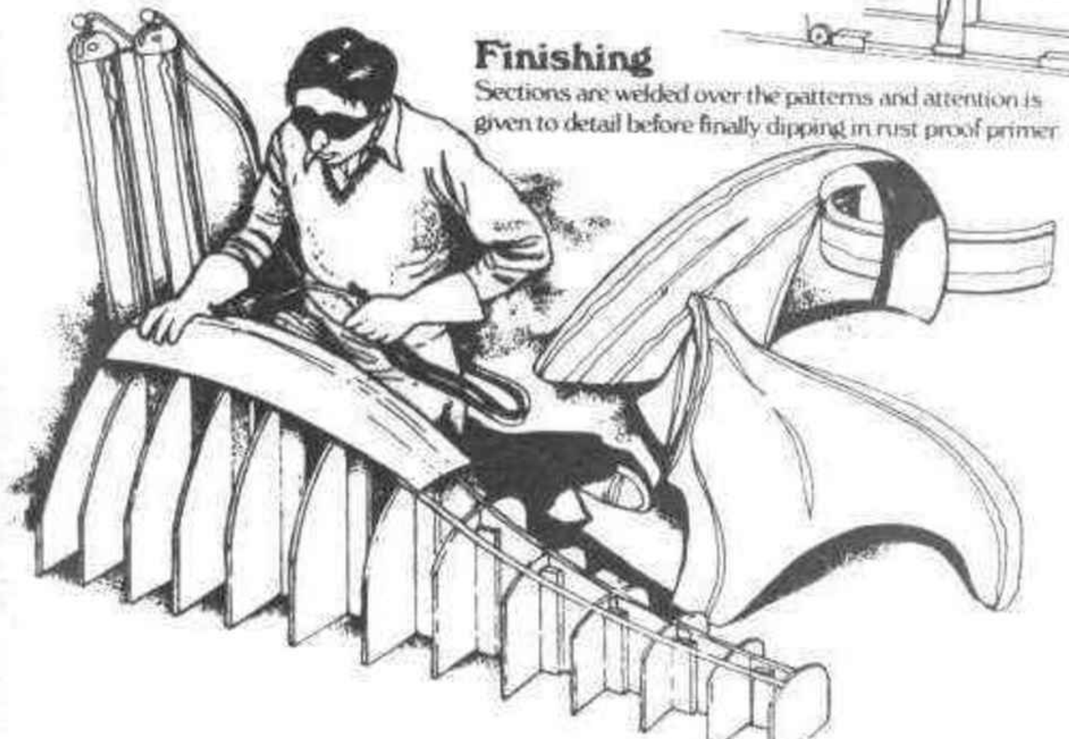
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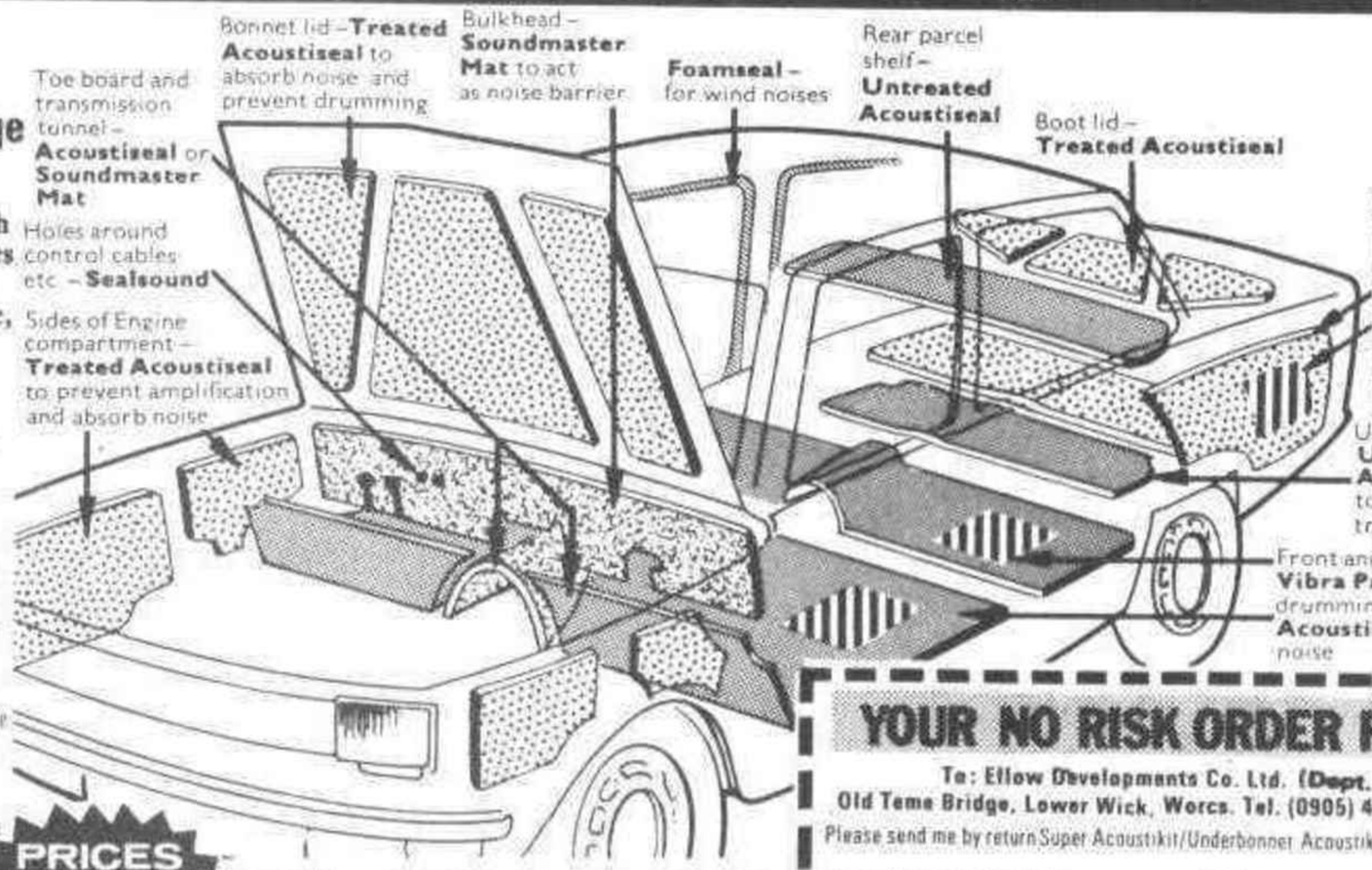
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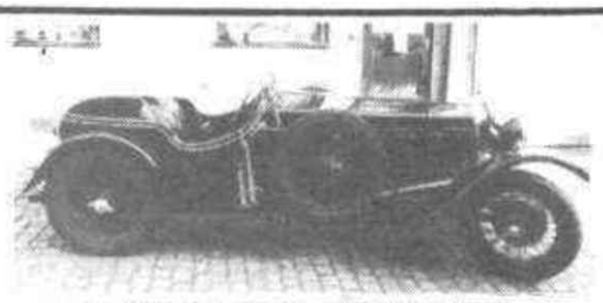
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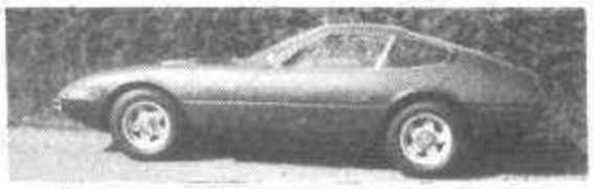
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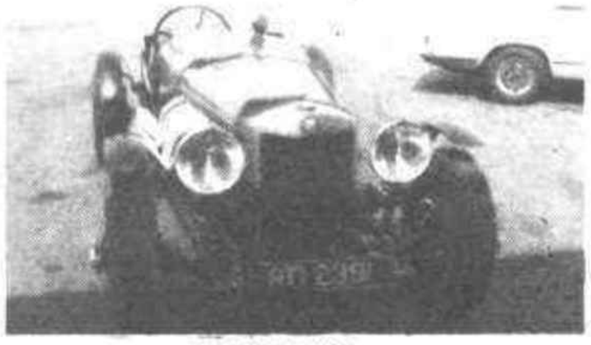
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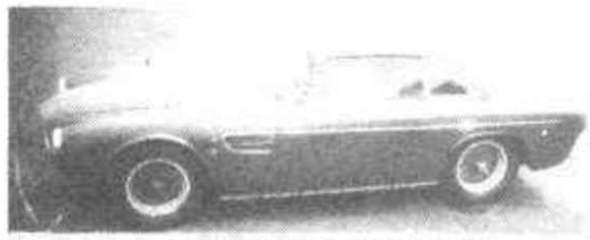
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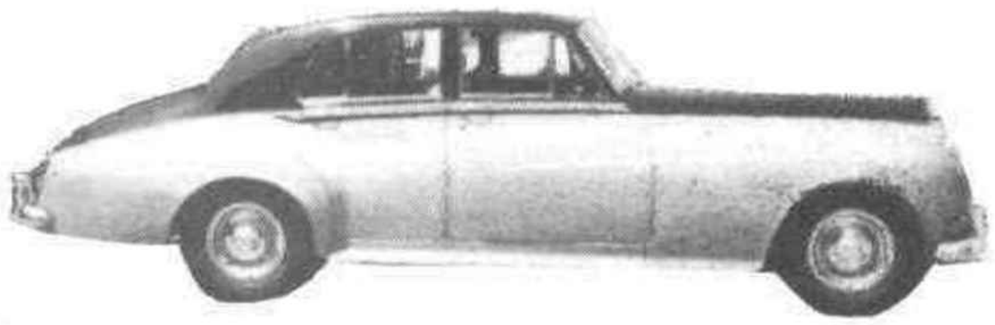
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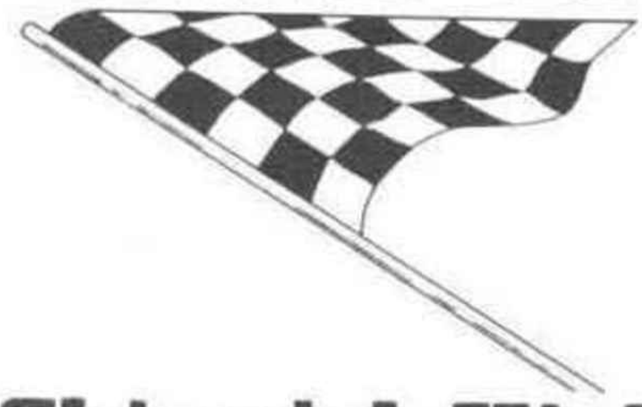
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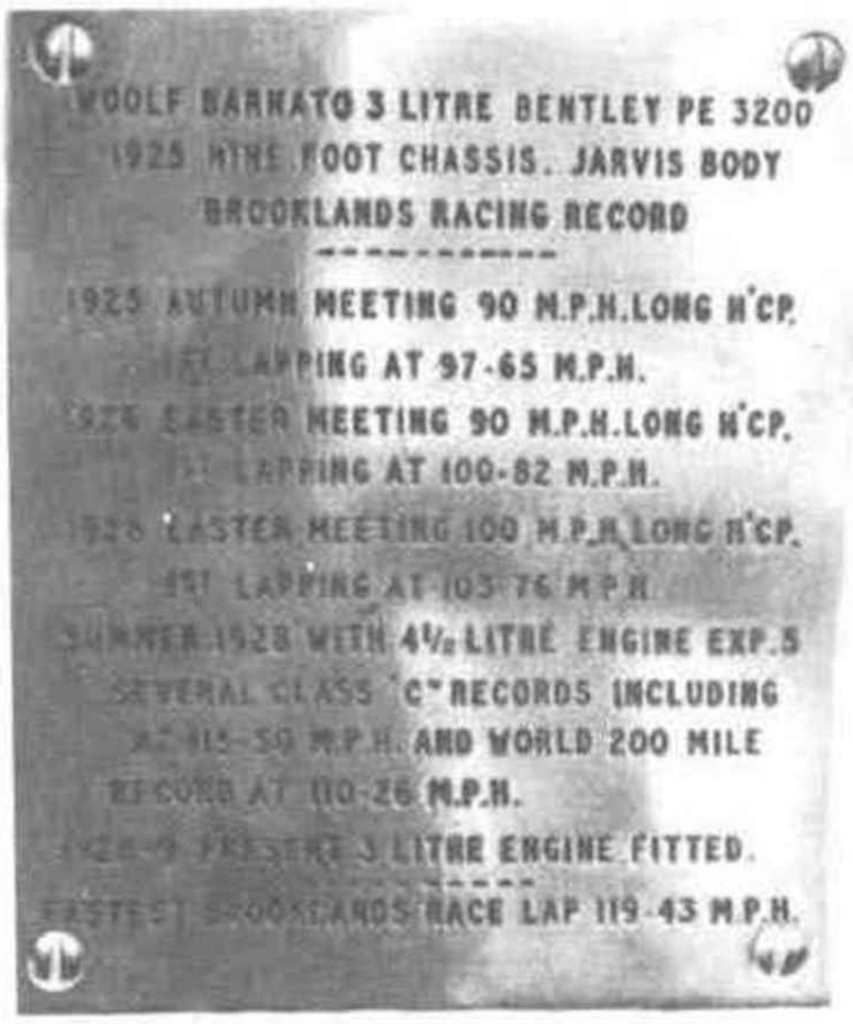
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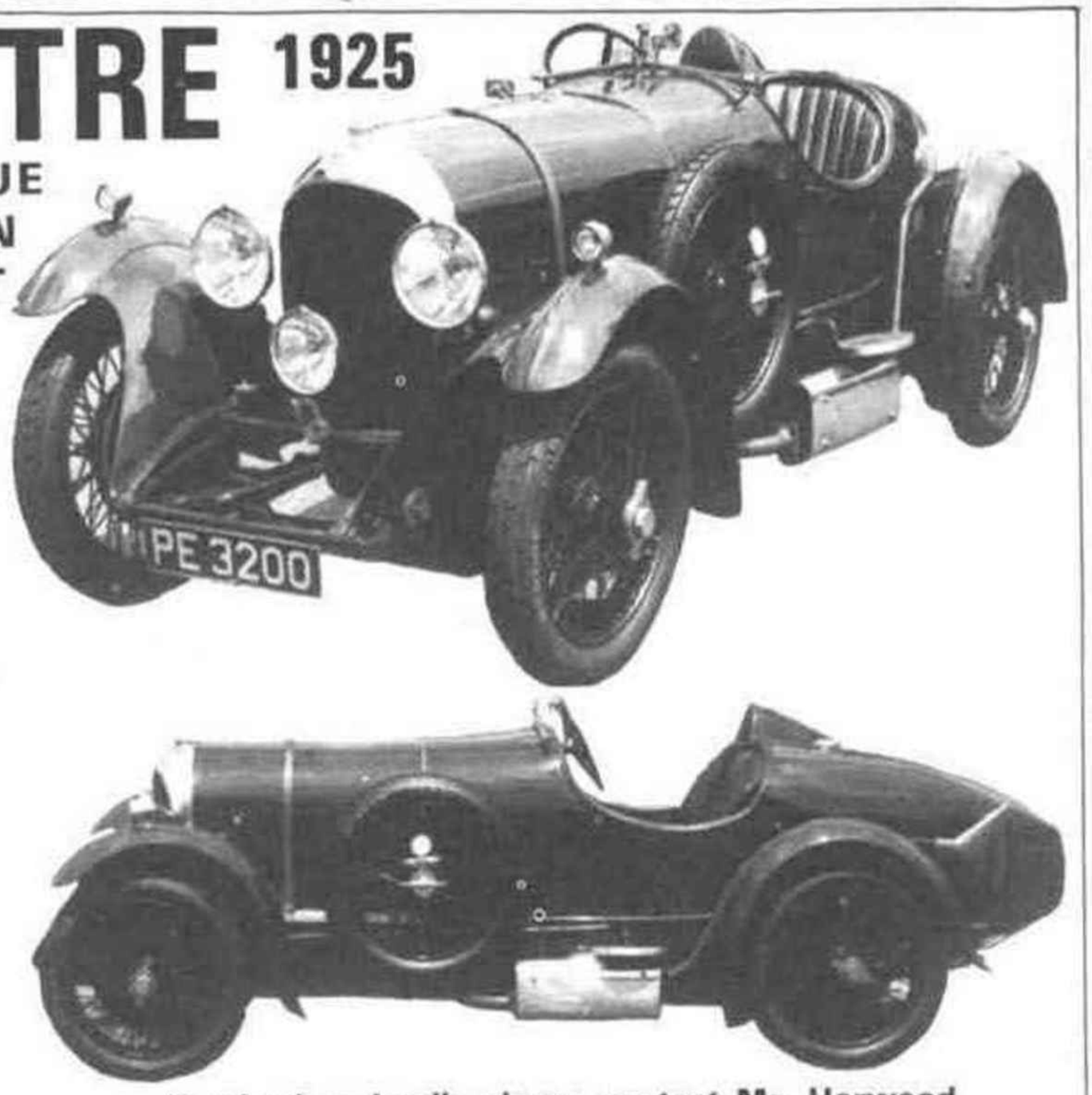
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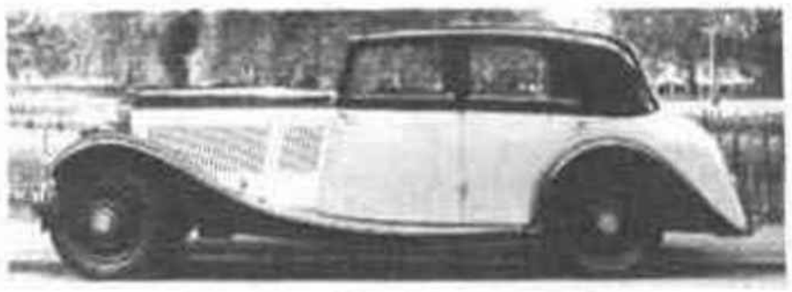
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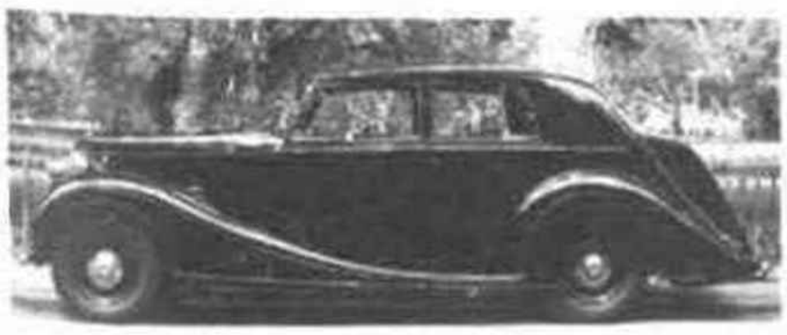
1953 Bentley 6 Light Saloon by Freestone & Webb. Blue and grey slabsided body.

1949 Rolls Royce Silver Wraith by James Young. Short chassis model.

1953 Rolls Royce 20/25 6 Light Saloon by Osborne. (Illustrated on page 406 "Coachbuilders On Rolls Royce".)

1965 Bentley S111 Mulliner Flying Spur. Finished in garnet.

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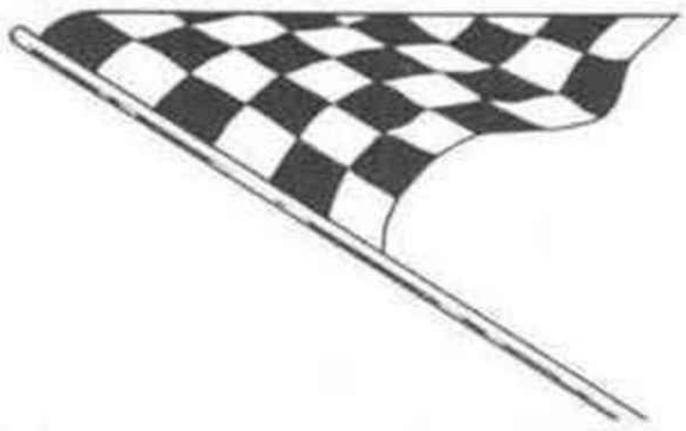
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1972 MG-B GT, one owner, radio, h.r.w., velour trim **£1,345**
1974 MG-B roadster, 11,000 miles, overdrive, tonneau **£1,645**
1974 MG-B roadster, blaize, o/drive, headrests **£1,645**
1973 Mod. MG-B roadster, white, overdrive, radio **£1,295**
1972 MG-B roadster, wire wheels, overdrive, tonneau **£1,095**
1974 MG Midget, under 2,000 miles, radio etc..... **£1,295**
1973 MG Midget, one owner, 24,000 miles, tonneau **£1,065**
1973 MG Midget, blaize, radio, stereo etc..... **£1,065**
1972 MG Midget, Ashley hardtop, Rostyles..... **£795**

JAGUAR

1973 M reg. V12 E2+2 auto., 17,000 miles, one owner **£2,995**
1973 M reg. V12 E 2+2 manual, Sundym, stereo etc..... **£2,895**
1973 V12 E-type 2+2, sunroof, Sundym, chrome wheels.. **£2,745**
1973 V12 E-type 2+2, low mileage, Azure blue..... **£2,745**
1973 V12 E-type roadster, one owner, radio, tonneau **£2,495**
1973 V12 E-type roadster auto., low mileage, stereo..... **£2,795**
1972 L reg. V12 E-type 2+2, one owner, c.w.w..... **£2,345**
1971 K reg. V12 E-type 2+2, Regency, sunroof..... **£1,795**

TRIUMPH

1974 TR6, one owner, o/drive, outstanding value..... **£1,595**
1973 TR6, Mimosa, radio stereo, overdrive..... **£1,325**
1971 TR6, with overdrive, radio and tonneau..... **£945**
1973 'M' GT6, one owner, overdrive, Sundym..... **£1,445**
1973 GT6, Mallard, overdrive, velour trim..... **£1,295**
1974 N reg. Spitfire, 3,000 miles, one owner..... **£1,395**
1974 Spitfire, Mimosa, radio, rec. seats..... **£1,295**
1973 Spitfire, one owner, late dashboard..... **£1,095**
1971 Spitfire, Lenham hardtop, soft-top **£825**
1969 Spitfire, Jasmine, radio, hardtop..... **£595**

LOTUS

1973 Europa Special, 5-sp., alloy wheels..... **£1,945**
1970 Europa S2, white, tinted screen, radio..... **£995**
1972 +2S 130, alloy wheels, radio, stereo, h.r.w..... **£1,845**
1972 L reg. Elan Sprint, yellow, Sundym..... **£1,545**
1968 Elan convertible, radio, XAS tyres, tonneau..... **£795**

SCIMITAR

1973 GTE, overdrive, alloy wheels, one owner..... **£2,145**
1970 GTE, Mexican red, overdrive, stereo..... **£1,295**

OTHER MAKES

1969 JENSEN Interceptor, power steering, stereo..... **£1,795**
1974 N reg. Escort Mexico, 7,000 miles, alloy wheels.... **£1,395**
1970 Bond Equipe GT4S, very low mileage..... **£695**
1971 XJ6 4.2 auto., silver, radio, etc..... **£1,695**

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1962 Lotus Elite Series 2. Beautiful condition. One owner from new. Very low mileage.

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1939 MG TA **£1,500**
1947 MG TC **£1,250**
1947 MG TC **£450**
1960 MGA **£395**
1951 MG 'Y' **£275**
1932 MG J2 ..... **£1,400**

1948 MG TC. Mint condition, fully rebuilt regardless of cost, full leather interior canvas hood and screens, original specification right down to the spot light. Finished in Old English White with red interior. **Serious offers.**

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1973 M.G.-B Roadster. Mallard, radio **£1,345**
1972 M.G.-B Roadster, o/d., Mallard **£1,195**
1973 TRIUMPH Spitfire. O/d., red **£1,095**
1972 TRIUMPH Stag. O/d., white. Radio **£1,895**
1972 TRIUMPH Stag. O/d. Hard top. Tape. Saffron..... **£1,995**
1969 LOTUS Elan SIV. Big valve engine. Red..... **£995**
1973 TRIUMPH Spitfire. Hard top. Mimosa **£1,195**

"FROLIC IN A FIXED HEAD"

1974 M.G.-B GT V8. Damask red. Sunshine roof, radio/tape.... **£2,195**
1973 M.G.-B GT. O/d. Damask red. Radio **£1,595**
1971 M.G.-B GT. O/d. Teal blue. Radio, 35,000 rec. miles..... **£1,095**
1970 M.G.-B GT. O/d. Red. Radio **£995**
1971 LOTUS +2S 130. Blue, silver roof. Radio..... **£1,695**
1971 TRIDENT Venturer V6. Red. One owner..... **£1,295**
1973 TVR 2500M. White. O/d. Sun-roof **£1,795**
1972 TRIUMPH GT6. Damson, tan trim **£1,145**
1971 ALFA ROMEO 1300 GT Junior. Red..... **£995**
1972 FIAT 124 Sports. Blue **£1,095**
1971 JAGUAR V12 'E'-Type 2+2 manual. 30,000 rec. miles. Radio. One owner. Regency red.... **£1,795**
1970 JAGUAR 'E'-Type 2+2 f.h.c. Blue **£1,395**
1967 JAGUAR 'E'-Type 2+2 auto. Sun-roof. Blue..... **£895**

"FOUR-SEATER FLYERS"

1975 ALFETTA. Metallic green. Brown velour trim. 3,000 rec. miles. Radio..... **£2,495**
1974 'N' DOLOMITE Sprint. Red. Radio/tape. sun-roof. One owner. 7,000 miles..... **£2,195**
1974 'N' RELIANT Scimitar GTE. O/d., April yellow. One owner. 10,500 miles..... **£2,895**
1973 RELIANT Scimitar GTE. White, tinted screen. Radio. 27,000 rec. miles..... **£2,295**
1972 FERRARI Daytona. Blue. One owner. Air conditioning. Radio/tape **£5,495**
1974 'N' LOTUS Europa Special. 5-speed. Alloy wheels. One owner. Sable. Natural trim. 9,000 miles. **£2,495**

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50 YEARS — 50 CARS!

That's a conservative estimate of the age-span and number of historic motor cars that turned up for my first proper monthly meeting at 'The Goat' last night, and whilst there is still enthusiasm like that for pleasurable motoring, Motor Sport will certainly thrive for another 50 years, for which all good wishes! I was simply amazed and delighted by the quality and quantity of the cars present! There were Darracq and Frazer Nash, Alvis and Bentley, Daimler, MG, Sunbeam, Wolseley, Healey Abbott and Silverstone, Aston Martin, HWM, Morgan, Humber and Rolls-Royce (the last inexplicably for only 30 seconds!), to name but a handful. I really hope that those of you who came enjoyed yourselves and I can only apologise to those whom time prevented me from meeting personally — that will be rectified at future sessions, the next being Wednesday, August 6th, at 7.30. Please spread the word and come again!

Last February's 'Motor Sport' showed you a full colour page of my AC Cobra '427' — COB 1. This car, which left my ownership last year, is now for sale again, less number; see below. Lastly, the GPO gave me five days' warning before changing my telephone number in July! THE NEW NUMBER IS HERTFORD (STD 0992) 58891; address remains the same. Next outings: Silverstone Aug., 23rd, Yeovil Aug. 17th.

HERE OR PROBABLY COMING:

1917/21 LE ZEBRE 2-str. TOURER + DICKEY — HR 4960: this is a very pretty French early vintage tourer, eminently usable and almost entirely original, having had a mere three owners from new — 93 pts.

1936 LAGONDA LG45 4½-litre TOURER — Chassis 12086: a very rare model, one of about four only in the UK Register, totally restored using 100% original parts, in Africa, where it had spent 37 years of its life; many special features. Mechanics, chassis and interior 99 pts., paintwork and chrome 94 pts. *(Photo.)*

1953 FRAZER NASH 'TARGA FLORIO' GRAN SPORT — 6652 H: this is one of the best handling nineteen-fifties sports/racers I have ever driven; the urge to go with it is provided by a Bristol BS 2-litre engine and box, and the result is a delightful handbuilt thoroughbred, built specially by the works for only owner and thus unique; 25,000 m. only — 97 pts. *(Photo.)*

1956 SUNBEAM TALBOT Mk. III SALOON: the overall winner of the Post-War S.T.O.C. Concours 1974 and simply the best in the U.K. — 99 pts. £1,200 o.n.o.

1958 MERCEDES 300SL ROADSTER, LHD — UYM 7: a magnificent example of this, the last of the 'classic' open Mercedes; 70,000 m., totally original apart from a recent proper respray in metallic silver grey — 98 pts.

1958 AC ACECA BRISTOL 100DL — 899 EPH: this is a well-cared-for and mechanically excellent example of this beautiful British coupé, tarnished only by an unfortunate respray in 'yuk' yellow — mechanics and interior 95 pts., body 85 pts. £1,150 o.n.o.



1959 JAGUAR XK150S FHC — WTR 783: by the time you read this, this Jaguar should have collected several more major 'Concours' awards, as it is possibly best unrestored example in the world; under 25,000 m. from new — 100 pts. *(Photo.)*

1960 JAGUAR XK150S ROADSTER 3.8-litre: a fitting mate for the car above, 44,000 m. only and probably the best of the 18 or so made for the UK market; shortly to adorn the front cover of a new authoritative book on Jaguars — 99½ pts.! *(Photo.)*

1962 AC ACECA-FORD 2.6 litre — 6 EPO: a real find! One of only four made with the 150 b.h.p. Ruddspeed-Ford engine fitted from new; o/d. top gives 130+ m.p.h.; originally supplied to the Earl of Lichfield and now a true 'collector's item!" — 92 pts.

1966 AC FORD COBRA '427' LHD — Chassis CSX 3258: the hairiest of them all! 450+ b.h.p. gives 0-100 m.p.h. in 10 sec. approx.; 17,000 miles from new; just completely checked over and overhauled by AC Cars Ltd., and absolutely superb inside and out; despite its performance, it is one of the most tractable sports cars available — 98 pts. *(Photo.)*

A SPECIAL SELECTION 'AVAILABLE ELSEWHERE':
1955 FERRARI 121LM — ex Le Mans team car (Phil Hill/Maglioli), restored to 'as new' — 100 pts. **1957 MASERATI 450S** — ex Sebring winner, totally original — mechanics 98 pts., paintwork work 93 pts. **1958 MASERATI 250F GRAND PRIX** — famous car, winner of many Formula One Internationals — 100 pts.











1973 AC COBRA '427' RHD — the very last Cobra, built new in 1972/3 by AC Cars Ltd. to special order; many special features, including trim by Aston Martin; winner of many 'Concours' awards and still the best and most unique Cobra in the UK; 3,500 m. from new — 100 pts. *(Photo.)*

100 pts. means 'the best/best available in the world'.

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1960 DB4, Silver Blue, illustrated **£1,625**
1965 DB5 Volante **£2,500**
1965 DB5, Dark Blue, immaculate **£1,875**
1967 DB6 manual, Sun Roof **£1,875**

AUSTIN 7



1925 Pram Hood. Chummy, Concourse **£2,350**
1928 Fabric. Saloon, original, illus. **£785**
1929 Fabric Saloon. Disastrous! **£275**
1931 Box Saloon. Mint **£1,075**

DAIMLER



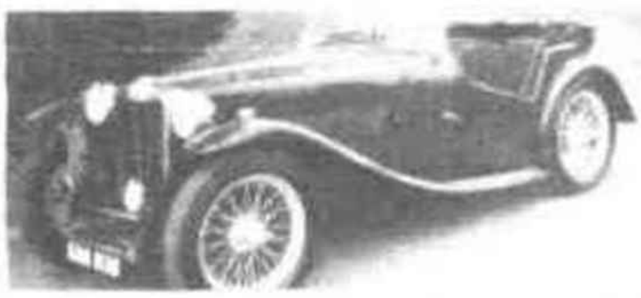
1931 16/20 Sleeve-Valve **£2,650**
1936 Light 20 h.p. **£195**
1951 Barker Sports. Special, from **£875**

JAGUAR



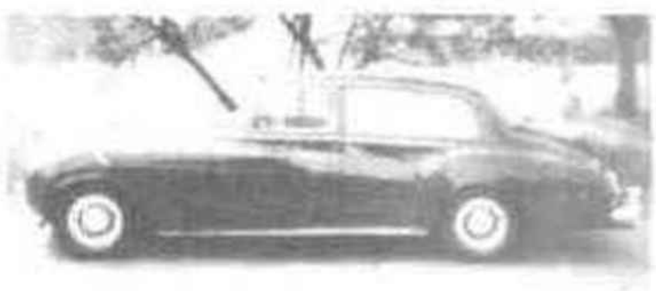
1953 XK 120 Roadster, Red, Mag. illus. **£2,350**
1958 XK150 f.h.c., very sound **£675**
1959 XK150 d.h.c., superb **£2,350**

M.G.



1937 MGTA, partially restored **£725**
1946 MGTC 0260. 10th built, mint **£2,950**
1947 MGTC, black, beige trim, mint **£2,400**
1948 MGTC, cream, black trim, mint **£2,400**
1948 MGTC, red/blue (illustrated), mint **£2,400**
1952 MGTD, running, original **£1,075**
1952 MGTD, excellent **£1,575**
1955 MGTF, red, mint (wires) **£2,450**
1973 MG Midget, hardly used **£1,145**

ROLLS-ROYCE & BENTLEY



1936 Rolls-Royce P3, magnificent **£4,450**
1950 Mk. V1. 2 Greys **£1,650**
1959 S1. One owner, power windows, low mileage **£2,250**
1960 S2 LWB, with division (illus) **£2,950**
1963 S3 low mileage **£2,350**

ALSO IN STOCK

1933 MX4 Beetleback, mint **£2,250**
1934 s.v. JAP, barrel back **£775**
1947 4/4, flat rad. coupe, (Morgan) **£1,550**

1933 Morris Commercial lorry **£295**
1930 Sunbeam Sports Tourer **£2,650**
1933 Alvis Fire-Fly Tourer, offers

1936 Adelphi, Riley **£475**
1937 Sunbeam Talbot tourer, rough **£275**
1937 Alvis Speed 25, saloon **£575**
1959 Lotus 7 ..... **£525**
1972 BMW 3.0 Si, blue **£2,450**

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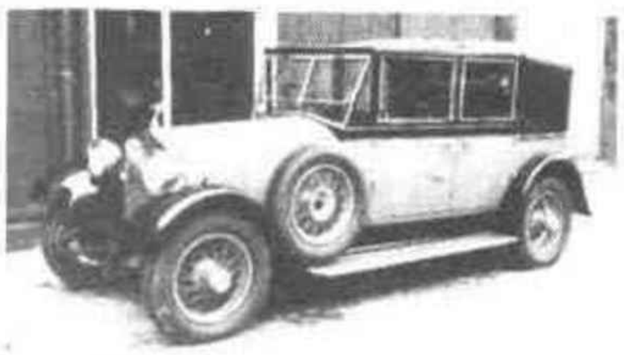
1935 RILEY Imp. two-seater recently restored, excellent example.



1939 MASERATI 4 CL 1½-litre two stage supercharged Grand Prix car.



1926 SUNBEAM 3-litre Twin Cam tourer, beaded edged tyres, twin spares, mint condition.



1927 ROLLS-ROYCE 20 Cabriolet de Ville by Barker.



1927 VAUXHALL 30/98 OE Velox tourer, recent mechanical rebuild



1935 LAGONDA Rapier 1100 c.c. 2-stage supercharged Competition car, probably the most highly developed 1100 c.c. engine, recently rebuilt.

1936 BENTLEY 4¼-litre drophead coupé by Park Ward.
1937 BENTLEY 4¼-litre sports saloon by Park Ward.
1932 LAGONDA 2-litre twin cam Continental tourer.
1928 ALFA ROMEO 1750 single cam tourer by James Young.
1929 BENTLEY 4½-litre saloon, good chassis, suitable for converting into tourer.

1952 BENTLEY Mk. VI 4½-litre drophead coupé by Park Ward.
1953 BENTLEY "R"-Type saloon, synchromesh.
1930 ROLLS-ROYCE 20/25 sedanca-de-ville by Windover.
1901 PEUGEOT Veteran car partly restored.
1936 BENTLEY 3½-litre tourer, replica coachwork, chassis rebuild.
1935 BUGATTI Type 57 drophead coupé by Gangloff.

WANTED: ALL VINTAGE AND PVT CARS

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congratulate 'Motor Sport' on reaching their Golden Jubilee and look forward to another 50 years of informative reporting.



THIS MONTH WE HAVE TO OFFER TWO SUPERB CARS



BENTLEY S.II, 1962, 6.2-litre V8 engine chassis. Power-assisted steering, automatic gearbox fitted with H. J. Mulliner two-door Continental sports 5-seater saloon; finished in black with tan hide upholstery; fawn carpets and headlining. Equipment includes heated rear window, push-button radio, etc. The coachwork on this car is of the highest possible standard and is of all aluminium construction. The whole car is in beautiful original condition and carries with it a fully recorded history right from the time of its first service at 2,500 miles. The total recorded mileage is now 113,000 miles but the general condition of the car belies this total mileage figure. At 108,000 miles the gearbox was rebuilt and the service history bears testimony to the unremitting care in servicing and maintenance of this car. We believe that only 26 cars of this type were originally built by the Rolls-Royce company. The coachwork is in almost unmarked condition and represents an outstanding opportunity for investment and superb motoring.

BENTLEY S.II Park Ward Continental two-door fixed-head five-seater sports saloon of unique design and the only car of this exact specification in existence. For some years it was the property of the Rolls-Royce company at Crewe and was used extensively for experimental and research purposes. During the year 1963 it was sold by the Rolls-Royce company to a friend of one of the directors, a very unusual course as apparently Rolls-Royce do not make a practice of disposing their experimental cars. It was acquired by the late owner November 1965 and has been in his ownership up until recently. During the period 1972-1974 the entire car was completely rebuilt and restored to almost equal to new condition in every respect. The coachwork is now finished in pale metallic blue with magnolia off-white hide, piped with wine-coloured piping, wine-coloured carpets, etc., and, unusually for this model, is fitted with the latest type Frigidaire air-conditioning equipment. Quadrophonic radio and tape player with four speakers has also been installed. The total mileage covered since the rebuild is less than 10,000 miles, and superlatives fail to accurately describe this unique one-off car. Providing the car is not driven above 70 m.p.h. the petrol consumption returned is between 16 and 18 miles per gallon. We are offering this car to the open market for the benefit of serious collectors.

OUR STOCK IS CONSTANTLY CHANGING — TELEPHONE YOUR REQUIREMENTS — WE MAY HAVE ALREADY IN STOCK JUST THE CAR TO MEET YOUR NEEDS.

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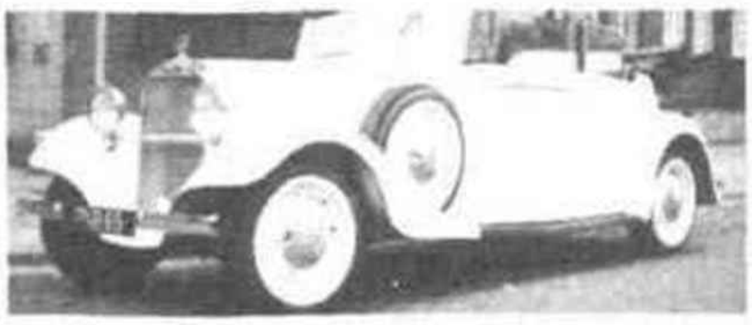
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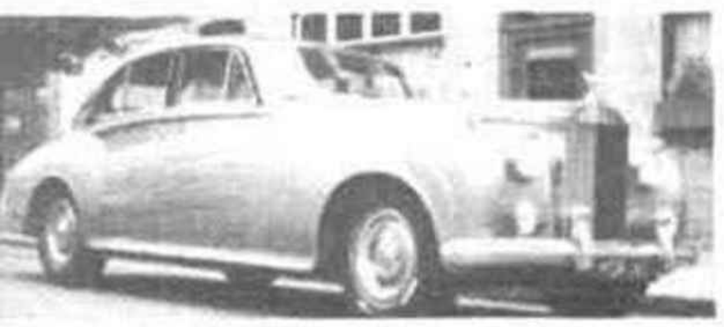
/e are proud to offer one of 18 (reputedly to be ade) **Rolls-Royce Silver Cloud III Flying purs** by H. J. Mulliner. This magnificent 1964 car finished in Rolls-Royce metallic walnut with black ather trim throughout. Electric windows, quadra-honic tape player. Absolutely *concours*. **£8,500.**



1934 Mercedes 2.2-litre drophead coupe. This **rare car** has left-hand drive and is finished in the traditional Mercedes white with new black leather trim and hood. Both the mechanics and body are in first class condition. **Offers are invited.**



1961 Bentley S2 Continental 2-door saloon by H. J. Mulliner (all aluminium coachwork). Finished in unmarked shell grey over burgundy, with re-upholstered beige hide trim and carpets. Electric windows. Two owners from new. All original tools complete.



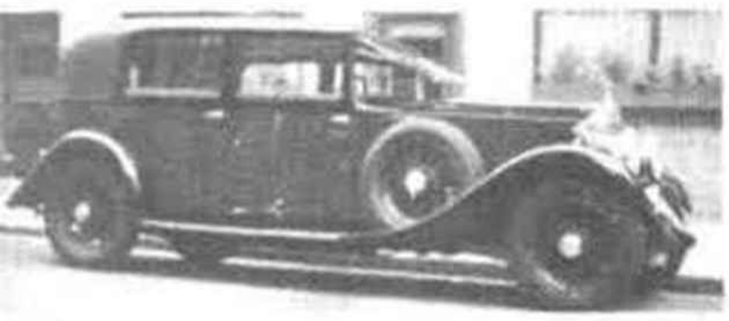
961 Rolls-Royce standard 4-door saloon. inished in sage over smoke green with matching eather trim. Extras include electric windows, factory-tted air-conditioning and sheepskin rugs. An out-tanding example. **£3,450.**



1964 Silver Cloud III, long wheel-base, with electric division. Finished in astral blue with blue/grey leather trim throughout. Power steering, automatic and electric windows. This car has just been fully serviced by our works department. **£5,950.**



1959 Bentley 4-door sports saloon. One of the last in chassis series with the high-compression 8 : 1 engine. Finished in sand over sable with beige hide trim. Factory-fitted electric windows, power steering and automatic. **£2,400.**



932 Rolls-Royce 20/25 h.p. sports saloon by ark Ward. This car has been restored to the highest tandard and is in *concours* condition. The engine has een completely rebuilt and looks like new. The paint-ork is black over royal blue, the interior has just been e-upholstered in ice blue Connolly hide. Surely one f the finest examples in existence.



1961 Bentley S2 standard 4-door sports saloon. Shell over Tudor grey with light grey leather trim. 51,000 recorded miles from new with one owner. Electric windows, 8-track stereo. A very nice example. **£2,450.**



1955 "R"-Type Automatic. Finished in black over garnet with beige hide trim. We have just fully restored this car to the highest standards, making it a marvellous investment against inflation. Included in the price is a new set of whitewall tyres. **£2,400.**



964 Bentley S3 4-door sports saloon with undym glass and refrigeration. Finished in astral lue with light blue leather trim, electric windows and ll the usual refinements, representing excellent alue at **£2,950.**



1953 Mulliner "R"-Type Bentley 4-door sports saloon with manual transmission. Shell grey over black with light grey leather trim. Perspex sun-roof, new fitted Wilton carpets. Highly recommended.



1965 Rolls-Royce Silver Cloud III 4-door standard steel sports saloon. Painted to the highest Rolls-Royce standards in burgundy, with beige Connolly hide throughout. Electric windows, power steering and automatic. **£4,750.**

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wo Silver Cloud Is from £2,675.

Two Silver Wraiths from £2,950.
Seven various pre-war Rolls-Royce.
Three S3s from £2,450.

Six S2s from £1,850.
Four S1s from £1,250.
Seven R-Types, including coachbuilt, **£1,395.**
Three Mk. VIs from £895.

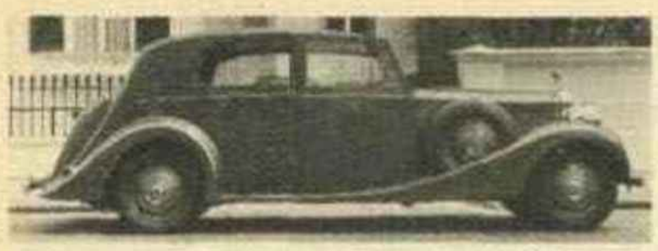
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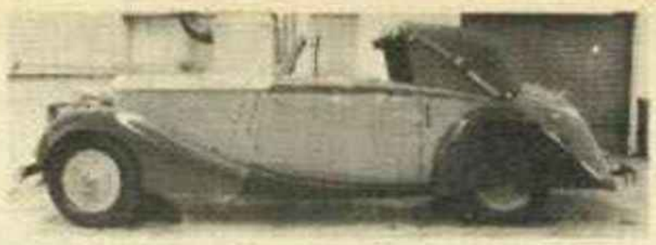
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1939 ROLLS-ROYCE 25/30 Wraith razor-edged saloon by James Young. This most attractive car is finished in deep gunmetal grey with blue interior throughout, the rear compartment being in fine all-wool cloth. It has a disappearing glass divider and vanity sets together with cigar storage in the folding picnic tables as well as a central cupboard in which may be incorporated a cocktail set if required. The interior is complimented by fine straight-grain walnut veneer cappings and a new dove grey head liner has just been fitted.



1936 ROLLS-ROYCE foursome drop-head SEDANCA COUPE (3-position folding top). Impeccably re-finished in smoke over sage green with fine dark green hide interior. A most delightful 20/25 with concealed spare wheel, this motor-car is a potential show winner.



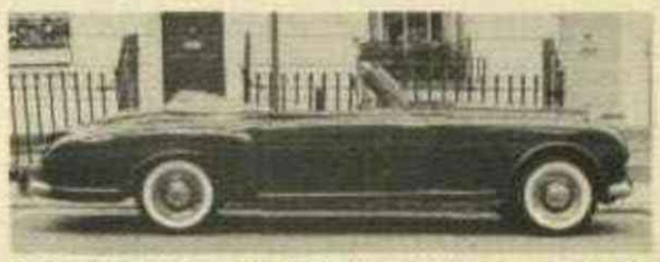
1951 ROLLS-ROYCE Silver Wraith "Teviot" touring saloon with division by Hooper. Finished in claret over mole grey with claret fenders and equipped with a power-operated division and mid-tan Luxan-grain hide throughout the interior. A magnificent small Rolls-Royce saloon, beautifully appointed and very well built even in consideration of its having been constructed by the Royal Coachbuilders.



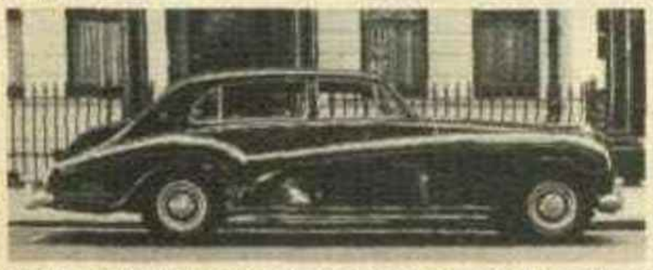
1963 BENTLEY S3 Continental power-convertible by Mulliner-Park Ward. Resplendent in metallic peacock blue with light blue hide and new vinyl folding top. Well known to us with a detailed listing including much work in the last 4 years.



1959 BENTLEY Continental SI special 2-door saloon with LEFT HAND DRIVE by H. J. Mulliner. Exhibited at the Geneva Motor Show, this fine and crisply-styled car has been re-finished to a high standard in astral blue with black hide interior. Equipped with power-assisted steering.



1958 BENTLEY SI Continental convertible by Park Ward. Havana brown with champagne hide interior and matching power-operated vinyl top. Prepared to *concours* standards and carefully checked mechanically. Undoubtedly the best of its kind anywhere.



1961 ROLLS-ROYCE Silver Cloud II 4-door long wheelbase saloon, hand-crafted by James Young. Equipped with metal sun-roof, whitewall tyres, West of England beige cloth interior throughout and possessed of a good service history. The car is finished in black and has very fine wood veneers to the interior.



1951 ROLLS-ROYCE Silver Wraith sports saloon by Freestone and Webb. Design No. 3070B shown on P.44, "The Elegance Continues". Black with magnolia hide complemented by fine light veneers. A 2-owner car which has covered only 68,000 miles from new, equipped with sliding sun-roof and a very desirable Silver Wraith.



1964 ROLLS-ROYCE Silver Cloud III 4-door saloon. Most beautifully finished in black over velvet green livery with light tan hide interior; pin-striped in gold. 39,000 miles only recorded from new.



1957 BENTLEY S1 4-door Special Coachbuilt saloon by Freestone and Webb: a similar model is shown on page 61 "The Elegance Continues" by Lawrie Dalton. This car is now undergoing complete restoration in our workshops, having fine grey hide upholstery with excellent veneers and detail fittings. The exterior will be garnet over Negra brown (bitter chocolate), which is as original and is a most unusual car of exceptional grace.



1965 ROLLS-ROYCE Silver Cloud III 4-door saloon. Equipped with extended Radford custom-built trunk lid, fold down rear seats for extra luggage-carrying capacity and finished in astral blue with fine red hide interior. A rare and desirab le variant of the standard Silver Cloud. **£5,600**

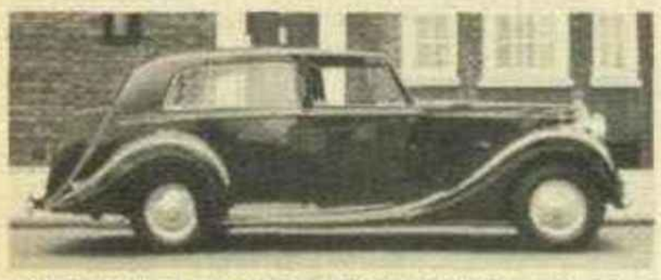
1936 BENTLEY 4½-litre 4-seater open touring car by Vanden Plas. an RC-series car, one of six built by Rolls-Royce Ltd. in 1933/6. Chassis No. RC 45, entire car in *concours* condition.

1923 ROLLS-ROYCE Silver Ghost 4-door touring car with coachwork believed to be by H. J. Mulliner. This car has spent some time in the United States but is now returned to this country having recently been re-finished in cream with black fenders and excellent red leather interior, complemented by all the correctly-plated nickel fittings. This is a lively, lightweight Silver Ghost which gives an excellent ride, has good weather equipment and is fit to take its place in any gatherings of the best Rolls-Royce, Bentley and other Classic automobiles.

1959 BENTLEY SI Continental lightweight 4-door saloon by Hooper. One of a mere handful, shown on p. 269 'Fifty Years of the Marque'. Prepared to show standards in regal red with beige hide: a most desirable Classic design, unlikely to be offered again on the open market.



1961 BENTLEY S2 Continental 4-door "Flying Spur" saloon by H. J. Mulliner. With With metal sliding sun-roof, finished in Saxe blue with light tan hide: comprehensively overhauled in our workshops. Especially recommended.



1947 ROLLS-ROYCE Silver Wraith sedanca-de-ville. As shown here but in sand over sable with apricot tan hide, equipped with a stereo tape player but with no glass division and no occasional seats, a car of most unusual specification and impressive appearance, fitted with whitewall tyres and large external headlamps.



1936 ROLLS-ROYCE 20/25 Sportsman sun saloon by H. J. Mullier. A car owned by an enthusiastic member of the Rolls-Royce Enthusiasts Club and a very handsome design, finished in black over Burgundy with black wings and original Burgundy hide interior, with fine veneers and brass inlay. **£4,950**

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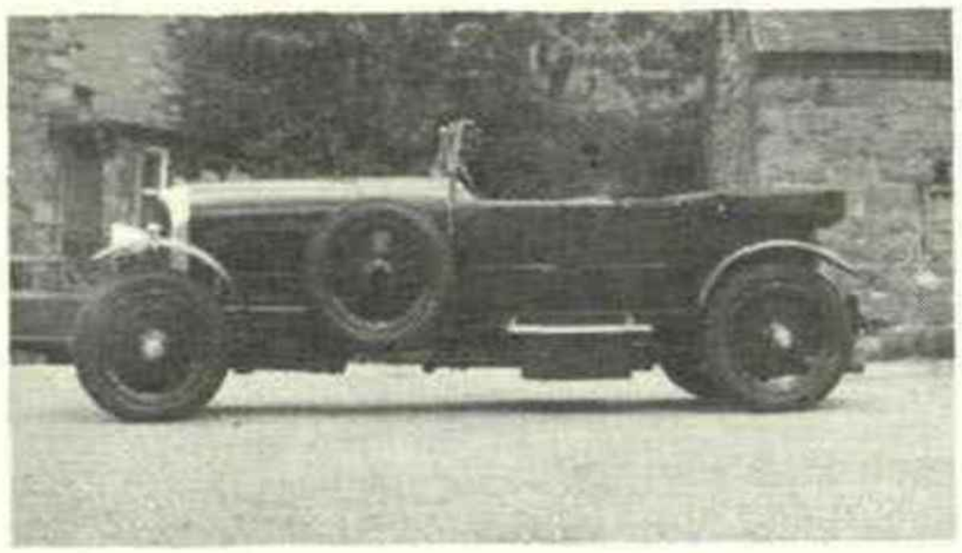
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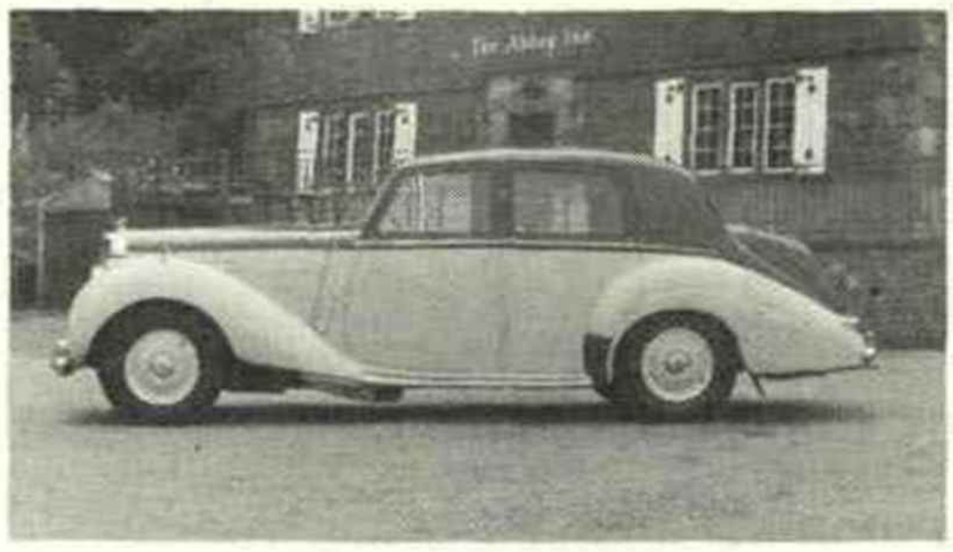
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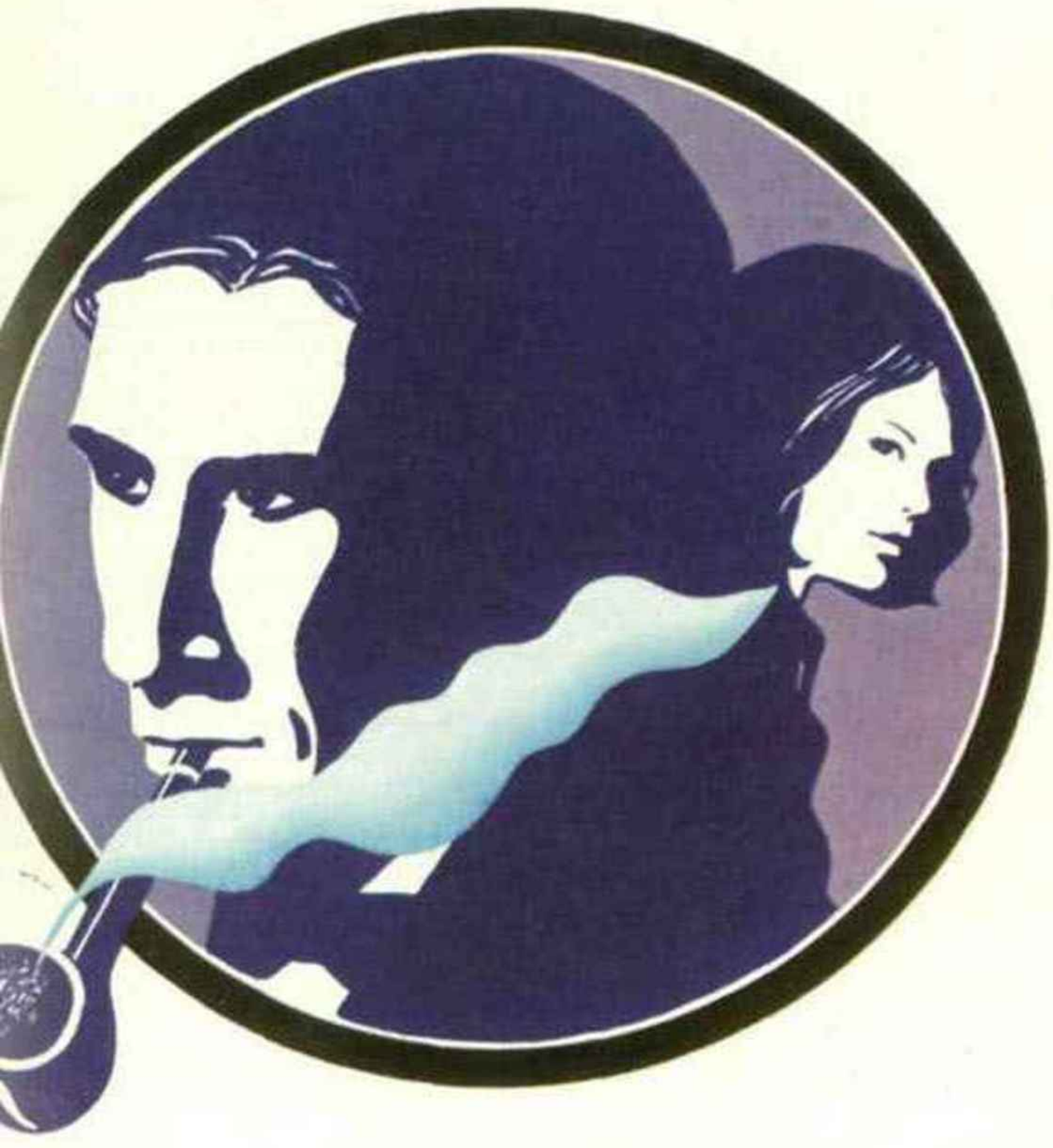
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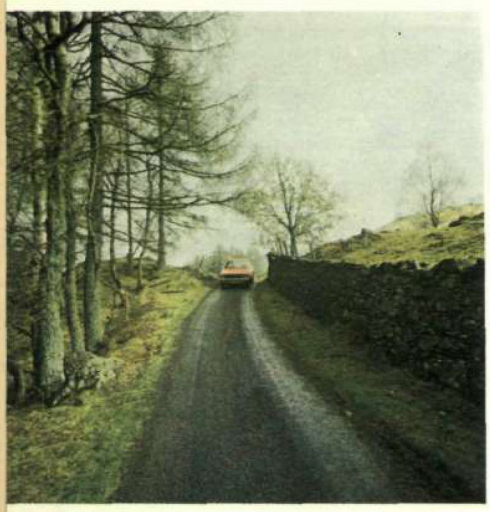
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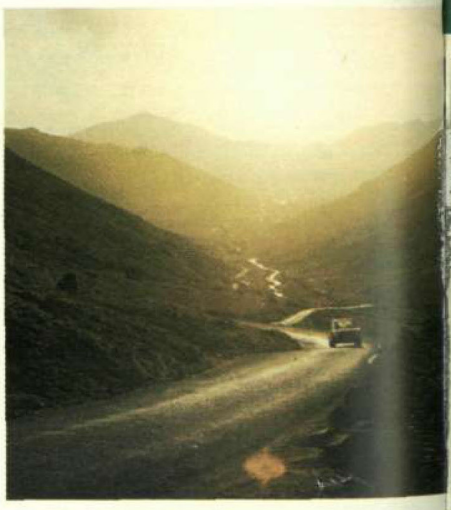
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