

MOTOR SPORT

Founded in the year nineteen twenty-four



“92,000 miles, and still winning races.”

says Paddy Hopkirk



When it comes to squeezing extra performance and economy out of a car, Wally Pratt (shown below) is a bit of a genius.

His nine year old Fiat has clocked up 92,000 miles.

In 1974, he came first in the Fiat Economy Run (for the third consecutive year) doing over 73 miles per gallon.

In the same year he won two major sprint championships.

And he still uses the car every day for work.

Obviously, Wally looks after his car. That's why he uses Duckhams Q Motor Oil. Its unique combination of additives minimizes wear so he gets extra mileage out of engine parts - and petrol.

Wally feels quite strongly about it. 'The only time I've had engine trouble,' he says, 'was when I wasn't using Duckhams.'



DUCKHAMS 

Ask a man who knows about engines.



Caterham Car Sales

Super Seven — Concessionaires • TVR London and Surrey Distributors • Siva London and Home Counties Distributors •

LOTUS SEVEN

New Super Seven. Early delivery of Lotus twin cam engined Series III available Spring 1976. Prices around £2,200, depending on specification. Order now before next price increase. Demonstration car available by appointment.

Used Lotus Sevens

A range of used models always available. Serviced by specially trained staff. HP and special insurance rates. 1 or 2 cheaper models available this month.

LOTUS

- 1973 (M) Elan +2S 130/5. Blue, h.r.w., radio £2,395
- 1972 Elan +2S 130. Met. blue/silver, tinted screen, h.r.w. £1,845
- 1973 Europa Special/4. Purple, radio, alloy wheels £1,695
- 1974 Europa Special/5. Regency red, Alloys £1,895
- 1972 Elan Sprint DHC. Red/white, radio £1,545
- 1972 Europa twin-cam, lime green £1,545
- 1969 Elan DHC S4, white, radio £945

1966 Elan DHC, yellow/white. Virtually one owner. Low mileage. £745

TVR

Early delivery New 3000M. Burgundy, all extras, list price.

New 1600M, yellow, pre-increase price.

1973 3000M, yellow, sun roof, radio £1,695

1971 Tuscan 3-litre V6, blue £1,095

1970 Vixen, purple, sun roof £995

SPORTS CARS

New Siva Llama. Early delivery of this Imp-engined Moke type sports car from £1,395

1974 (Reg. Dec '73) Peugeot 26 TI, one owner, 17,000 rec. miles £1,595

1972 Jensen Healey, Medici blue, radio £1,495

1972 M.G.-B GT, Bronze yellow, o/d, 14,000 rec. miles £1,395

1967 Aston Martin DB6. 5-speed. Red. Radio, chrome w/w £1,295

1971 Mustang LHD. Auto, PAS, Powerhood. Radio £1,195

1972 Triumph TR6, saffron, hardtop/softtop, o/d £1,095

1972 Ginetta G15, yellow, sun roof £1,095

1969 Mini Cooper, blue £495

1960 Lotus Elite, full history. £1,495

NB Our stock is ever changing—please telephone for current availability.

MOTOR RACING. MOD Sports—David Bettinson is still going too quickly. The Morgan and Elan drivers won't even let him race as a guest! 'T' Shirts—Lotus Seven too fast to race £2 (inc. p & p).

Wanted for Cash—All Lotus Elan +2S, Europa, Elite, Seven, also M.G.-B, Clan, TVR, Jaguar and Ginetta.

Consult us if you are selling a good condition sports car. HP accounts settled, collection arranged.

Lotus Seven Club. Next meetings Thursday, 6th November, The Headley Arms, Warley, Essex. 20th November, Wheatsheaf, Esher, Surrey. Send 7p for details.

I enclose 25p for copy road tests, brochures, etc., of New Super Seven Twin Cam/TVR/Llama.

Name

Address

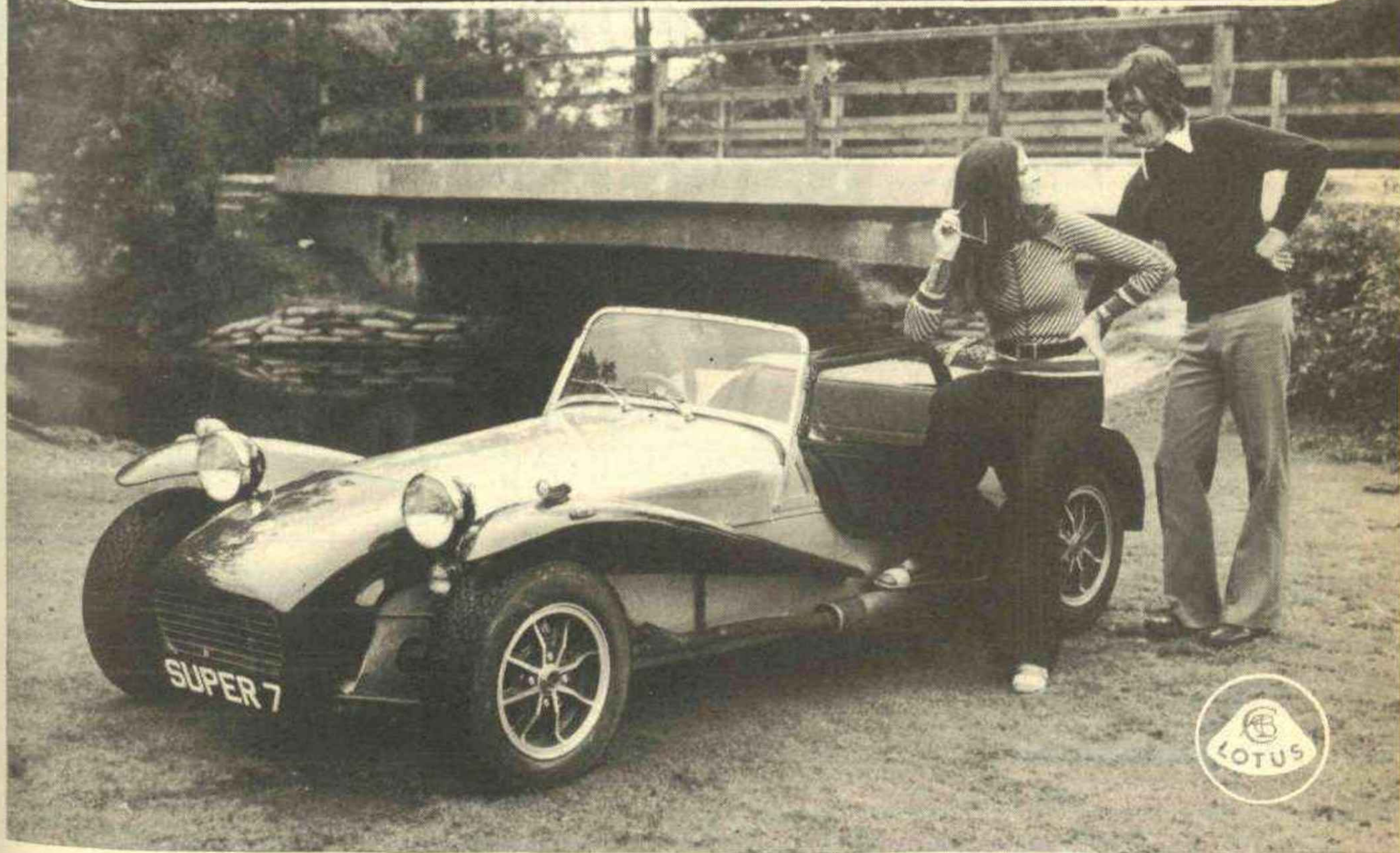
To: 36/40 Town End, Caterham, CR3 5UG.

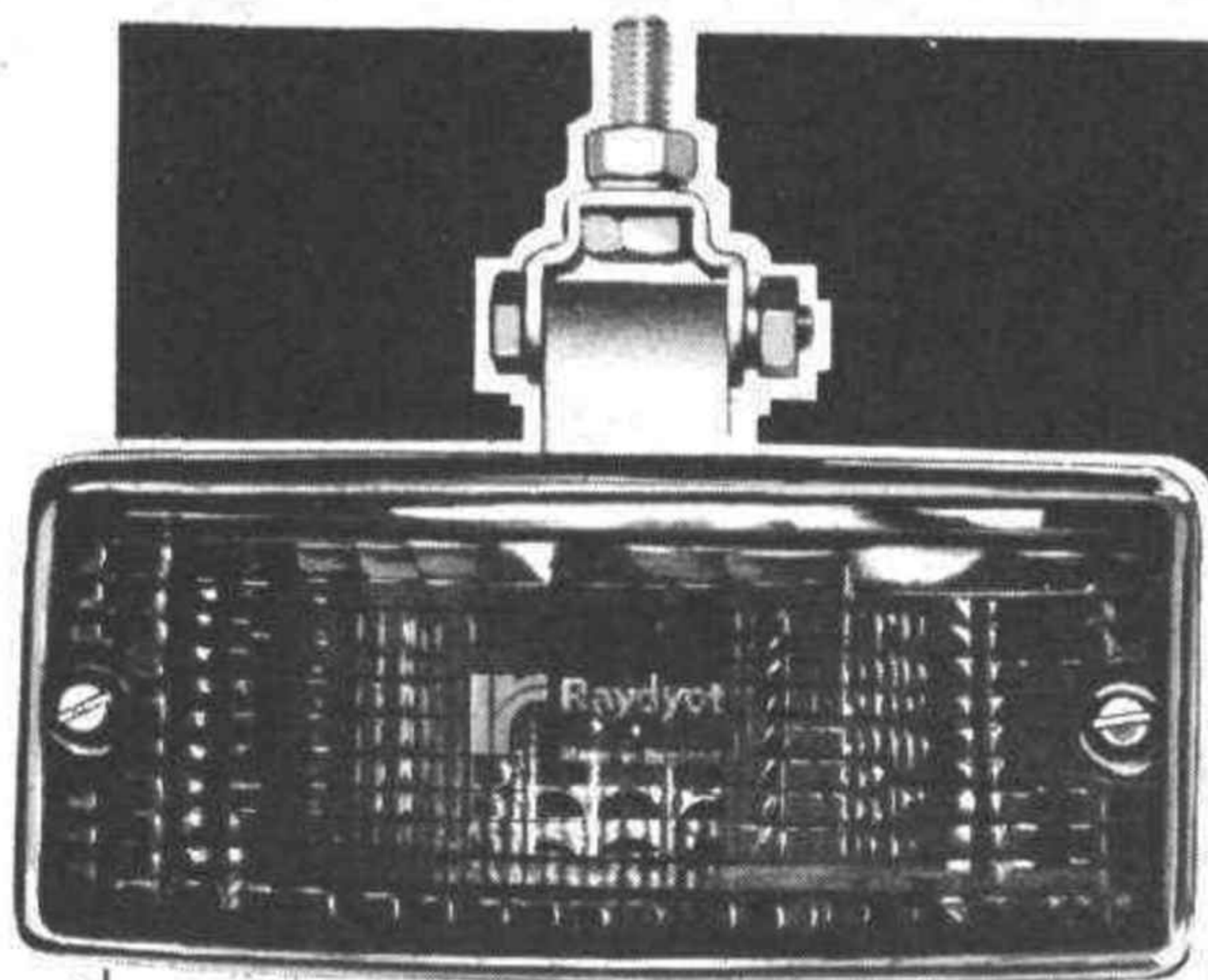
London: 142 Finchley Road, NW3. Tel: 01-794 9659

Directions: Just south of the M1 on the A41 into London, 100 yards from Finchley Road Tube Station.

Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)

Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.





red for safety! the Raydyot Red Flare Rear Warning Lamp

Make sure you're seen clearly this winter by fitting Raydyot Red Flare rear warning lamps. Ideal for use in foggy, dark or wet conditions and especially for motorway driving.

Using the latest design techniques and incorporating either bolt on or clip fitting these warning lamps are just one example from the huge range of Raydyot Lighting units and motoring accessories available.

Look out for the Raydyot name at all leading accessory shops and garages.



Raydyot
Raydyot Limited, Waterfall Lane, Cradley Heath,
Warley, West Midlands B64 6QB,
England. Tel: 021-559 2471.



FREE
lighting
catalogue on
request

see and be seen with Raydyot

The Bainbridge Challenger: guaranteed to keep you quiet for two years.



Now



after 6 months



after 1 year



after 18 months



2 years from now... still going strong

The Bainbridge Challenger is guaranteed for two full years/24,000 miles. And the guarantee—unlike some—holds good for the new owner if you sell your car in that time.

Now, would we offer you that kind of guarantee if we didn't have a pretty rugged silencer to back it up? You bet we wouldn't.

In the first place, the Challenger is aluminised*—that's aluminium alloyed on to the steel. Which is why it lasts longer. It's engine-tuned to the gas-flow of your car. Which is why it delivers maximum performance, minimum noise and optimum fuel economy.

And, of course, its profile is precisely tailored to your car's shape, so fitting it is no sweat at all.

Certainly the Bainbridge Challenger is a little more expensive. But we'd never sell you a 'cheap' system. Because they often cost you more in the long run.

*Aluminised steel supplied by Coated Metals Ltd., Pontardulais, Glamorgan—registered trademark "ALUDIP".

A  Silencer Company

To Richard Bainbridge & Son Ltd., Phoenix Mills, Booth Road, Little Lever, Bolton BL3 1AS.

Please send me more info on Bainbridge systems - and tell me where I can buy them.

Name _____
Address _____

(MS11/75)



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Exhaust Systems.**
Engine-tuned for economy



SPEREX®

the auto chemical products others try to copy

VHT EXHAUST COATING

The only effective DIY heatproof coating known to man, withstands 1200°F continuous. Ten colours.

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Protects against harmful glare, tough, even coating reduces eye strain, heat and driving fatigue. Colours: blue, smoke, green.

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Gives long lasting non-reflective coating to any material. Used by Ford's Comp. dept. Corrosion resistant.

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A very tough clear coating giving long lasting protection from oxidization and corrosion to all types of mag and alloy wheels and castings.

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Suitable for almost any surface, gives a quality black wrinkle finish, semi heat-resistant; ideal for car, office, or home use.

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Miraculously removes grime from all metal parts, will not harm wiring or plastic components. Spray on - wash off.

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Restores all vinyl, plastic and artificial leather upholstery 'like new', weather resistant and rub proof. Black.

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Air drying, heat-resistant, semi-gloss finish in a choice of six colours. Gives your engine a professional finish.

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Assures tight seal on all types of gaskets and water hoses; contains pure copper, used by leading Racing Teams. Ideal for high compression engines.

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Mag Wheel Cleaner

Removes oxidization, restores mirror finish to polished surfaces. Does not harm original coating on wheels.

Mag Lac

Protects your wheels and other polished surfaces. Scratch and chip resistant, recommended by Jensen Motors.

Wheel Seal

Applied inside rim of alloy wheels, seals leaks, allowing use of tubeless tyres. Restrains tyre 'creep'.



Send large s.a.e. for Free leaflet showing all 25 Sperex products and current price list. Large decals 5p each.

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THE NUMBER PLATE TO REFLECT YOUR PERSONALITY

From Jamesigns. A revolutionary concept in reflective number plates, perfected by a completely new perspex fusion process.

The result is a totally smooth number plate with no raised surfaces to act as fly and mud traps.

Just a simple wash after a long journey and they're like new.

Clearly visible, waterproof and fulfilling British Standard requirements.

Fixing's easy too with full fitting instructions supplied.

The cost of £9.95 per set includes VAT and first class postage.

HAVE YOUR NAME, OR COMPANY NAME INCLUDED for a further

£3 per set.

If you've bought the car or number to best match your character, here is the number plate that reflects it even further.

All in all an economic way of making your great car look even greater.

Dealers can supply new cars fitted with Jamesigns and trade enquiries are welcome.

To order just fill in the coupon with cheque/PO for £9.95 (+ £3 if you require personalised plates).



PRINT CLEARLY to ensure correct details on plate.

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MODEL: YEAR:

CAR NUMBER:

NAME REQUIRED FOR PERSONALISING:

Make cheque/P.O. payable and post to JAMESIGNS (LEEDS) LTD.
15 Armley Road, Leeds LS12 2DR.
Company registered in England. Registration No. 908695

Your cooling system needs gentle protection against heat, against frost, against corrosion.

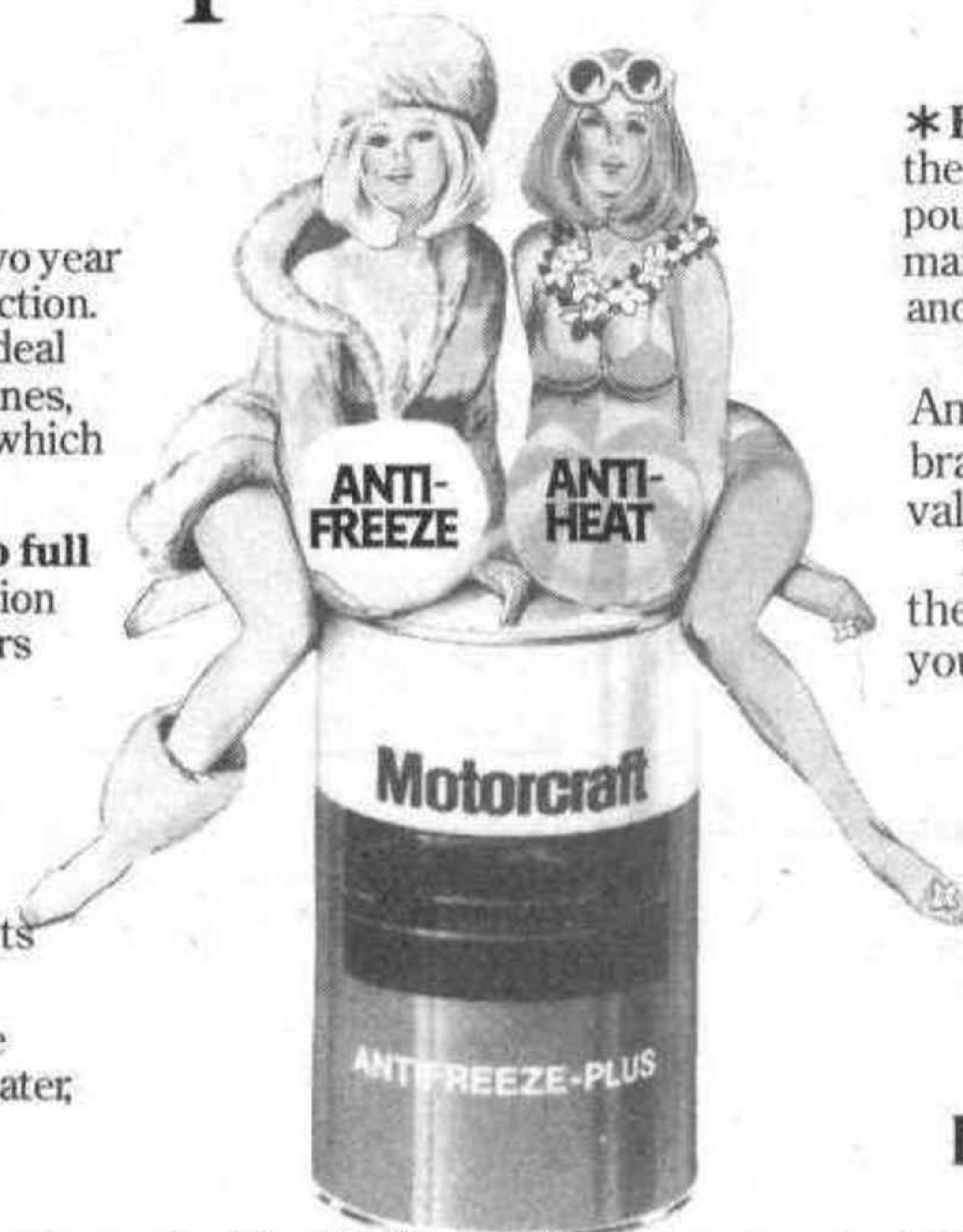
Ask for Motorcraft— the powerful but gentle 2-year Antifreeze for all-year-round protection.

You are never out of season with Motorcraft Antifreeze-Plus—the two year Antifreeze for all-year-round protection. Motorcraft Antifreeze-Plus is the ideal Antifreeze for all water cooled engines, and it combines all the advantages which an effective coolant can provide:

*** All-season protection for two full years.** Corrosion and frost protection lasts all-year-round for two full years when used in recommended concentration.

*** Better corrosion protection.** Specially formulated inhibitors help to protect all metals found in modern cooling system components against corrosion.

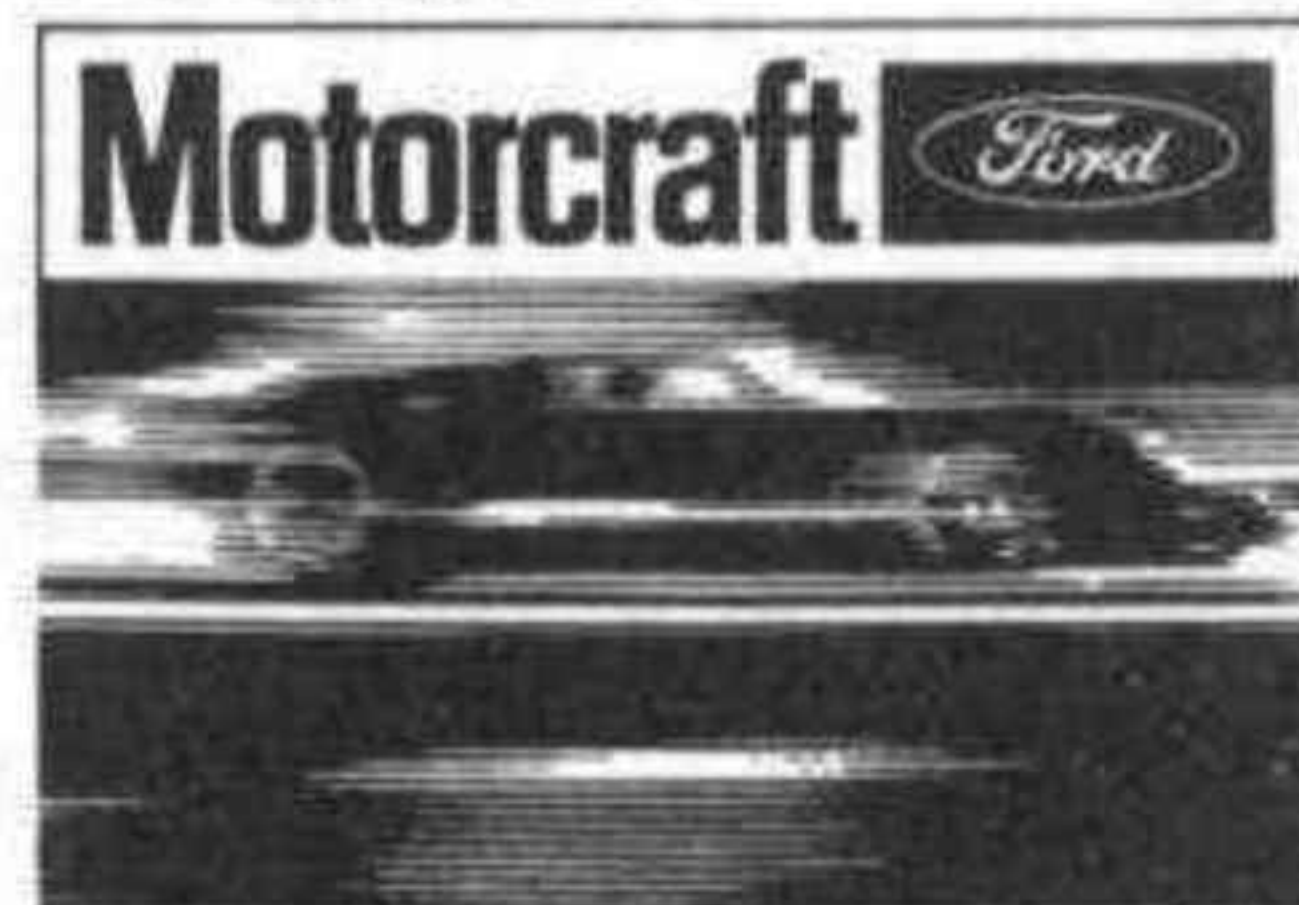
*** Better frost protection.** In the recommended 50% solution with water, gives protection down to -38.2°C .



*** Better heat protection.** It contains the ideal properties of Antifreeze compounds and corrosion inhibitor fluids to maintain the right cooling temperature and to help prevent radiators from boiling.

Now, compare 2-year Motorcraft Antifreeze-Plus, with normal 1-year brands—you will find much better value for money in Motorcraft.

Motorcraft Antifreeze-Plus—the powerful but gentle protection for your cooling system.



Better parts for most cars.

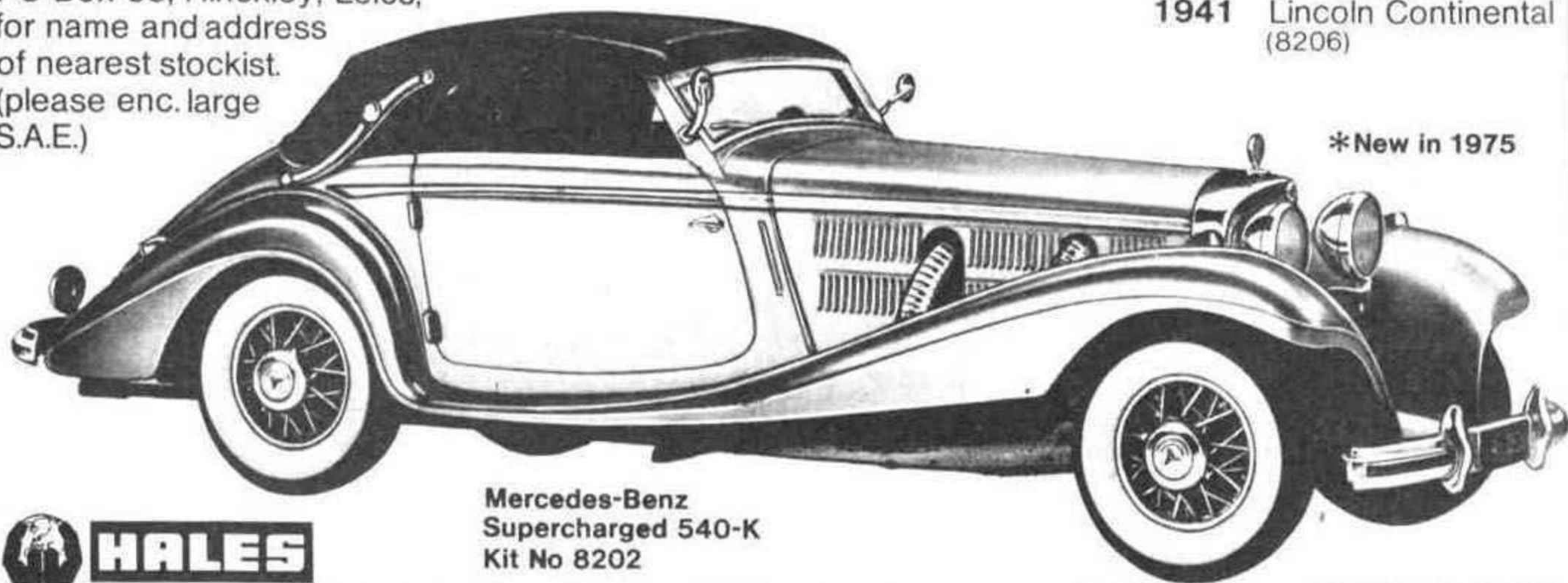
Spark plugs • Filters • Ignition parts • Ignition 'tune-up' kits • Fan belts • Wiper blades & arms • Bulbs • Cooling system parts • Antifreeze • Wheel bearings • Shock absorbers • Car care products

Monogram Motors

Monogram kits, and catalogues (40p) are available from Hamleys or your local model shop. In case of difficulty, contact AA Hales Ltd, Dept. 2C, PO Box 33, Hinckley, Leics, for name and address of nearest stockist. (please enc. large S.A.E.)

For only £2.75 you can build your own 1/24th scale authentic reproduction. Every Monogram Classic Car kit provides detail, realism, and the very finest in plastic kit quality. Each precision part is rigidly engineered to ensure a perfect fit.

The Monogram collection includes:-
1924 Bugatti 35B (8205)
1930 Packard Boattail Speedster (2301)*
1930's Duesenberg Phaeton (8201)
1931 Rolls Royce (8203)
1934 Duesenberg Town Car (7549)
1937 Cord 812 (8204)
1939 Mercedes-Benz 540-K (8202)
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*New in 1975



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How to buy a car that's guarded against expensive mechanical failures

CHOOSE ONE WITH THE GUARDIAN GUARANTEE

If you're about to buy a car, new or used, you need the best deal going. And the most reliable.

You're assured of that when you buy a car with a Guardian Guarantee Package. The Conditioners which come as part of your purchase, protect your car against malfunction of engine, gear-box and rear axle for the full period of the guarantee on any single occasion.

Guardian gives worthwhile protection to a used car.

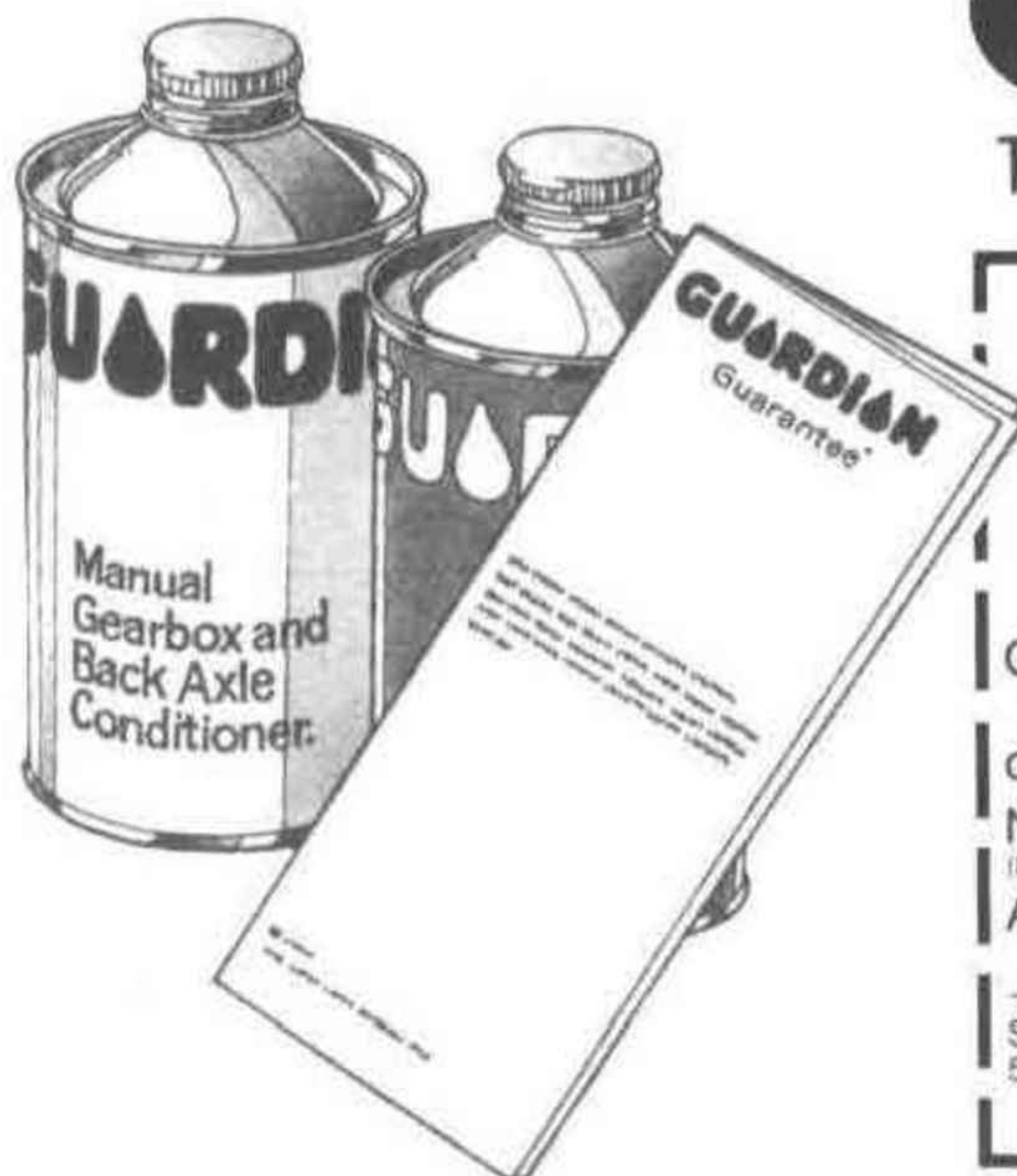
On a used car the Guardian Guarantee protects the engine, gear-box and rear axle against malfunction for 12 months or 12,000 miles from the date of purchase. During the

guarantee period, repair costs up to £150 of which £20 may be for labour, will be met by Guardian Engine Conditioners Limited.

For new cars we also have a special deal that extends the manufacturer's warranty. Ask your dealer about it.

Guardian gives worry-free motoring anywhere.

You can travel anywhere, even abroad, with complete confidence. The Guardian Guarantee still applies. In addition, your Guarantee is transferable when you sell your car.



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AND CUT YOUR COSTS
GUARDIAN

I am interested in buying a new/used car with a Guardian Guarantee.

Please send me further details and the address of my local dealer.

Name _____

(BLOCK CAPITALS PLEASE)

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Send this coupon to: Guardian Engine Conditioners Limited,
58 Denbigh Street, London SW1V 2EU. Telephone: 01-821 1271 (10 lines)

GMS 1

One single edition
**M.G. 50th ANNIVERSARY ENGLISH PEWTER GEORGIAN
 TANKARDS AND WINE GOBLET**
 with special commemorative enamel and bronze badge



We have made an edition of special English Pewter Tankards of half-pint and one-pint sizes and a 6 oz. Pewter Wine Goblet to commemorate the 50th anniversary of the M.G. car. This will be a single edition only and these beautifully hand-made heavy tankards and goblets will undoubtedly become collector's items. Whether you own a sparkling new M.G.B., a rugged M.G.A., a classic 'T' Type, M.G. saloon, or pre-war traditional Midget, this is a MUST for your collection. This offer will only be open whilst stocks last. Please fill in the attached coupon and return with remittance in money orders or a checking account cheque.



The enamel badge is of traditional brown and cream with bronze surround

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	Pounds Sterling	U.S. Dollars	Pounds Sterling			U.S. Dollars		
			U.K.	Europe	Australia, N.Z. S. Africa & others	U.S.A. & Canada		
1/2 PINT TANKARD	£5.95	\$13.25	£0.20	£1.00	—	£1.25	\$4.00	\$2.00
1 PINT TANKARD	£6.95	\$15.75	£0.32	£1.50	—	£2.30	\$4.50	\$2.50
6 oz. WINE GOBLET	£5.20	\$11.50	£0.20	£1.00	—	£1.05	\$4.00	\$2.00
MIXED SET OF THREE (1/2 pint, 1 pint, Goblet)	£16.50	\$36.00	£0.60	£2.80	£3.20	£5.90	\$8.00	\$4.00
SET OF SIX WINE GOBLET	£25.00	\$55.50	£0.65	£2.80	£3.20	£7.00	\$10.00	\$5.00

U.K. PRICES INCLUDE V.A.T.

CUT ALONG THIS LINE

PLEASE SEND

- ... 1 Pint Tankard at each plus mailing charge
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- ... 6 oz. Wine Goblet at each plus mailing charge
- ... Set of 6 Wine Goblets at each plus mailing charge
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I enclose Cheque/Money Order for

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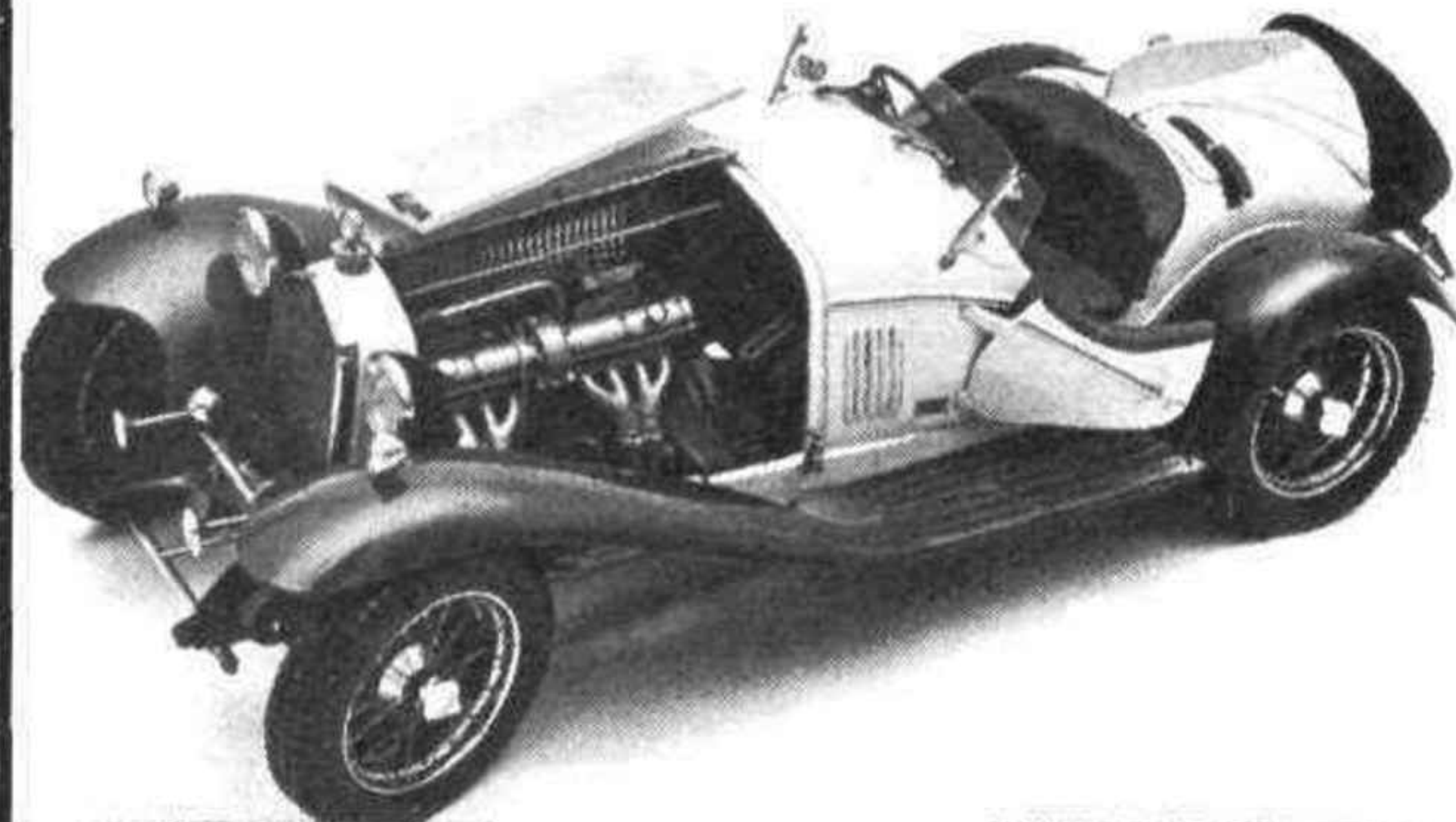
GIFT IDEA

These magnificent tankards and goblets make ideal gifts. If you have a friend whom you would like to receive such a present from you, for instance at Christmas, send us the details - we will do all the rest AND put a Greetings Card in the parcel.

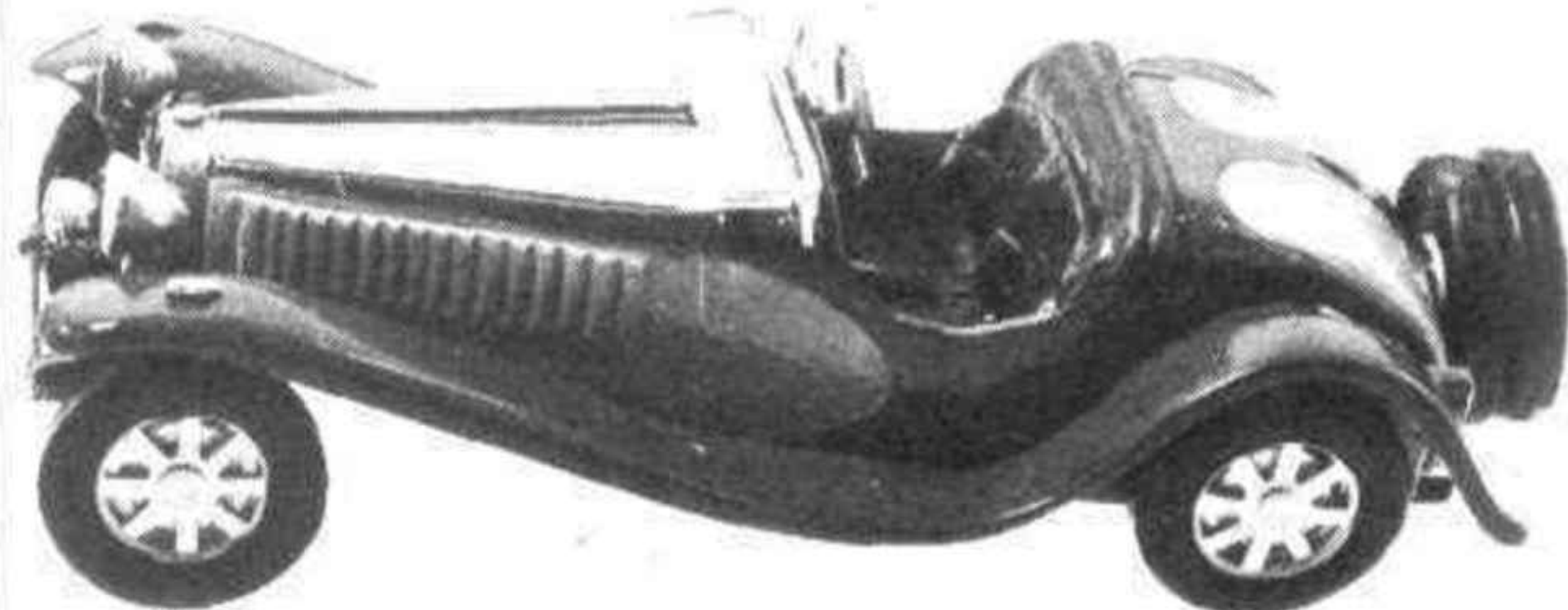
Please send the following greetings

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 33 HIGHFIELD ROAD, BIRMINGHAM B28 0EV,
 ENGLAND 021-777 2011

CLASSIC MODELS



DESPITE the ever rising prices of full size classic cars you can still own a **1932 Alfa Romeo Spyder** for only 65 pounds. Yes, we know it's a model but have you ever before heard of a model with brakes that operate, steering that turns, an engine with pistons and a crank that turns over, individually spoked wheels, rubber tyres and leather upholstery? 1,954 parts go to make up this classic, exact scale construction kit in brass, stainless steel, iron, copper, rubber, leather and plastic. A fully finished model would cost you around 260 pounds but as they do not travel in built-up form it is better for you to assemble your own from a kit during the boring dark winter months. The kit is completely authentic, having been created from Alfa's own plans with the help of **Luigi Fusi**. Fully illustrated instructions are supplied with each and we operate an after-sales service whereby any spare can be supplied free of charge. This is one of the classic models of all time, not difficult for the intelligent to put together and an instant envy-earner when on show in your home. Price is 65 pounds post free in the UK but this applies only to current stocks because the depreciation of Harold's pound in our pockets will almost certainly mean a rapid price increase when new stocks arrive. **NB** - We have two shop-soiled examples of this kit, both complete, for sale at 60 pounds post free. In the same series and just as desirable we also have the **1935 Mercedes 500K Supercharged roadster** at 95 pounds, the **1931 Alfa Romeo 8C 2300 Monza** at 55 pounds, the **1907 130 HP GP Fiat** at 43 pounds, and the fantastic **1932 Rolls-Royce Phantom II Drophead** at 85 pounds. All are 1/12th scale - the Rolls, for example, is 26" long and the Alfa Spyder pictured is 19 1/2" long. **BUT** if you're looking for something more modern we should this month have the new 1/12th scale annual F1 kit in all its superb detail. It should be of this year's **MARTINI BRABHAM** and will probably cost around 6.99 plus 65p post. So if you want to be first with it send 7.64 now and we'll send the kit as soon as it arrives. If the price is higher or lower we'll drop you a line before arrival. In May next year there should be a 1/12th scale kit of this year's **FERRARI 312T** but we won't take orders for that until February. **MEANWHILE** big scale, easy to assemble but detailed kits that are worthwhile and available from stock include: **Morgan Plus 8** 5.95; **Jaguar SS100** 4.99; **MG TC** 4.75; **Bugatti Royale** 9.95; **Alfonso Hispano Suiza** 4.25; **Citroen 2CV** 2.00; **Ford Model T** 4.99; **Bugatti 35B** 2.75 - all plus 65p post each, and all detailed in our 60-page illustrated kit catalogue which costs 50p and gives full descriptions of all the big scale models we have. Most are detailed even to readable instruments, operating steering and suspensions. We build them for museums and motor shows the world over, so if you join in you'll be in good company!



PICTURED above is our own kit of the **Bugatti T55** which we modelled on Miles Coverdale example now living happily in New York. Like all of our "Classic Cars" range it is a simple but detailed metal kit of parts in 1/43rd scale, an ideal size, it has been found, for shelf display. The average home can take one or two big scale models like the Alfa Spyder but it begins to rival Beaulieu with six or more. The same home can usually take 20 or 30 1/43rd scale models before marital bliss is threatened! Our metal kits have been acknowledged by journalists and owners' clubs as THE most accurate. They cost 3.95 each and all have illustrated instructions and a history of the car - they are not difficult to make a good job of. New in our range this month are: **Aston Martin P215 Le Mans** (the last racing Aston); **Aston Martin DB4GT Zagato Competition** (based on VEV and others); **Lotus 7** road or race car; **Mercedes SSKL Targa Florio**; **Jaguar XK "S"** - the last Lyons-designed Jaguar. Note - post on single model orders is 50p, for more than one add 15p per model.

NB: Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.



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FROM £12.95*



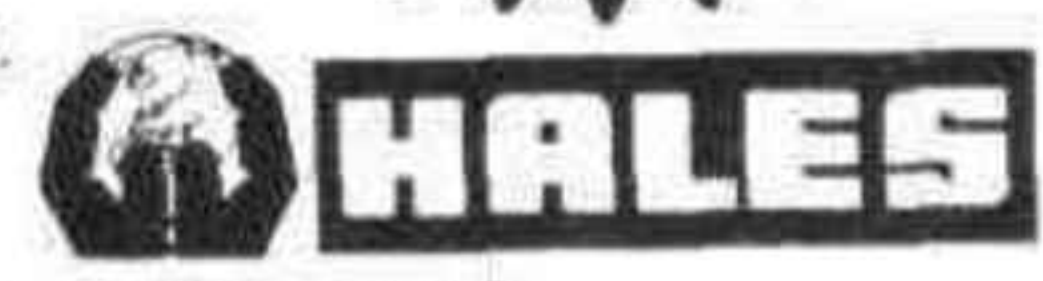
Cessna 150
4064



Piper Comanche
4164

Fly a real engine-powered plane even if you've never flown before. Cox present a revolutionary new mechanical device called The Cox AUTOMATIC PILOT. It is possible to enjoy the thrill of flying while learning. The Automatic Pilot can be switched on to control a model aeroplane through take-off, flight and landing. When the pilot has gained confidence with his engine and model handling, he can switch the COX AUTOMATIC PILOT off and take over full command of his model. Available from Hamleys or your local model and toy shops. Also in the Sure Flyers series, Skymaster 4264 and P-39 Aira Cobra 4364. Catalogues from AA Hales Ltd, Dept MS, PO Box 33, Hinckley, Leics. (Please enclose large SAE).

MODELS CONTAIN FUEL BATTERY GLOW CLIP WRENCH



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Automatic gain control for clear reception. 5 Watt two stage output for full strength sound.

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Special safety features, including new soft-green luminescent waveband dial to prevent distraction.

Additional facilities

Sockets to accommodate Blaupunkt cassette players and Bosch electric aerials.



Blaupunkt Sandringham only £33.75* Exclusive Blaupunkt fitting kit, custom made for your car, available as an extra. *recommended retail price excluding V.A.T.

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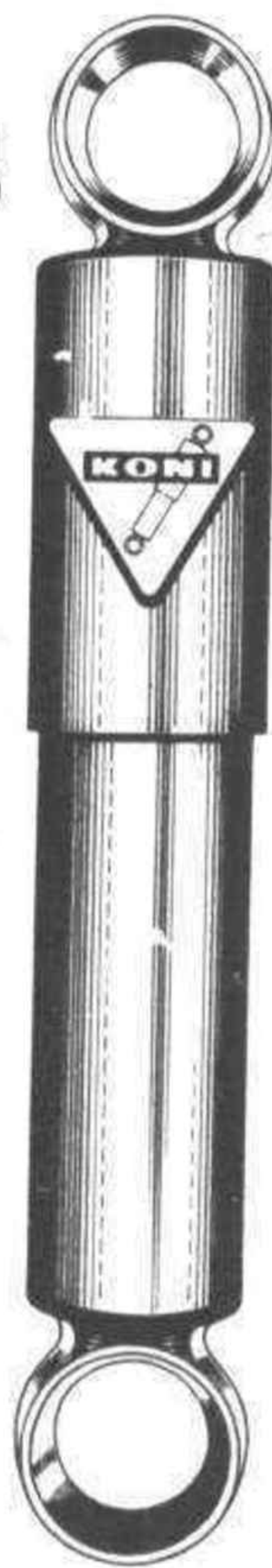
Join the exclusive motoring set with a set of KONI's



In motoring there is an exclusive set of people who, though they may not motor in the most expensive cars, do go to the very top of the market for shock absorbers and fit Koni's to their cars. Such people put motoring with Koni damping far above driving with a set of ordinary shock absorbers which show a saving on cost that can never equal the extra roadholding safety, the extra riding comfort, the extra peace of mind gained with a set of Koni's.

Koni are very special and very exclusive shock absorbers. They give you more confidence at the wheel because they give better controlled damping on the road. And in an emergency, Koni give maximum roadholding whatever dramatic steering changes, sudden braking, violent acceleration you are forced to make to avoid danger. And Koni racing successes also underline Koni superiority—Koni were fitted to the Formula 1 champion cars in 1971, 1972, 1973, 1974 . . . and 1975 looks like being a repeat performance too including Le Mans 24 hours and Indianapolis.

Get a set of Koni's fitted to your car and discover real roadholding power—it's an exclusive characteristic of every car fitted with Koni shock absorbers. Koni are available for almost every car through your garage or accessory shop, or send coupon below to sole concessionaires.



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—NOT THE CHEAPEST, BUT THE BEST

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Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car _____ Model _____ Year _____

Name _____

Address _____

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Calculator. Exclusive automatic chronograph. Water-resistant stainless steel case with luminous dial. Shows time and stops time. And has a precision slide rule to save time. No ordinary watch: a Heuer.



Heuer is the official time-keeper for Ferrari. Having a Heuer means having the highest precision—from the world's largest producer of stop-watches.



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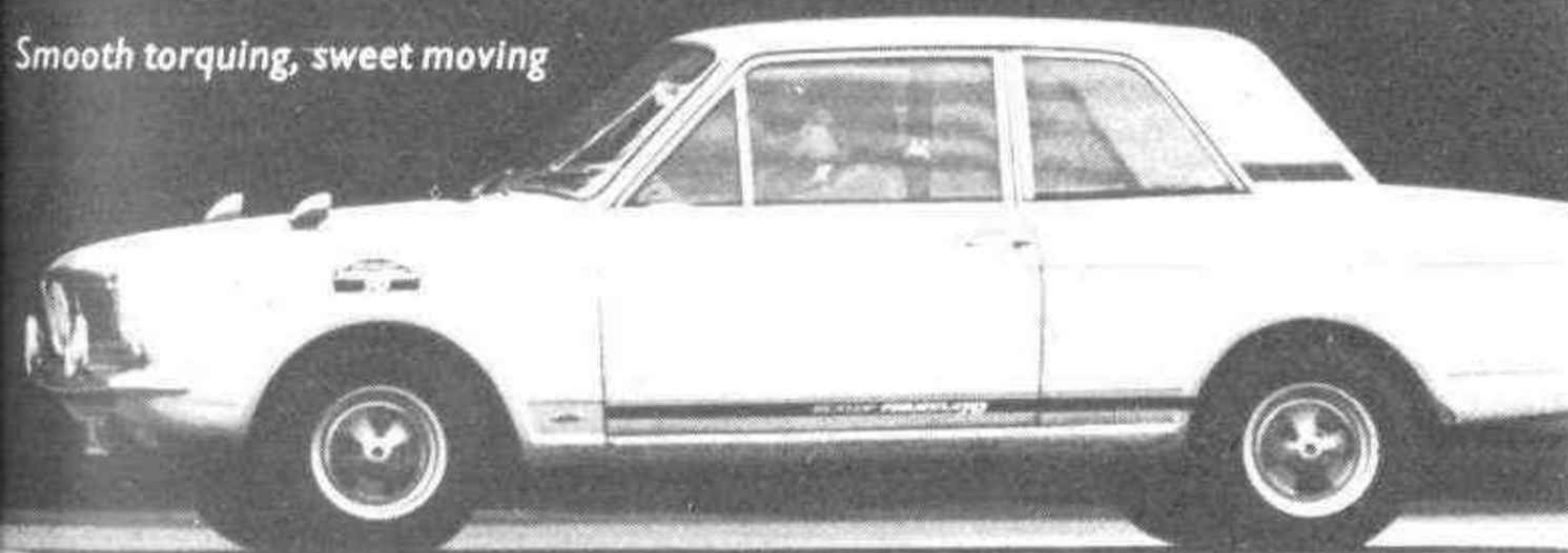
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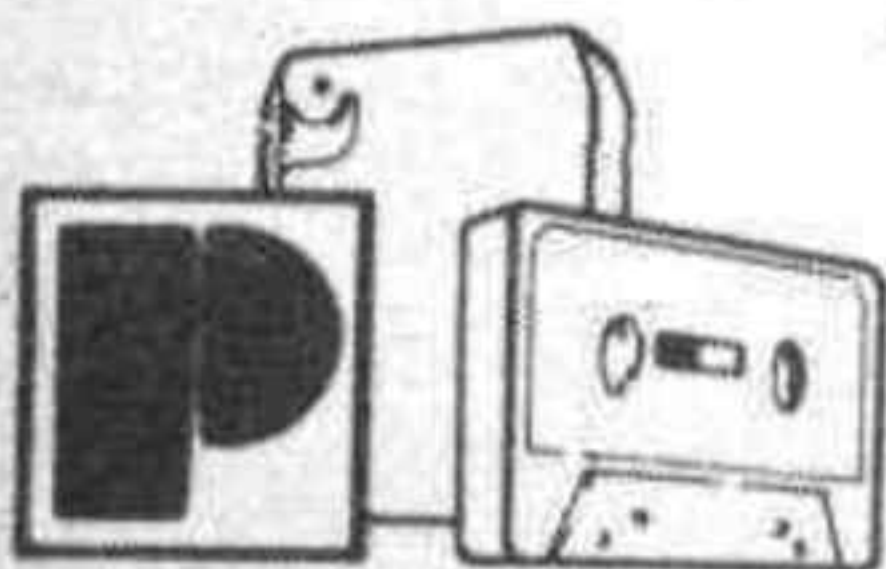
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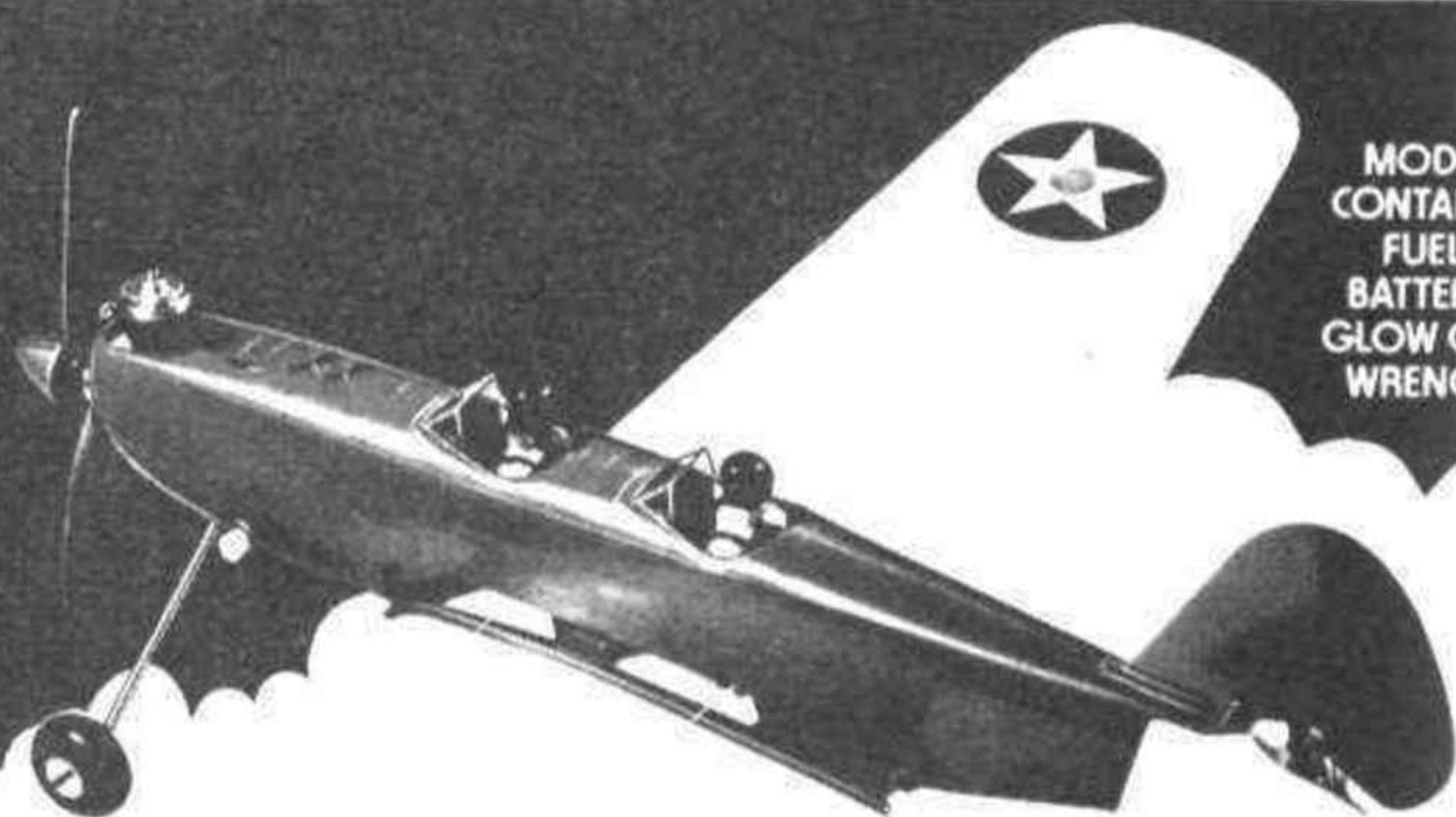
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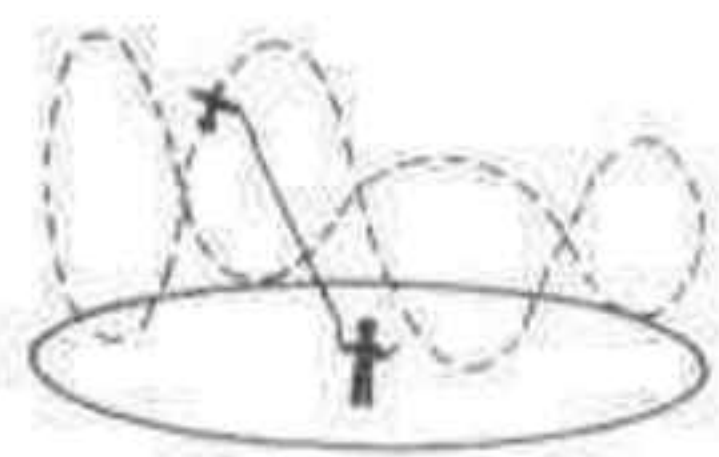
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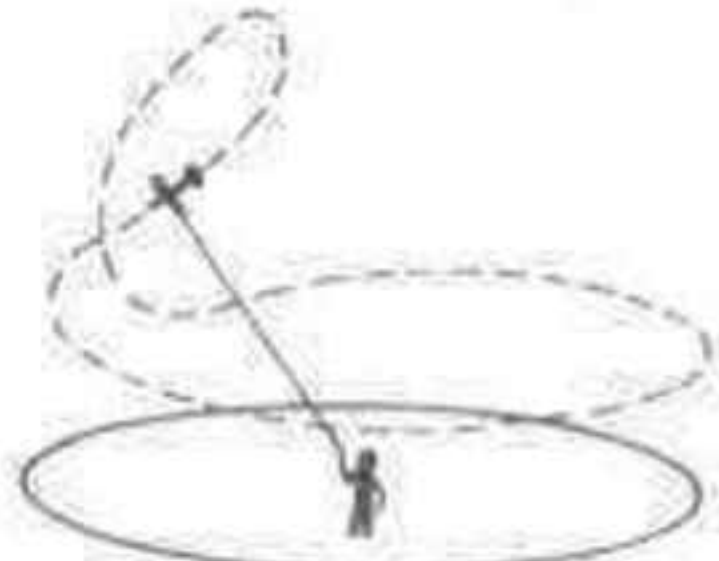
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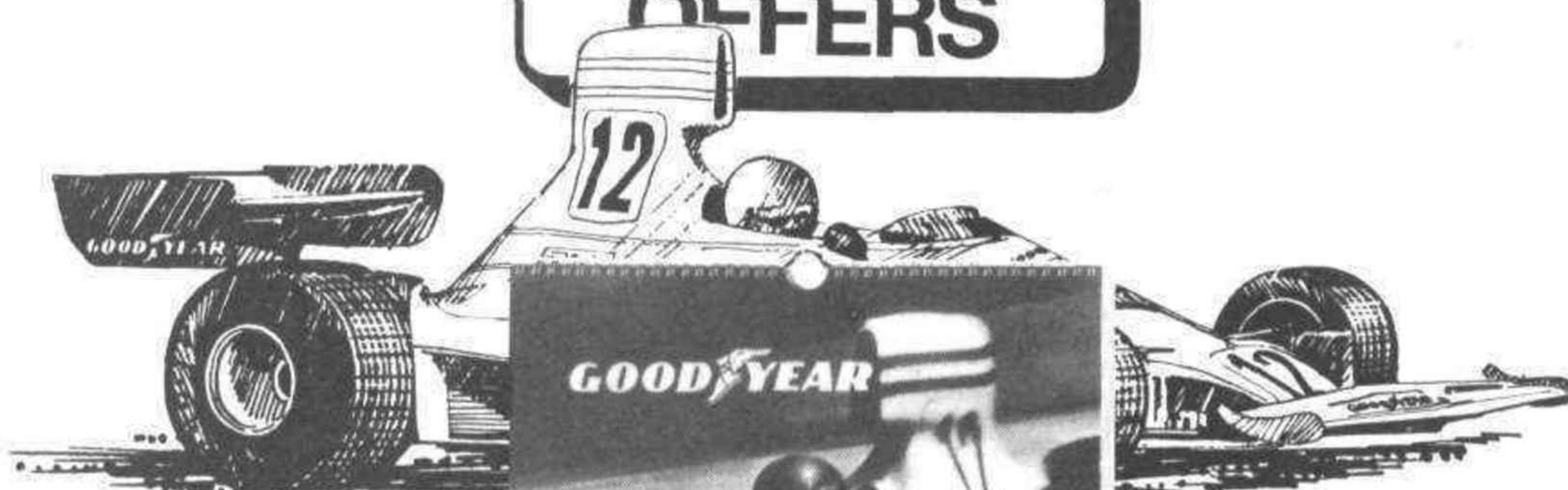
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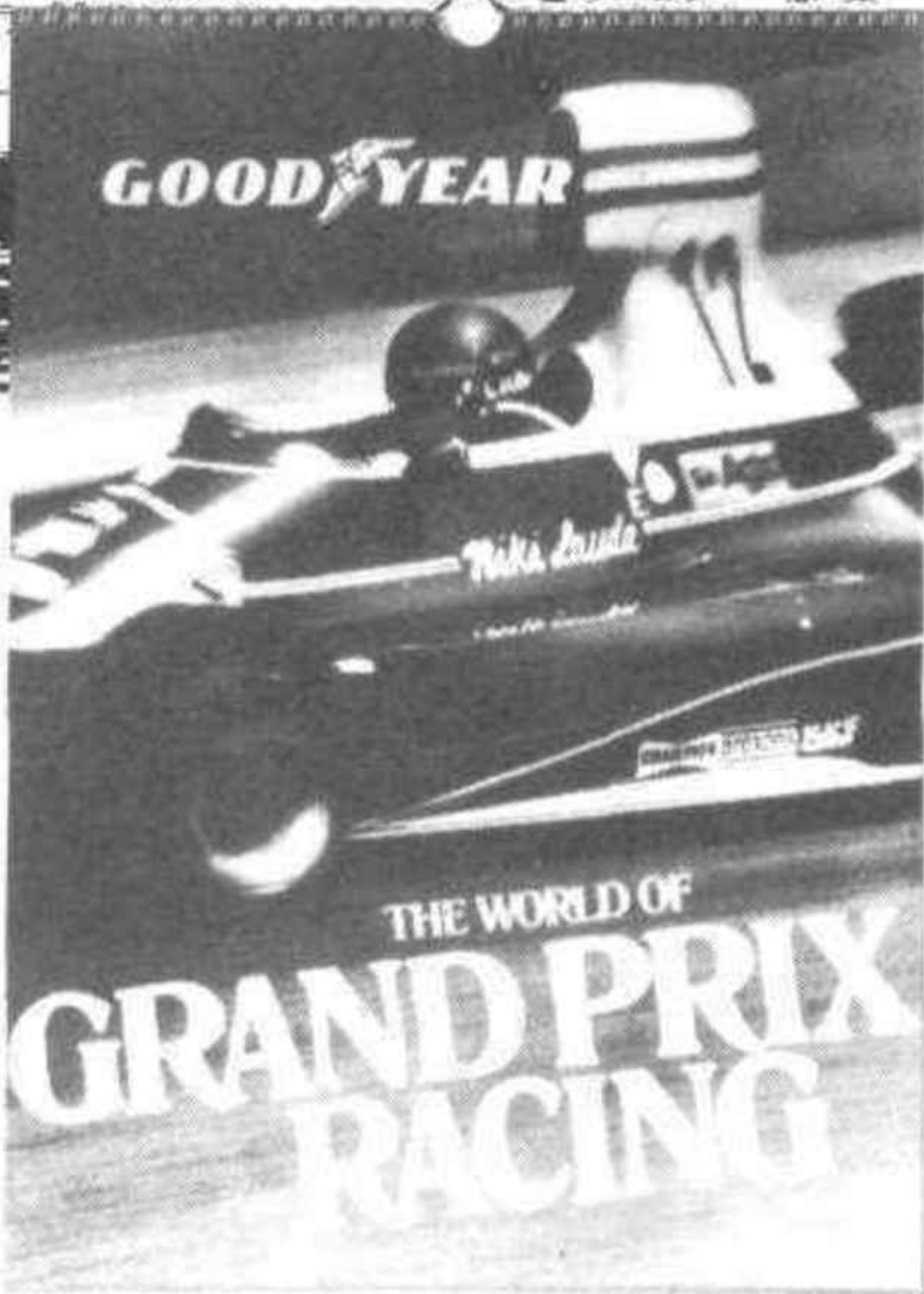


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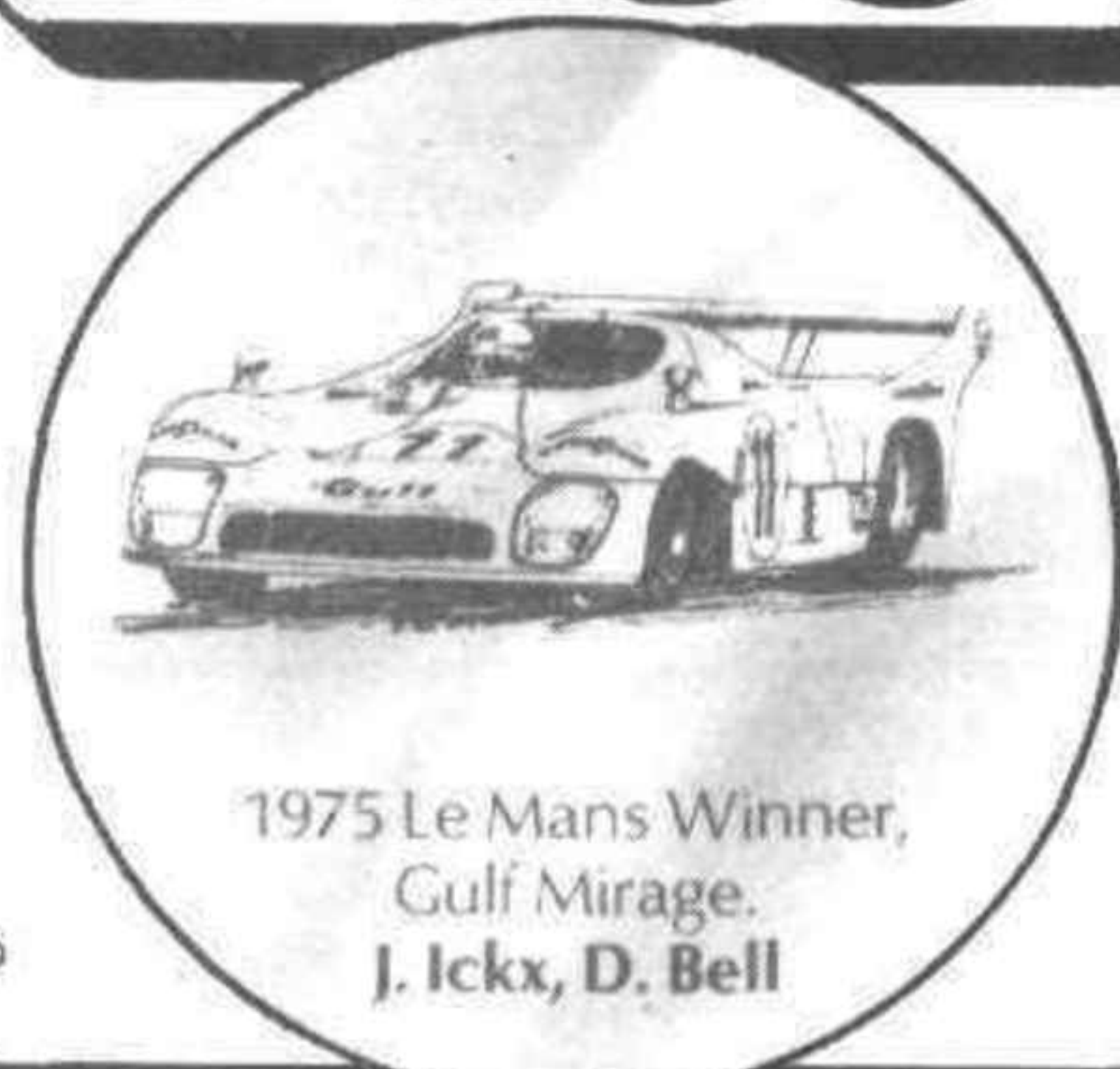
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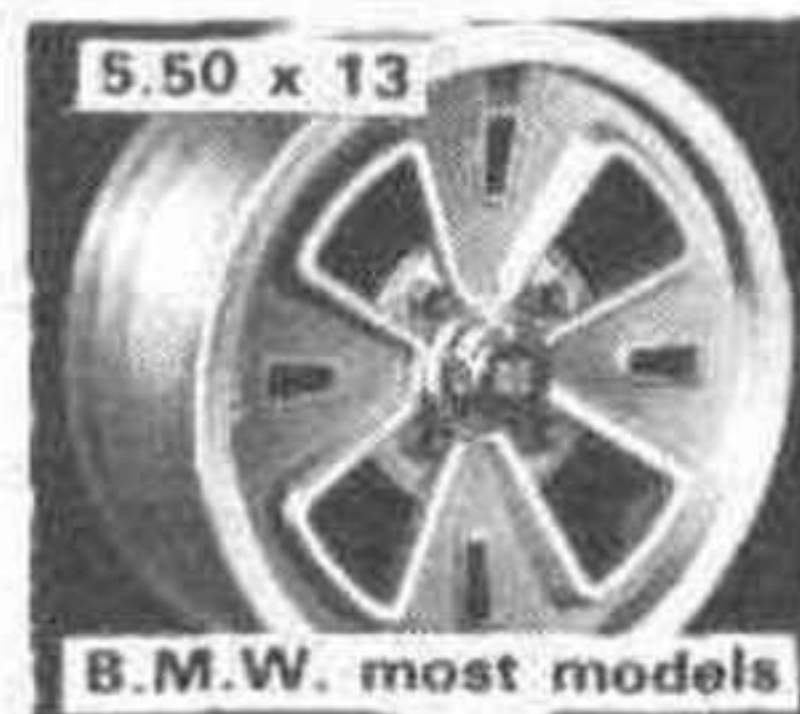
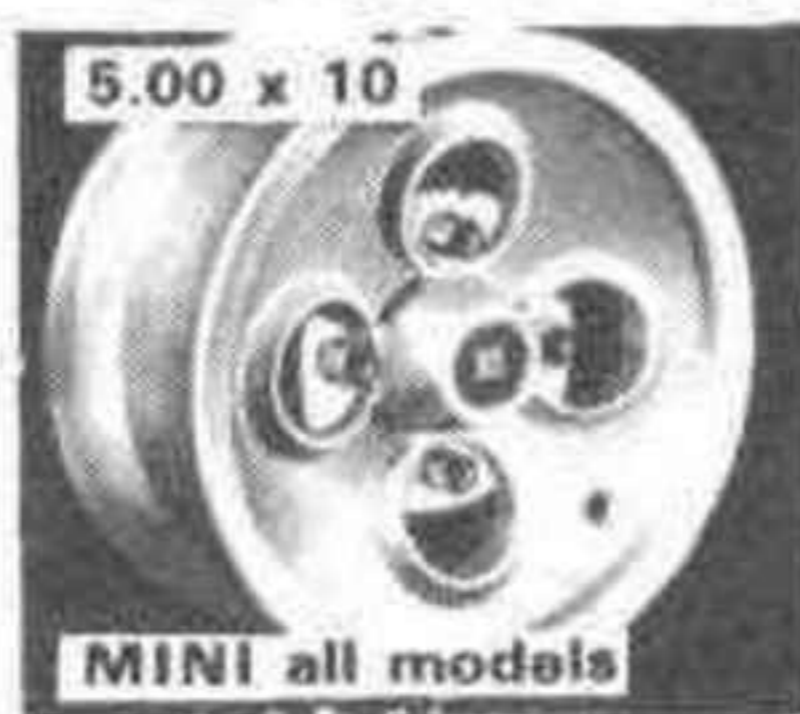
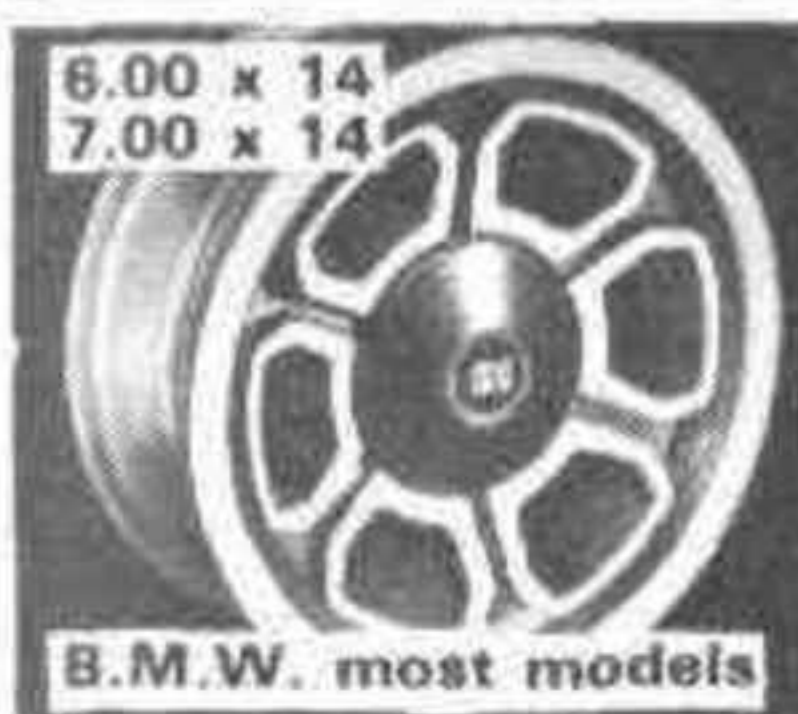
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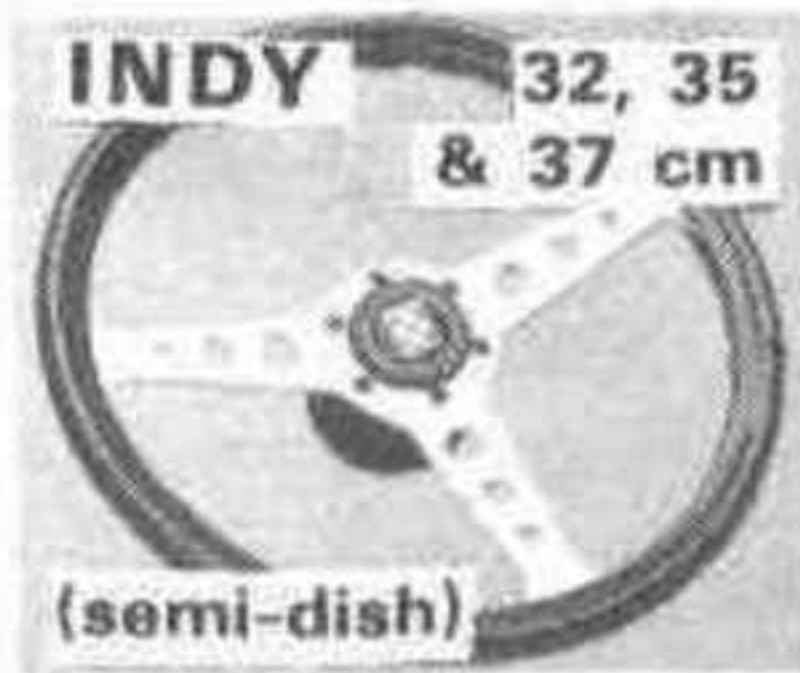
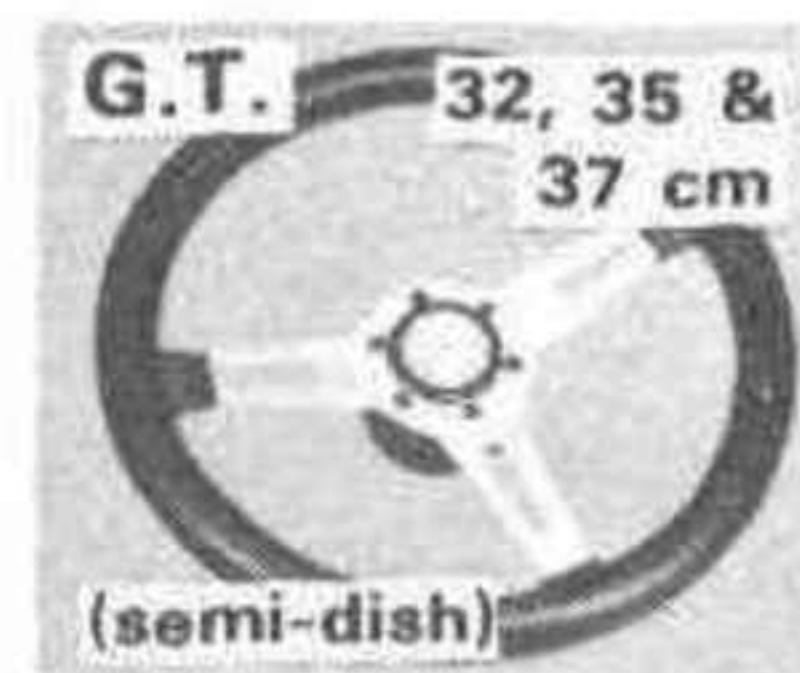


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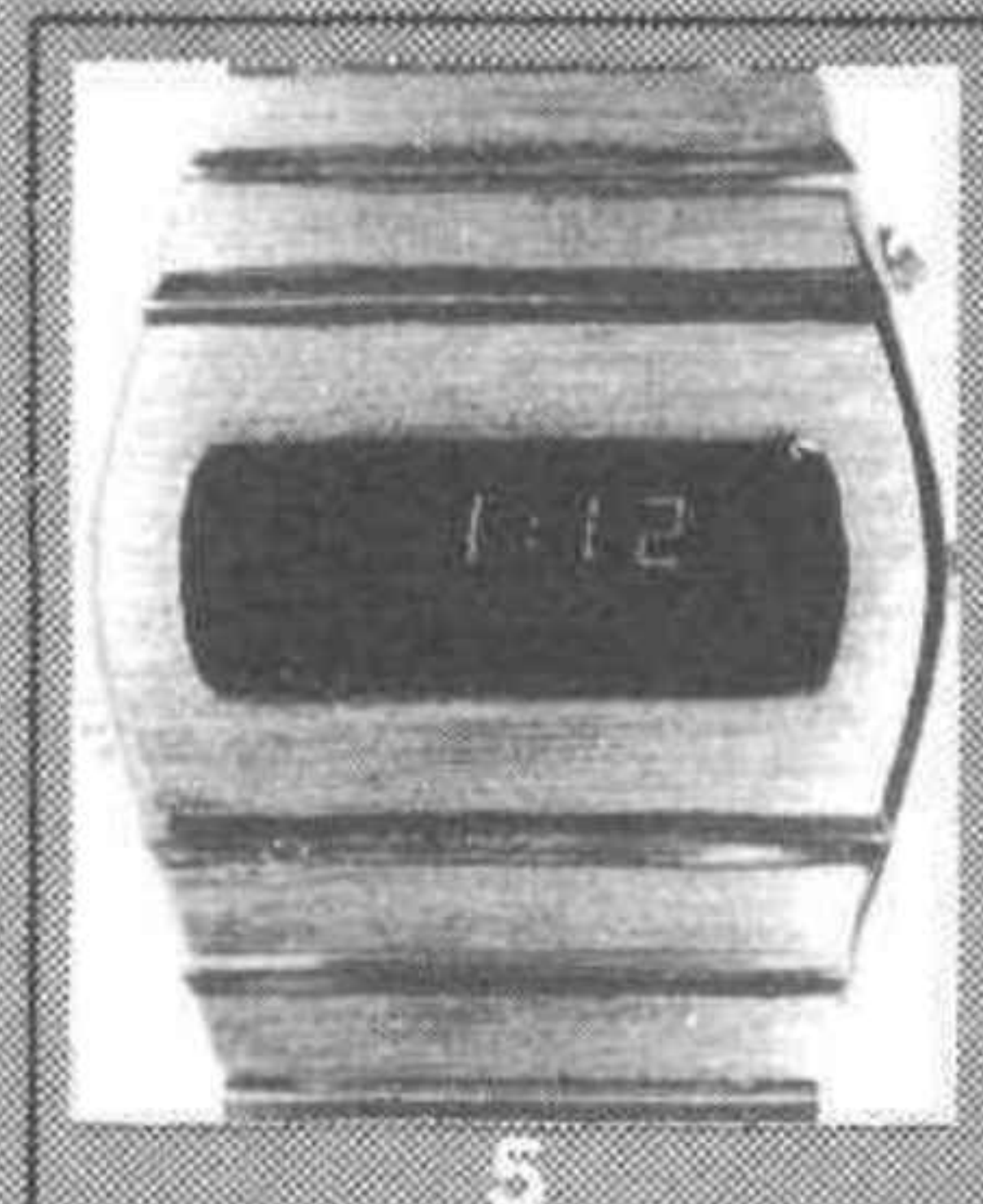
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Foreword by Niki Lauda



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FRONT COVER PICTURE: BRIAN REDMAN won the inaugural race—a round of the SCCA Formula 5000 Championship—at the new Long Beach, California, "round-the-houses" circuit at the end of September. Redman's win, in his Carl Haas/Jim Hall Lola T 332, clinched for him his second consecutive Championship. Traffic lights and buildings in this shot reflect something of a Monaco-type situation for the demanding, 2.02-mile circuit, albeit in a less-salubrious, dockland area.

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MATTERS OF MOMENT

■ SHOWTIME SOLILOQUY

With autumn merging into winter this is the period of the Motor Shows, in Frankfurt, Paris, London, Turin and Glasgow, sparked off as it were by that Birmingham Motoring Festival at which real racing cars were actually allowed to circulate within the Armco-guarded precincts of this Midlands City. But there is so much uncertainty around that this Editorial might just as well have been called "In the November Fog", to parody the titles under which D.S.J. has been reviewing some of the past season's F1 races.

It cannot be denied that some astonishing situations engulf us. While Mr. Harold Rising-Price calls for a maximum wage-increase of £6 a week, the cost of many essentials continue to go up, whether they be milk and eggs, petrol, car-tax and motoring fines, or the Nation's lifeline of postage and telephone services. And electricity is being priced out of the domestic market—ask the Aga/Rayburn salesman! Meanwhile, the Rt. Hon. Denis Healey, the Labour Minister who seemed best able to control wage-increases, was overthrown at Blackpool for a left-wing politician. And the postal charges have risen so alarmingly, with all the adverse effect this has on commodity prices, that one hopes "First-Class Mail" will be boycotted, even at the expense of Great Britain seriously slowing down. (MOTOR SPORT will *not* be sending out Christmas cards this year, much as we would like to offer seasonal greetings to our many friends and supporters.) We have the situation where police can be murdered but those who do the murdering mustn't be shot without a world-wide outcry. We have the Chicago-type hold-ups and bombings of history brought into the very heart of London. With all the rest of the muddle and tragedy . . .

Fortunately, as a motoring paper, we can leave this to others, turning to the alarms and disasters of our own world. The Editor went as a shareholder (one of 43-million or so!) to Leyland Cars' pre-Motor Show Press Conference at Longbridge, although he is of the opinion that it is unethical for a motoring-writer to hold shares in Companies within the Motor Industry. In this case it was forced on him, with no option. The impression is that the new Executives of this immense Corporation operating under the "spinning-L" Leyland badge (we have heard other descriptions of it!) mean business. We were addressed by our MD, Mr. Derek Whittaker, and by Messrs. Keith Hopkins, Neil Johnson, Peter Morgan (not *that* one!) and Trevor Taylor (not *that* one either!). The sensational Supercar package, about which the *Evening News* had jumped the embargo, follows closely on Leyland's successful Superdeal campaign. This was explained to us and the improvements in the latest Allegros and Marinas were outlined.

Leyland cars hold such an important stake in the National economy that one must fervently hope that their ambitious new plans will sweep their competitors before them. It is too early for reasoned comment, except to remark that we can see the AA computers sizzling and that in a short test-drive in an Allegro 2 the 5-speed gear-change was still found to be sticky and the torque-reaction from the transverse engine is still very pronounced as drive is changed to over-run and *vice versa*, in spite of proclaimed mechanical alterations in both departments.

It seems a crying shame that the old BMC could not have *patented* the Issigonis commercialising of the transverse engine/pull-along concept. But they couldn't and we all know how widely competitors have copied it. Why, then, is this annoying engine reaction under power reversals encountered only on Leyland concepts (we shall be corrected if we are wrong, no doubt)?

The day is no longer when it was regarded as caddish and ungentlemanly to compare one car with another or to "knock" a rival's products. Such is now common practice in journalism and in advertising. So no criticism can be levelled at Leyland's Mr. Trevor Taylor for telling us that the new Hydragas Allegros and the 1976 Marinas undercut the prices of Escorts and Cortinas and that the Princesses (once the proud Wolseleys) do the same to Victor, Consul and Granada.

We must applaud Leyland's plan to ensure a one-year, very detailed warranty of its new cars, with a two-year option in return for small premiums, but the thought occurs that good cars should not go wrong in a twelvemonth and that warranties can be expensive to operate—the original Bentley Company gave a 5-year guarantee with each of its cars and was out of business in ten years . . .

Continued on next page



Super cover.

MATTERS OF MOMENT

Continued from previous page

The reconstituted Leyland Cars complex, it is apparent, fears Ford more than any of its competitors. Mr. Taylor, at the Press conference, made snide remarks about "stripped-out, spartan versions" of a maker's better-equipped models, and emphasised that Leyland ignore this road to the lower-priced economy car, because it believes the "market as a whole does not want that sort of car". This must be taken as a tirade against the £1,299 Ford Escort Popular. Leyland Cars may be so right, yet we cannot overlook the vast knowledge about selling transport to the masses that Ford-of-Britain (soon, with a fine understanding of the Common Market, to make its bigger cars in Germany) has amassed since Model-T days—15-million sold of those alone! Moreover, during and preceding the period of the London Motor Show MOTOR SPORT was using a Ford Popular for town and country commuting and this roomy 1100, which undercuts the price of the least-expensive Allegro 2 by £231, did not seem unduly spartan, apart from a lack of interior-stowage conveniences. We have not yet completed fuel consumption tests but under the worst possible conditions of repeated short hauls and cold starts the Popular's m.p.g. figure was better than 36. Mr. Taylor seems to have overlooked the significance of the fact that, even in America, General Motors thinks it prudent to list a downscale utilitarian version of its new Chevrolet Chevette.

It would be nice to think that under Wilson (or Mrs. Thatcher) this poor, impoverished country, where inflation (which was once a term associated with Dunlop, Schrader and Mosley "Float-on-Air", not with the economy) is on everyone's lips, recovery will be rapid and that there will be no place for low-priced, low-fuel-consumption cars. Facing reality, however, it seems that this happy recovery may be far distant, and that with Britain in the grip of the Trade Unions there will continue to be a need for simple cars, just as the peasants of Europe have found good use for 2CVs, Seats, Polskis and suchlike. In that case the present Ford Popular should fill just as great a need, among those to whom thrift is important but who do not intend to emulate the sardine,

as other Dagenham-inspired Populars did down the years, long ago.

Leyland's attitude to the economy car is reflected in its disinterest in an improved Mini, for it looks as if Ford will get their "Bobcat" onto the market before a revised Mini-Minor appears. Mark you, this "Bobcat", Ford's first front-drive car since the Taunus 12M, will have to be good, extraordinarily good, if it is to ride the opposition from an extensive small-car field. Ford have announced that it will hire an additional 1,000 men at Dagenham to help build the "Bobcat" and Lucas talk of taking on 1,200 or more operatives to work on diesel-injection pumps—a great help, with unemployment running at the one-million mark! Which only serves to emphasise the plight of this little Island community of Europe, which further serious strike-action could plunge to an all-over peasants'-car level.

Luckily MOTOR SPORT can afford to leave these distressing problems and turn to the sporting and fun aspects of motoring. Last month we remarked on the enjoyment we had had with a Triumph Spitfire. Leyland make a fine range of sports cars, so we were disappointed that in the most important Press conference he had ever been associated with (his own words) Keith Hopkins made not a single reference to these famous British sports cars, or to Leyland Cars' 1976 competition plans. Neither did Derek Whittaker or any of his colleagues, although Mr. Alex Park, Chief Executive of British Leyland Ltd., did make a passing reference to sports cars for the American market in his speech at the Motor Show BL lunch.

Leyland have the excellent Spitfire and have developed this Triumph sporting range as far as the new TR7. The MG-B is due for up-dating but the MG Midget surely represents the 1970s equivalent of the original Midget and all subsequent small sports MGs out of history. The forerunner of which appeared, let it be emphasised, more than fifty years ago. This means that anyone craving fun and fresh-air but devoid of the skill or time (or a home-workshop) for coping with a pre-war car (so many of which are now being offered for pricey sale in unfinished condition) can get cracking under the MG banner for an outlay of only £1,649, in today's counterpart of the M-type MG

Midget of the '30s. The competition world has grown more intense since the first Midget was weaned and it may not be possible to use a standard Midget 1500 for gaining top-awards in MCC trials and in a track high-speed trial, for climbing trials' hills, and for long-distance road-work, which is how a £185 MG Midget was employed by a certain motoring journalist when it was a new car. Perhaps the MGCC will be able to tell us whether or not times have changed too radically for a modern production MG Midget to be so used? But certain it is that British Leyland have a monopoly, in the inexpensive car field.

That competition motoring is beneficial even to the mightiest of motor manufacturers must be evident from the manner in which Ford altered its reputation from a supplier of prosaic utilitarian transport to the maker of some of the best, sporting small and medium-size cars. That participation in competition events benefits the individual car is confirmed by comparing the Escort Popular with the late Escort Mexico and present Escort Sport. So we hope that Leyland Cars will soon be telling us how they propose to use Special Tuning of Abingdon and what future competition plans they have for their effective Broadspeed Dolomite Sprints. Alas, Derek Whittaker was as silent as a Jaguar on these topics, at his eve-of-Show Press conference.

The time has long departed when cars of catalogue-make ran in Grands Prix, if we except the conquering Ferrari and stretch a point to include the nicotine-Lotus. And although makes like Triumph, Alfa Romeo, Toyota, Ford, BMW, Vauxhall and Opel contested last month's Access TT at Silverstone, these cars were hardly identical to those you buy, any more than were the bulk of the entry in the TT races of long ago, that were contested in Ireland when Ulster was a happy place. The closest approach to catalogue-car racing, where spectators can drive to the venue in the same kind of cars as they will see competing, is perhaps the Renault Five thrash, where these quick little saloons battle door-handle to door-handle. Citroën 2CV dicery scarcely counts, as it is more akin to mini-stock-car racing, in a Lea Bridge idiom. But whatever kind of competition it is, publicity and technical lessons accrue therefrom, so we hope that Leyland will continue to battle with Ford and others on the circuits and in the forests.

At present the call is for British cars to combat the "foreign menace", whether this comes from the rest of Europe or Japan, or from the new American-sponsored small cars. It could be met by import embargoes but would be far more satisfactorily contested by better quality, more advanced British cars, backed up by proper service facilities. We seem to be trying, in these spheres, and no less a person than Mr. Anton Hille, Managing Director of BMW Concessionaires GB, has expressed it as his opinion that Britain could produce sufficient cars, as good as any in the world, if the Government and the Unions allowed engineers and workers their freedom. Mr. Hille, who had the BMW "rust-proofed-for-life" policy to offer his customers, even went so far as saying that "an imported car has no special magic. People buy them from

Continued on next page

Motor Sport Fixture List For November

★ 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
Nov. 1st	North Ulster CC	Aghadowey Stadium	County Londonderry (3/907220)	Forward Trust Rally (R)	10.00
Nov. 1st/2nd	TEAC	Lydden Circuit	Lydden Village, Kent	Rallycross	12.00
Nov. 2nd	RAC/VCC	Hyde Park	London	London to Brighton Veteran Car Run	08.00
Nov. 2nd	BRSCC	Brands Hatch	Fawkham, Kent	Championship Race Meeting (R)	14.15
Nov. 8th	SCCSA	Kyalami Circuit	Johannesburg	Kyalami 6 hours (INT)	13.30
Nov. 8/9th	ASAC Corse	Ajaccio	Corsica	Tour of Corsica (World Championship) (INT)	13.00
Nov. 8/9th	Truro & Dist. MC	Aper Garage, A30	204/727450	Guy Fawkes Rally (C)	11.01
Nov. 9th	BRSCC	Snetterton Circuit	Thetford, Norfolk	Formula Ford Festival (R)	12.30
Nov. 9th	TEAC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	—
Nov. 15th	BARC	Thruxton	Andover, Hants.	Race Meeting (R)	—
Nov. 15/16th	Farnborough Dist. MC	Little Chef	Hog's Back (186(M)/883480)	Navigational Rally (C)	20.00
Nov. 21st/26th	RAC	York Race Course	York	RAC Rally (World Championship) (INT)	—
Nov. 23rd	RECC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	—
Nov. 30th	RMC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	—
Dec. 7th	MGCC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	—

MATTERS OF MOMENT

Continued from page 1238

choice." It's like the maker of the world's best mouse-trap finding customers beating a path to his door—as we have seen those who believe in BMWs making their unstoppable way to Brentford and Park Lane!

So rather than fight an internal sales-war, wondering whether "Bobcat" will out "Bobkitten" or Allegro kill Escort, maybe we should go for "British is Best", which anyone who has had even brief experience of the new Jaguar XJ-S can endorse, after assessing this car's great road-clinging, safe-cornering and hushed running qualities, and the latent urge waiting to be unleashed even in the higher echelons of the performance-belt. Leyland also have the new "wedge" models, in their bigger-engined range, and MOTOR SPORT has already proclaimed its liking for the Wolseley (beg pardon, Princess 2200HLS), and they must be acclaimed for selling 89,001 cars in their August/September Superdeal package. Leyland have been seeking a better gear-change on their lower-priced cars, which recalls the time, many years back, when Ford spent a million pounds on giving the Cortina synchromesh on bottom cog. Now General Motors have gone one better, with synchromesh on reverse, on the Chevrolet Chevette.

Let this be a portent, then, that in spite of the state of the pound-sterling, plausible politicians, powerful Unions, and increasing violence in the world, the Motor Industry intends to go forwards as well as backwards

and is far from dead; it does not even seem to be in danger of dying, to judge by the glittering Motor Shows of recent weeks. All eyes will be on that re-organised public company, Leyland Cars, and its daring Supercover deal; we know that comparatively small firms such as the Car Recovery Service Club can cope efficiently with scooping up broken-down cars and their occupants and returning them to garage and home. It now remains to see how the AA manages the new Leyland pledge. Ford, of course, is following with its VFM, Value-For-Money deal.

In the meantime, encouragement is extended by MOTOR SPORT, to all British motor manufacturers, not only those in Coventry, Birmingham, Oxford and Dagenham, etc., but those at Thames Ditton, Newport Pagnell, Bristol, Witham, West Bromwich, Malvern Link, Tamworth and Blackpool, many of whom make sporting cars, either openable or closed, and who are conscious that taking part in competitive events enhances the product and the prestige. For our part we shall continue to report impartially on anything from the Fiat cyclecar to the Rolls-Royce Camargue when such are made available to us and on competition motoring at various levels, we hope with the same enthusiasm and integrity that has kept this journal going for half-a-century.

FLASHBACK

READERS with reliable memories may recall



Today's MG Midget 1500 is the equivalent of the original M-type MG Midget, and both of them are competition cars.

that in March 1974 MOTOR SPORT was able, through a correspondent in Johannesburg, to fill-in for Lord Donegall some details of a giant car he owned while he was an Undergraduate at Oxford during the first half of the 1920s. This car had a Hall-Scott aero-engine and some further facts about it are to hand. Leo Villa, the Campbells' famous mechanic, has told of a car he worked on at Giulio Foresti's depot off the Edgware Road in 1917. It had a Hall-Scott 250 h.p. engine in an Itala chassis, says Villa, in his book "The Record Breakers". The work was being done for Count Zborowski and Villa thinks the car was intended to be more powerful than "Chitty-Bang-Bang", which he describes as having a 200 h.p. Maybach engine in a Mercedes lorry chassis. This presupposes that "Chitty" was built during the war, whereas it is generally thought to have been constructed in 1920/21. However, this could have been an earlier Zborowski car. So far as the Hall-Scott Special is concerned, it is said that Zborowski took it, unfinished, down to his place, Higham, in Kent. This would explain why Lord Donegall thought of it as a Zborowski car, even a "Chitty", and why it may have been described to him as the most powerful car extant, if it were believed to be more powerful than Chitty (usually quoted as developing 300 h.p.).

He bought it in London and here another piece of data fits. Through the Bean CC magazine my attention has been directed to a half-page advertisement that was published in *The Autocar* for July 31st, 1920. It is headed "Brooklands Redivivus!" and was inserted by the British Mercedes Motor Co., Ltd., still operating from Long Acre, whose Managing Director was Walter Dewis. Five "specially fast" cars were advertised, all "specially tuned up for speed work". They comprised a 1908 GP Mercedes, a 30/98 Vauxhall called "Blue Streak", a 1914 six-cylinder 100 h.p. Mercedes and a four-cylinder 90 h.p. Mercedes of the same age—and, a "150 h.p. Hall-Scott Engine Racer". The power has decreased from Villa's telling and "engine" is obviously a misprint for "engined". But this must surely be the exciting motor car that Lord Donegall drove down from London to his rooms in Oxford. Does anyone have a photograph of it? And, in passing, what has become of Lord Donegall's *Baker Street Journal*?—W.B.

The United States GP

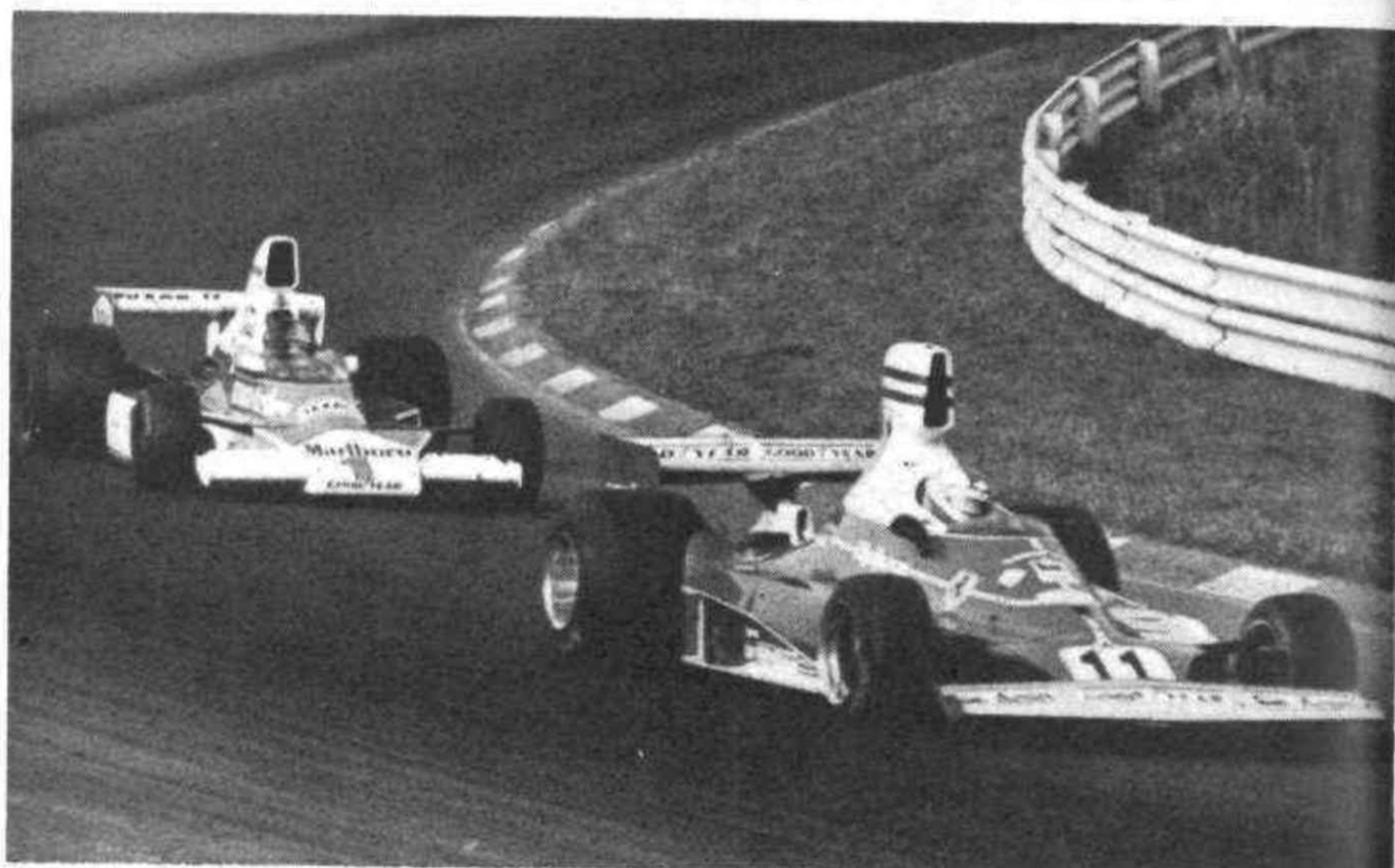
Lauda rounds it off

Watkins Glen, October 5th

LAST YEAR'S United States Grand Prix proved to be a very significant race as it started with Clay Regazzoni, Emerson Fittipaldi and Jody Scheckter all retaining a mathematical chance of winning the World Championship title. In the event, Emerson Fittipaldi became World Champion for the second time by the consistent, rather than spectacular, expedient of finishing fourth, but the organisers at least had the promotional benefit of the Championship struggle continuing all the way to their final race. This year the situation was different. Both Drivers' and Constructors' Championships were settled at Monza in September, so the only real interest surrounding the United States Grand Prix was to see whether Niki Lauda had the ability to win at Watkins Glen when he didn't really have to.

Aggravating the rather lonely and isolated position of this race was the major disagreement between the Formula One Constructors' Association and the organisers of the Canadian Grand Prix at Mosport Park. Complicated and very acrimonious negotiations throughout the summer had eventually resulted in an ugly *impasse* at the time of the German Grand Prix, an *impasse* which couldn't be resolved even by the Mosport organisers flying to Ostereichring at the time of the Austrian Grand Prix in an attempt to unravel the difficulties. Thus the Watkins Glen organisers were left on their own to finance the transport of Formula One cars from Europe, and the final straw came when the Mosport Park promoters decided to form a company in New York State and obtain a court order against paying out 130,000 dollars of the United States Grand Prix prize fund to the Formula One Constructors. Faced with the prospect of a substantially reduced purse (at least in the short term), there were certain drivers who expressed a marked reluctance towards racing, but fortunately everyone stuck together and yet another potentially ugly scene was successfully "swept under the carpet".

There were one or two new combinations to be seen in the Watkins Glen paddock, but despite the absence of BRM and Team Surtees, all the familiar faces were present. The fast and demanding, although rather boring, Watkins Glen circuit had been "improved" from a "safety" point of view by the inclusion of yet another ill-considered and badly designed *chicane* at the approach to the uphill *ess-bend* where Francois Cevert was killed in practice for the 1973 race. The tight, 3rd-gear *chicane* with unduly high kerbs and bevelled ridges had been designed after consultation with the GPDA and was to be responsible for a vast number of incidents during the weekend, in which at least three cars were unnecessarily badly damaged. It wasn't surprising when the GPDA President went to the organiser Mal Currie and asked him for alterations to be made to the *chicane*; and it wasn't surprising that the organisers,



Race drama, Fittipaldi's fist waves wildly at Regazzoni, whose baulking cost the former World Champion 14 sec. in 5 laps. Regazzoni was eventually black-flagged.

while they did take out the rather destructive ridges, were not prepared to carry out any more alterations.

Practice took place over the now-standardised two sessions on both Friday and Saturday, and Niki Lauda made it clear that he intended rounding off his Championship season in the best possible fashion by setting the fastest practice lap in all four sessions. By contrast Clay Regazzoni never seemed at home at Watkins Glen, suffering a variety of tyre problems, and the usual band of "doubting Thomases" were in full cry with their suggestions that Lauda's chassis 023 was superior to Regazzoni's 024. They went a little quiet in the third session when the new World Champion took out the *muletta*, 022, and lapped quicker than anyone in the second and third sessions. Regazzoni took over the same machine in the final session and proved unable to lap within a second of his team-mate's best. Meanwhile Lauda switched back into 023 for the final session and improved to 1 min. 42.00 sec. which left most of his opposition fairly breathless and few people doubting his current form.

Since his determined performance in the Italian Grand Prix, deposed title holder Emerson Fittipaldi seems to have woken up considerably, pitching in against the Ferraris with great verve. At Watkins Glen, where he drove McLaren M23/8, he consistently harried Lauda throughout the two days' practice. His best time was in the third session, which was 0.36 sec. slower than the Austrian's Ferrari, sliding the McLaren round from lock to lock with a determination his fans know he is capable of but which he has failed to demonstrate all too often in 1975. To the great encouragement of the Shadow team and Matra personnel present, Jean-Pierre Jarier was fighting hard with the Shadow-Matra V12 during the first session, a revised fuel system and some titanium exhausts from the sports car having endowed it with appreciably improved performance at the top end of its rev. band. Alas, Jarier's great enthusiasm had to be channelled into the Cosworth-powered DN5 after it was calculated that the engine would consume fuel at the rate of 4 m.p.g. under racing conditions, and the French-

engined car was sadly pushed away for the remainder of the weekend.

Jody Scheckter and Patrick Depailler both kept up competitively in their French blue Tyrrell-Cosworths during the first session, but there were scowls in the Brabham team as the *chicane* claimed its first victim and Carlos Pace took BT44B/4 on a spectacular excursion across the kerbing. That was bad enough, but the man who had jostled the Brazilian off the track was none other than his Martini Brabham team-mate Carlos Reutemann! Fortunately the drive back to the pits soothed Pace's temper somewhat and a hectic confrontation between the two team-mates was avoided.

James Hunt had both his regular 308/2 on hand along with the new 308C-type, the English driver trying them both on the first day but delaying a decision as to which one he would use in the race until Saturday. He lapped in 1 min. 45.95 sec. with the older car on Friday afternoon and then spent all his time on Saturday with the C-type, working hard in the first session to pare his times down to 1 min. 43.82 sec., but unable to break into the 1 min. 42 sec. barrier which separated the "heroes" from "the rest". Running the second works Hesketh 308/3 with private sponsorship, American Brett Lunger was in the team again for his third Grand Prix outing but he got a bit breathless trying to keep up with his much more experienced team-mate.

Team Lotus went through another dismal time during practice, both drivers crashing the underside of their cars over the *chicane*, and it was hard to realise that only two years earlier Peterson had completely dominated the whole United States Grand Prix weekend. The sole surviving brace of works Lotus 72s, 72/R9 for Peterson and 72/R5 for Brian Henton, were on hand as usual but there was no reasonable hope of them getting close to the front of the grid even if Peterson drove his heart out, so it was wrong to expect very much from his young number two. Another team looking wistfully back into the past must have been the Vel's Parnelli Jones organisation which have been running a car all year for Mario Andretti. They came in with a big bang in the two North American Grand Prix

races of 1974, Andretti qualifying his Maurice Phillippe-designed, torsion-bar Parnelli third fastest at Watkins Glen. Unfortunately, for a variety of reasons, this team has not flourished in Europe, but they were back at Watkins Glen this year (doubtless a lot wiser) with a revised chassis (VPJ4/002) for Andretti to drive. Following Lotus' mid-season lead, they abandoned torsion bars in favour of coil-springs at the rear as well as revising the suspension geometry. Andretti was driving as enthusiastically as ever, perhaps more so as it turned out, for he lapped in a very competitive 1 min. 42.82 sec., which looked good enough for a starting position on the second row of the grid until Reutemann slipped in a spectacular 1 min. 42.68 sec. "flier" shortly before the end of the final session.

Both Shadow-Cosworths were pleasing their American sponsors throughout practice, Jarier's enthusiasm for the Shadow-Matra being carried over into his other car and resulting in a fine 1 min. 42.75 sec., which was good enough for fourth fastest place on the grid. But without doubt the most spectacular per-

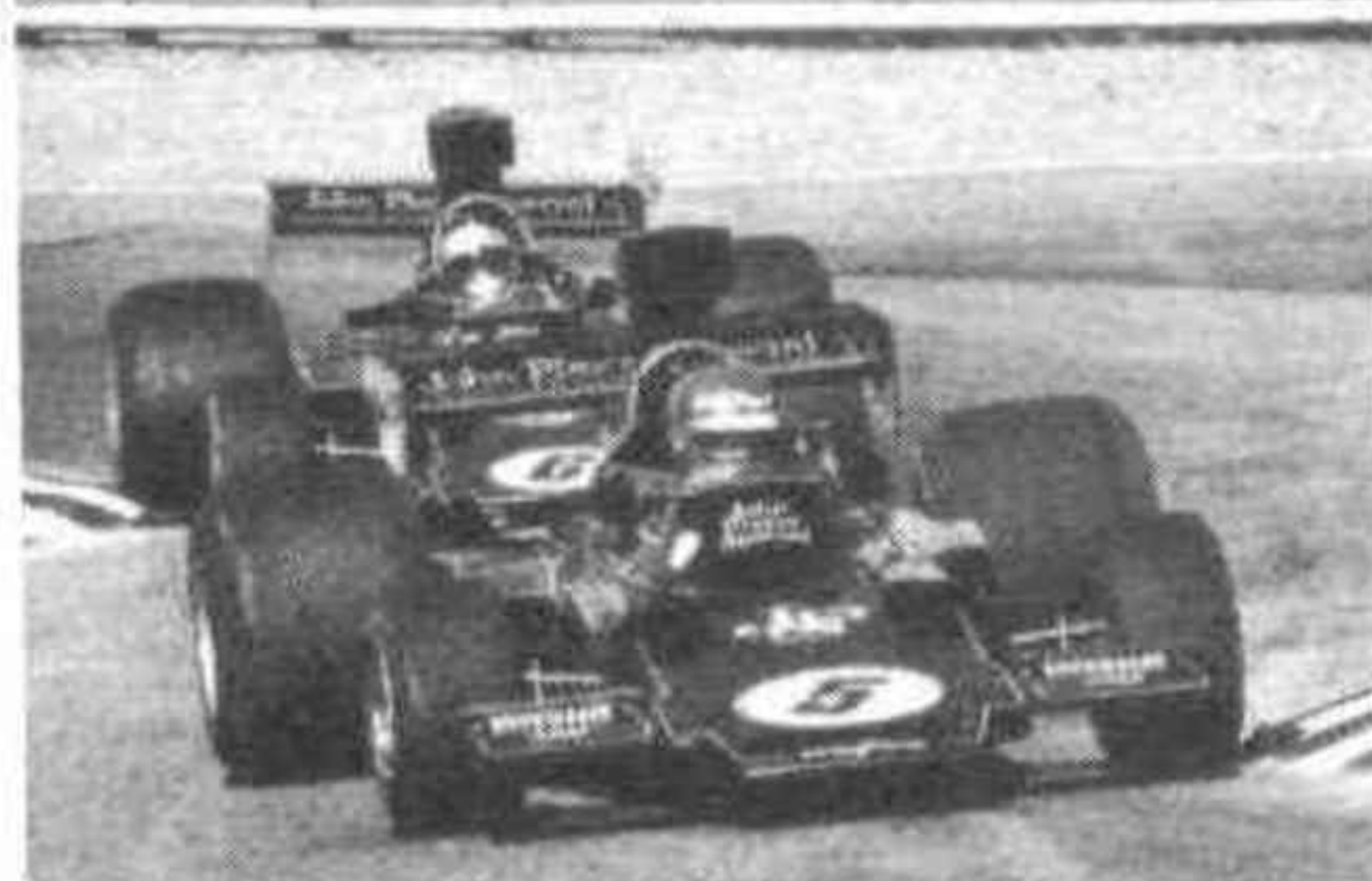
PRACTICE TIMES						
No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/8-2-Cosworth V8	1. 44.471	1. 42.990	1. 42.360	1. 42.715
2	J. Mass	McLaren M23/6-Cosworth V8	1. 46.443	1. 45.084	1. 43.100	1. 43.551
3	J. Sheckter	Tyrrell 007/6-3-Cosworth V8	1. 45.248	1. 43.825	1. 44.471	1. 43.127
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 45.244	—	1. 44.975	1. 43.032
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 45.753	1. 44.538	1. 43.570	1. 43.885
6	B. Henton	Lotus 72/R5-Cosworth V8	1. 50.295	1. 47.134	1. 45.244	1. 45.345
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 46.925	1. 44.195	1. 43.466	1. 42.685
8	C. Pace	Brabham BT44B/4-Cosworth V8	1. 47.398	—	1. 44.054	1. 44.197
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	1. 45.443	—	—
9	V. Brambilla	March 751/3-Cosworth V8	1. 44.442	1. 42.846	1. 44.605	—
9T	V. Brambilla	March 751/2-2-Cosworth V8	—	—	1. 43.334	—
10	H-J. Stuck	March 751/2-2-Cosworth V8	1. 46.177	1. 45.630	—	1. 43.417
11	G. Regazzoni	Ferrari 312B3/024—flat-12	1. 45.484	1. 44.550	1. 43.246	1. 44.507
11T	G. Regazzoni	Ferrari 312B3/022—flat-12	—	—	—	1. 43.857
12	N. Lauda	Ferrari 312B3/023—flat-12	1. 43.493	1. 44.225	1. 44.282	1. 42.003
12T	N. Lauda	Ferrari 312B3/022—flat-12	—	1. 42.423	1. 42.173	—
15	M. Leclere	Tyrrell 007/5-Cosworth V8	1. 48.464	1. 47.317	1. 46.023	1. 46.132
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 45.966	1. 44.086	1. 42.960	1. 43.271
17	J-P. Jarier	Shadow DN7/1A-Matra V12	1. 45.167	1. 44.120	—	—
17T	J-P. Jarier	Shadow DN5/4A-Cosworth V8	—	—	1. 42.827	1. 42.759
20	L. Lombardi	Williams FW/04-1-Cosworth V8	2. 00.058	1. 54.165	1. 49.734	1. 50.641
21	J. Laffite	Williams FW/04-2-Cosworth V8	1. 48.125	1. 46.705	1. 46.819	1. 46.032
23	A. Brise	Hill GH1/4-Cosworth V8	1. 50.926	—	1. 44.206	1. 44.064
23T	A. Brise	Hill GH1/3-Cosworth V8	1. 48.979	1. 45.856	—	—
24	J. Hunt	Hesketh 308C/1-Cosworth V8	1. 45.651	1. 45.017	1. 43.820	1. 44.315
24T	J. Hunt	Hesketh 308/2-Cosworth V8	—	1. 45.951	—	—
25	B. Lungert	Hesketh 308/3-Cosworth V8	1. 47.720	1. 46.204	1. 45.359	1. 45.236
27	M. Andretti	Parnelli VPJ4/003-Cosworth V8	1. 47.312	1. 43.691	1. 43.698	1. 42.822
27T	M. Andretti	Parnelli VPJ4/002-Cosworth V8	1. 45.339	1. 45.344	—	—
28	J. Watson	Penske PC3/01-Cosworth V8	1. 46.885	1. 43.892	1. 43.310	1. 44.619
30	W. Fittipaldi	Fittipaldi FD/03-Cosworth V8	1. 50.165	1. 49.657	1. 48.896	1. 48.226
31	R. Wunderink	Ensign MN/04-Cosworth V8	1. 51.877	1. 51.045	1. 47.752	1. 47.224

STARTING GRID

12 N. Lauda (Ferrari flat-12) 312B3/023 1 min. 42.003 sec.	1 E. Fittipaldi (McLaren-Cosworth V8) M23/8-2 1 min. 42.360 sec.
7 C. Reutemann (Brabham-Cosworth V8) BT44B/1 1 min. 42.685 sec.	17 J-P. Jarier (Shadow-Cosworth V8) DN5/4A 1 min. 42.759 sec.
27 M. Andretti (Parnelli-Cosworth V8) VPJ4/002 1 min. 42.822 sec.	9 V. Brambilla (March-Cosworth V8) 751/3 1 min. 42.846 sec.
16 T. Pryce (Shadow-Cosworth V8) DN5/2A 1 min. 42.960 sec.	4 P. Depailler (Tyrrell-Cosworth V8) 007/4 1 min. 43.032 sec.
2 J. Mass (McLaren-Cosworth V8) M23/6 1 min. 43.100 sec.	3 J. Scheckter (Tyrrell-Cosworth V8) 007/6-3 1 min. 43.127 sec.
11 G. Regazzoni (Ferrari—flat-12) 312B3/024 1 min. 43.246 sec.	28 J. Watson (Penske-Cosworth V8) PC1/03 1 min. 43.310 sec.
10 H-J. Stuck (March-Cosworth V8) 751/2-2 1 min. 43.417 sec.	5 R. Peterson (Lotus-Cosworth V8) 72/R9 1 min. 43.570 sec.
24 J. Hunt (Hesketh-Cosworth V8) 308C/1 1 min. 43.820 sec.	8 C. Pace (Brabham-Cosworth V8) BT44B/3 1 min. 44.054 sec.
23 A. Brise (Hill-Cosworth V8) GH1/3 1 min. 44.064 sec.	25 B. Lungert (Hesketh-Cosworth V8) 308/3 1 min. 45.236 sec.
6 B. Henton (Lotus-Cosworth V8) 72/R5 1 min. 45.244 sec.	15 M. Leclere (Tyrrell-Cosworth V8) 007/5 1 min. 46.023 sec.
21 J. Laffite NON-STARTER	31 R. Wunderink (Ensign-Cosworth V8) MN/04 1 min. 47.224 sec.
30 W. Fittipaldi (Fittipaldi-Cosworth V8) FD/03 1 min. 48.226 sec.	20 L. Lombardi NON-STARTER
<p>Non-starters:</p> <p>J. Laffite (Williams FW/04-2), 1 min. 46.032 sec.—personal injury before start.</p> <p>L. Lombardi (Williams FW/04-1), 1 min. 49.734 sec.—engine trouble on warm-up lap.</p> <p>* This car practised under number 17T.</p> <p>† This car was not used in practice—started from pit lane.</p> <p>‡ This time was recorded in BT44B/4.</p>	

formance of the weekend came from the determined Italian Vittorio Brambilla and the mere fact that he qualified his March 751 sixth fastest overall concealed a multitude of problems and drama. Obviously encouraged by establishing the second fastest time behind Lauda's Ferrari, Brambilla stepped slightly over his personal limit as his orange March went into the braking area for the *chicane*. The March slid straight on across the kerb before being launched into the air over the rest of the *chicane*, bouncing down nose-first onto the circuit and then spinning violently round into the catch fencing. Brambilla climbed out shaken but unhurt and the session temporarily came to a halt while the damaged March was extricated from the fencing and returned to the paddock.

Even a cursory inspection of the car was sufficient to confirm that it wouldn't be practising again on Friday, if at all, but the March mechanics were not going to be defeated by this problem and a firm of aircraft engineers was located at the nearby Elmira airport where they could strip it down to its bare monocoque tub in an effort to prepare it for the race. They worked for almost 36 hours without a break and were still screwing it together on race morning—but their fine display of single-mindedness was rewarded when Brambilla took it out onto the grid and started the race. While the mechanics toiled over his smashed car on Saturday, Brambilla tried out team-

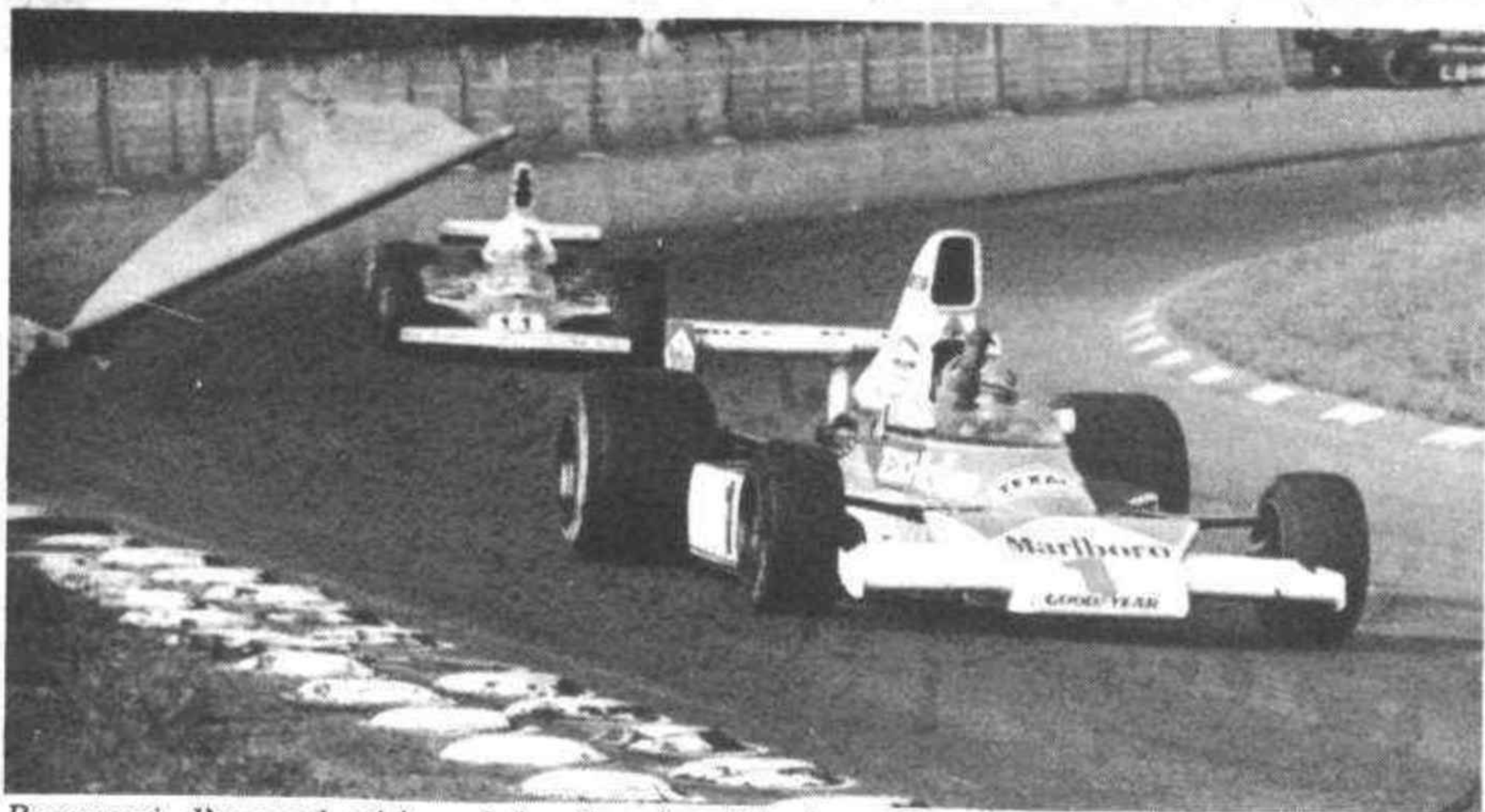


Teacher and pupil. Peterson leads Henton through the chicane.

mate Hans Stuck's 751/2 and lapped that in 1 min. 44.60 sec. on Saturday morning, the German driver making no complaint whatsoever about standing down for that session.

In the Tyrrell camp both Scheckter and Depailler consistently improved during the second day, but Elf March Formula Two driver Michel Leclere was having a hard job adapting to 460 b.h.p. of a Cosworth DFV after being used to about 280 b.h.p., and the spare Tyrrell was a long way down the field at the end of practice. Making a welcome reappearance after Mark Donohue's tragic accident at Osterreirching, the Penske team had secured the services of John Watson for the United States Grand Prix and the Ulsterman was having his first race in their brand new PC3 model. Outwardly bearing a strong resemblance to the March 751 which was wrecked in Donohue's fatal accident, the new Penske has been completely built by the American team at their British base and incorporates the whole rear end of their less than successful PC1 model. A persistent misfire during the final session prevented Watson from improving on his 1 min. 43.31 sec. best which earned him a place on the outside of the fifth row alongside Regazzoni's tardy Ferrari. In any case Roger Penske seemed extremely satisfied with Watson's performance and will almost certainly retain his services for 1976.

Hunt just didn't seem to be able to get to terms with his new car and the revised circuit, feeling very disappointed at qualifying so far back, while Pace just couldn't piece a quick lap together and failed to break the 1 min. 44 sec. barrier, let alone the 1 min. 43 sec. barrier. Both Frank Williams' cars, driven by Laffite and Lella Lombardi, were right at the back after a disappointing practice, the Frenchman driving a new machine dubbed FW/04-2. Lombardi handled the car that Laffite has used all year (now FW/04-1) and both had been rebuilt with side radiators and a full width front wing mounted ahead of a flattened Hesketh-style nose section. Roleof Wunderink took over Mo Nunn's newest Ensign for another try for Chris Amon had injured his foot in a road accident in California



Regazzoni dispensed with and heading for the pits under the black-flag, Fittipaldi thanks the marshals for their help.

shortly after the previous weekend's Long Beach Formula 5000 race.

There were several minor problems during the untimed "warm up" session on race morning with the engine of Pace's race car turning a little sour and Brise opting to use the older of his two Hill GH1s as he felt the engine in it felt stronger than the one in the race car. At the last minute before the start Watson's new Penske had another bout of misfiring which meant that the team had to bundle their driver into the waiting car in the pit lane, Watson having not practised in the spare at all during the weekend. Finally neither of the Williams cars managed to get into the race although they had both qualified. Lombardi's succumbed to a serious misfire on the warming up lap while poor Laffite was rushed off to hospital shortly before the start after inadvertently putting vizor cleaning fluid in his eye rather than the intended eye drops. Fortunately the burns on the front of one eye proved more painful than serious and the Frenchman was fit enough to drive his Martini Formula Two car at Vallelunga the following weekend.

Whilst all this drama was being enacted behind him, Niki Lauda was confidently lined up on pole position and shot straight into the lead as the starter's flag dropped. The Ferrari easily arrived at the first corner in front of Fittipaldi and, as far as the rest of the field was concerned, that was the last they saw of the two leaders. Refusing to be ruffled by Fittipaldi's presence right on his tail, Lauda drove coolly and calmly round at the head of the field in a manner that thoroughly befits the World Champion's status. The McLaren driver was hanging on for dear life in the wake of the Italian car and, equally, had no intention of letting Lauda get away without a fight. By lap five, the leading two cars had left the rest well behind them.

Amongst the "hares" there was plenty of unruly jostling and bumping during those early stages. On the third lap Depailler and Pace tangled on a left-hand corner at the back end of the circuit, the Tyrrell and Brabham spinning into the catch fencing with quite substantial damage to both cars. Further depressing the Tyrrell team, Leclere's car began throwing out a haze of oil smoke from the time it left the grid and quickly stopped out on the circuit when the oil pressure began to sag after

four laps. As if that wasn't enough, Henton spun his Lotus 72 at the right-hander after the pits, collecting Brise's Hill in the process, putting the twice World Champion's protégé out of the race with one wheel torn off his car. Pryce's Shadow quickly made for the pits for a misfire to be rectified and the fourth-place Brambilla soon found himself with an uncomfortable and inconvenient problem as his March's seat mounting broke and he began sliding around in the car.

In the third place, Jean-Pierre Jarier's brief spell of good fortune ran out on lap 19 when a wheel bearing started to break up and he was forced to retire his Shadow, but this was nothing compared with the aggravation caused by Regazzoni a lap later as the two leaders lapped the Swiss. Almost predictably, Ferrari's number two let his team-mate through with no difficulty but then resumed his racing line and steadfastly refused to budge for Fittipaldi. Consequently, Lauda's lead began to expand dramatically, much to the disgust of Fittipaldi who spent the next five laps or so shaking his fist madly at Regazzoni. Lauda just disappeared into the distance and, before long, it became clear that the organisers were not prepared to put up with Regazzoni's "team tactics" any longer. Clerk of the Course Bernie Martin hung out the black flag together with number "11" on a board only to be confronted by the rather highly-strung Luca Montezemolo, Ferrari's team co-ordinator. There followed a rather undignified scuffle, but fortunately things were smoothed over and Montezemolo was identified before the officials threw him out of the pit area and the whole Ferrari team out of the

race. Regazzoni came obediently into the pit lane, resumed briefly and then had his car withdrawn from the race on the decision of his team.

Lauda's lead was now secured beyond doubt, thanks to Regazzoni's "team work", and we all settled down to watch Fittipaldi try his utmost to get back on terms with the leader. But in reality there had been no necessity for Regazzoni to help his team-mate in so obvious a fashion for Lauda had his immediate opposition well and truly assessed, easing his pace for the last few miles of the 59-lap race to come home the winner by just under five seconds.

Reutemann's Brabham had retired in the early stages with engine failure, making it a sad day for the team which had dominated last year's United States Grand Prix and Andretti was doomed from the start, his Parnelli blowing out smoke from the time it left the starting grid. Brambilla couldn't cope with his March's erratic handling for 59 laps, the Italian dropping behind Mass' McLaren, Hunt's Hesketh, Peterson's Lotus and Scheckter in the sole surviving Tyrrell. This quartet maintained a tremendous struggle for the balance of the race with Peterson just sneaking past Hunt at the end of lap 49. Unfortunately the Swede had flat-spotted one of his front tyres during his energetic out-braking attempts and Hunt found a gap on the very last lap to take back his fourth place.

Into seventh place came Brambilla's hard-worked March, the battered 751 moving past Stuck after the German had a rear tyre deflate in spectacular style as he went into the right-hander after the pits. Stuck just missed Brise's abandoned Hill, still lying stranded on the apex of the corner, and was lapped by the leader before he could complete his final lap. Watson finished ninth after a determined performance in an unfamiliar car, Wilson Fittipaldi was tenth and Pryce led Henton across the line to complete the list of competitors still running at the end although they were both several laps down after two pit stops apiece.

But for Lauda it was a very complete and worthwhile triumph. In the past so many drivers have clinched the World Championship title before the end of the season only to sit back and "stroke" their way home in the remaining few events. By rounding off his season in such spectacular style, Niki Lauda has managed to add a tag of distinction to his World Championship title, a title too often diminished and diluted by drivers who prefer to drive with Championship points in the forefront of their mind rather than the prospect of winning motor races.—A.H.

Results :
UNITED STATES GRAND PRIX—Formula One—59 laps—Watkins Glen
5.435 kilometres per lap—320.6 kilometres—Warm and Dry

1st :	N. Lauda (Ferrari 312B3/023 (T4))	1 hr. 42 min. 58.0 sec. 186.85 k.p.h.
2nd :	E. Fittipaldi (McLaren M23/8-2)	1 hr. 43 min. 03.1 sec.
3rd :	J. Mass (McLaren M23/6)	1 hr. 43 min. 45.8 sec.
4th :	J. Hunt (Hesketh 308C/1)	1 hr. 43 min. 47.5 sec.
5th :	R. Peterson (Lotus 72/R9)	1 hr. 43 min. 48.16 sec.
6th :	J. Scheckter (Tyrrell 007/6-3)	1 hr. 43 min. 48.49 sec.
7th :	V. Brambilla (March 751/3)	1 hr. 44 min. 49.20 sec.
8th :	H.-J. Stuck (March 751/2-2)	1 lap behind
9th :	J. Watson (Penske PC1/03)	2 laps behind
10th :	W. Fittipaldi (Fittipaldi FD/03)	4 laps behind
11th :	T. Pryce (Shadow DN5/2A)	7 laps behind
12th :	B. Henton (Lotus 72/R5)	10 laps behind

Fastest Lap : E. Fittipaldi (McLaren M23/8-2) on lap 43, in 1 min. 43.374 sec. 189.26 k.p.h. (new record)
Retirements : P. Depailler (Tyrrell 007/4) accident, on lap 3; C. Pace (Brabham BT44B/3) accident, on lap 3; M. Leclere (Tyrrell 007/5) engine failure, on lap 5; A. Brise (Hill GH1/3) accident, on lap 5; M. Andretti (Parnelli VPJ4/002) broken suspension, on lap 9; C. Reutemann (Brabham BT44B/1) engine failure, on lap 9; J.-P. Jarier (Shadow DN5/4A) broken wheel bearing, on lap 19; G. Regazzoni (Ferrari 312B3/024) withdrawn, on lap 28; R. Wunderink (Ensign MN/04) broken gearbox, on lap 42; B. Lunger (Hesketh 308/3) accident, on lap 46.
22 starters — 12 finishers.

Around and About

Leyland Return to Competitions

LEYLAND CARS ("please forget the 'British' bit now") have returned to competitions officially with a three-tier programme encompassing rallying, national touring-car racing and a saloon-car formula.

Rallying

EXCITING news for the rally world is that Leyland ST, the Abingdon-based competitions and performance parts department, has hired Britain's most promising young rally driver, Tony Pond, to drive one of a pair of Group 4, 16-valve Dolomite Sprint-engined TR7s in next season's RAC National Championship and all British Internationals. Twenty-seven-year-old Pond, a star in Escorts and Opels, will have as his team-mate, and Captain, Brian Culcheth, a member of the old BMC and British Leyland rally teams and runner-up, with a 2.5 PI, in the 1970 World Cup Rally. Culcheth's brief since the Abingdon Competitions Department closed in 1970 has been a somewhat thin programme of rallying with Marinas and Dolomite Sprints and a post of resident development driver for British Leyland.

Already a best-seller in the USA, the TR7 won't be on sale in Europe until next spring, but Leyland Cars' rally programme with the cars will commence as soon as the model is homologated at the end of the year, too late, unfortunately, for the RAC Rally. Obviously, the TR7 will be available eventually, but not necessarily initially, on the European market, with the 2-litre Sprint engine as one of the options to the eight-valve Dolomite unit. As such it should have tremendous potential as an outright winner in British events, and with the brilliant Pond's style suiting live rear-axle cars, Leyland cars could at last have found the elusive answer to the unbeatable Roger Clark/Escort combination.

Backing-up the TR7 outright victory contenders will be the class-winning-potential outfit of Pat Ryan in either Marina or Allegro 1300s.

A patriotic new Leyland Cars livery of a white base with red and blue stripes will adorn all the cars, which will be free of sponsors and decals. Support facilities will include two Leyland Sherpa vans and a Range-Rover. Activities will be based on Leyland ST at Abingdon with Bill Price as overseer.

Racing

ALL Leyland Cars' racing effort will be channelled into the 10-round British Touring Car Championship through the Southam workshops of Broadspeed. Ralph Broad's brief is to go for outright victory in races and the new 3-litre limit Championship with a pair of Dolomite Sprints. Like the rally cars, the racers will be decked in the new Corporate livery and raced under the Leyland Cars entrants' licence. There is no intention of racing the cars in the European series, though we wouldn't be surprised to see the Spa 24-hour European Touring Car Championship round tackled on a one-off basis.



Tony Pond.

Drivers have yet to be announced as we go to Press. Our guess is that the pairing will certainly include Andy Rouse, who clinched the British Touring Car Championship at the Motor Show 200 meeting, but the big question mark currently is who will win the battle for the services of Stuart Graham, Leyland Cars or Ford? Graham is known to have had talks with both teams and was enjoying a "talking" lunch with Ford's Stuart Turner on Motor Show Press Day while British Leyland's Competitions Liaison Officer Simon Pearson was doing his duty at the annual Leyland Press lunch.

The Mini Challenge

NO FEWER than 54 separate races make up the Mini Challenge which will hopefully enliven Club racing next season. There will be three separate series, each of 13 rounds, one for Mini 850s, another for Mini 1000s and the third for Mini 1275 GTs, all counting on a points basis for the overall Championship. A brand-new 1275 GT and an ostentatious trophy will await the fortunate overall victor.

Both the smaller categories will be run to the existing Mini 7 and Mini Miglia formulae run for several years by the Mini 7 Club, who'll be administering the series in association with Leyland. The only difference will be a tightening up on bodywork regulations to ensure tidiness befitting a manufacturer-backed



Brian Culcheth.

Championship. The 1275 GT formula is brand new, basically for Group 1½ cars. Modified camshafts and carburettors will be allowed, ensuring an optimum 95 b.h.p., which should make for some pretty interesting cornering on standard wheels and road tyres.

"We're very anxious that dealers and distributors should involve themselves with the Mini Challenge," Simon Pearson told us. "We hope that they'll contact their local Mini racing aces and offer backing for them to compete in the Challenge."

Leyland's Sales and Marketing Director Keith Hopkins declares that one of the prime purposes behind the Challenge is to pay back the loyal supporters who've continued to support Leyland through Mini racing over the last four or five years since the company curtailed its competition involvement.—C.R.

The Tourist Trophy

Silverstone, October 5th

CHESHIRE driver Stuart Graham won his second consecutive Access RAC Tourist Trophy driving a brand-new 5.7-litre Chevrolet Camaro he'd built specially for this round of the *Trophée de l'Avenir*. Including a motorcycle TT, it was Graham's third Tourist Trophy win.

Graham took the lead from Vince Woodman's similar Camaro on the second lap, never to be challenged again during a drive which was a model of precise consistency. At the flag the Brut 33-sponsored car was over a lap clear of the second-placed, Spa 24 Hours-winning, Luigi-BMW 3.0 CSI of Jean Xhenceval and Hughes de Fierlant, while John Handley took third with the Dealer Opel Team Opel Commodore GS/E.

In practice Graham was a massive 3½ seconds quicker than anybody else. Only 36 cars started this 107-lap, 313.72-mile event from a promised entry of 45 and the crowd too was proportionately small. The non-arrival of the complete Auto-Delta team was a major disappointment.

Some exciting dicing during the first hour fizzled into fairly processional tedium for the rest of the event, positions thereafter changing largely as a result of unreliability and pit-stops. Andy Rouse's new, wide-arched, 235 b.h.p. Broadspeed Dolomite Sprint (shown in our colour section), second fastest in practice, challenged Woodman for second place in the early stages, lost third place to Richard Lloyd's Camaro until Lloyd's engine lost its oil pressure, then disappointingly fell way down the field after a coming-together with Woodman. It finally retired late in the race with a blown gearbox. After Rouse's drop down the field there was a frantic dice for third place between Holman Blackburn's Hermetite Capri 3-litre and the Xhenceval BMW, decided in the BMW's favour when Blackburn's car disturbed its electrics in an airborne session over the Woodcote chicane. Behind, a wild battle for fifth place ensued between Barrie Williams' Auto Extra BMW 3.0 CS, Brian Muir's Dolomite Sprint, Alec Poole's Tricentrol Escort RS2000 and Albrecht Krebs' Opel Commodore. Williams hit the rear of Muir's car when the BMW lost its brakes and Muir was eliminated later in a collision with Krebs.

Xhenceval inherited second place for good during a Woodman pit stop and the latter dropped further back with clutch problems,

eventually retiring a few laps from the finish. A spell in fourth place for Tom Walkinshaw's Hermetite Capri was curtailed by the same electrical trouble which had delayed him on the grid. Roger Bell's 2-litre class-leading Dolomite Sprint took his place until the 16-valve engine began to oil its plugs, rumoured to be the result of a politically-motivated change from Piranha electronic ignition to Lucas Opus. The quick, well-driven Poole/Brennan Escort took over the class lead. The lead in the 1600 class changed from Win Percy's Samuri Toyota Celica to the Brian Cutting/Patrick Cobb sister car when the former's WIN 1 threw a rod. The adaptable Harald Ertl made an abrupt change from F1 to a modest-power racing saloon in another Celica, which proved much slower than the Samuri car, but enabled Toyota to take the team award. Peter Hilliard/Leo Bertorelli took the 1,300 c.c. class with an Alfa Romeo Junior, while fourth place in the same class attracted sufficient points for Ugo Meloni and Roger Berntson (Fiat 128) to take the *Trophée de l'Avenir* title.

Results:

ACCESS/RAC TOURIST TROPHY
107 laps—313.72 miles

- *1st: S. Graham (5.7 Chevrolet Camaro) 3 hr. 12 min. 38.83 sec.—97.71 m.p.h.
 - 2nd: J. Xhenceval/H. de Fierlant (3.0 BMW CSI) 106 laps
 - 3rd: J. Handley (2.8 Opel Commodore GSE) 102 laps
 - *4th: A. Poole/T. Brennan (2.0 Ford Escort) 102 laps
 - *5th: B. Cutting/W. Percy/P. Cobb (1.6 Toyota Celica GT) 101 laps
 - 6th: J. Hine (3.0 Ford Capri) 100 laps
- *Class Winners.

Buyer—and Seller—Beware

A CHARACTER by the name of Ian Kennedy from Branksome Park, Poole, Dorset, was fined £500 at Bournemouth Crown Court last month for obtaining property by deception in a case which revolved around his sale of a "rebuilt 1935 Jaguar SS100" for £5,000. Subsequently the buyer discovered the car to be partly the remains of an SS saloon mounted upon a largely AC chassis. Prosecution witnesses in the case, which lasted over a week, included a Jaguar representative, a representative of the SS Register and Ruth Oldham from Oldham and Crowther, the Peterborough Jaguar specialists. Costs, estimated to be in the region of £11,000, were awarded against Kennedy, who now faces civil proceedings initiated by the car's purchaser.

This was regarded as something of a test case by the police and lawyers. We hope it will serve as a salutary lesson to others who may be contemplating the passing-off of replicas as the real thing; as the more desirable older cars such as the SS100 and particularly D-types become more valuable, so the temptation for underhand practices increases. We urge all our readers to check most thoroughly the pedigree of any classic car they contemplate buying.

The End of the JCB Championship for Historic Cars

HISTORIC car racing for 1976 is threatened by the withdrawal of JCB Racing and Speed Merchants from the series which began as the JCB Championship five years ago.

Bill Allen, of Speed Merchants, explains: "We've noticed that the very high standards we require are no longer quite being met. We need full grids of very reliable cars—we owe



Martini Racing have announced the Martini Brabham BT45 Formula One car powered by a 3-litre Alfa Romeo flat-12 engine. This brand-new car, designed by Gordon Murray, with close co-operation on the engine side from Ing. Carlo Chiti, head of Autodelta S.p.a., uses front and rear hubs and front upright castings from the Cosworth-engined BT44B. Carlos Reutemann has tried the car briefly at Silverstone. We hope to give full details next month after further testing in Italy.

it to the circuit owners, race organisers, sponsors and of course, the spectators. Our drivers are all amateurs, some wealthy and some not so wealthy. Many are feeling the pinch in these difficult days and it's beginning to show in the races. We believe that it will be to everyone's advantage if the historic scene, at this level, is given a rest for a season. The cars can recuperate and be fully prepared, the drivers will be keener than ever and we hope that the spectators and circuit owners will be looking forward to their return. I'm not saying that JCB themselves will come back, or even that Speed Merchants

will necessarily be involved, but there'll be a great scene there for someone to promote and we'll help them all we can."

We feel sure that MOTOR SPORT readers will join with us in thanking Bill Allen and Anthony Bamford of JCB for their hard work and enthusiasm in creating and running this tremendously popular Championship. Thanks to them a new form of racing evolved which has provided spectators with exciting nostalgia and participants with enjoyment and an unparalleled opportunity to exercise their historic cars in the manner for which they were designed.—C.R.

The Diamond Jubilee Motor Show

FOR THE 60th Diamond Jubilee edition of the Motor Show, the Society of Motor Manufacturers and Traders increased the finance for staging the Earls Court annual by £75,000 to a total of £350,000. Last year the regulations controlling the way in which the vehicles were displayed were relaxed to allow a little more imagination. The same rules applied this year, so that we could enjoy the underside view of some unfortunate cars dive-bombing stands at suicidal angles. The drift back toward more female flesh seemed needed chiefly by TVR this year, which was a bit of a shame as their Broadspeed turbocharged V6 looked interesting enough without the lady.

The general mood of the British exhibitors was one of determination to try to maintain a lower level of imported cars in the home market. Sir William "Bill" Batty said that he thought we ought to aim for importers to take 25%, or less, in the long term. The general feeling in the Industry seems to be that the British manufacturers would be doing well to hold imports back to 30%. The forecasts of next year's sales from the heads of the British mass-producers all seem to agree on sales slightly in excess of 1 million next year. That's the same or less than this year's UK totals. It is relevant to note at this point that the European car market now seems to be recovering well from the Arab oil price effects

in Europe. Especially Germany, where big producers like VW, Ford and Opel are almost at the point of re-hiring all those people they had to send back to Turkey at such great expense!

Our personal favourite was the Ferrari stand on press day. There was the Grand Prix 312B3 (T), displayed in our cutaway this month, proudly proclaiming the World Championship titles it had wrested from the British-based Ford Cosworth brigade. The stand bulged with personalities like Niki Lauda, John Watson, Mike Hailwood (hanging on the rail outside); while Max Moseley and Robin Herd were presumably deeply engrossed in discussing with Niki his days as a March Rent-a-Driver. No Ferrari ought to be labelled mundane, but the plain 308 four-seater did look a little like a Cortina compared with the glorious blood-red 308 GTB (glass-fibre body gleaming) alongside, and the flat 12 Berlinetta Boxer lurking not far away.

Of the bigger producers Ford still didn't have a price appended to the 2-litre RS2000 (which carries a beak-nose more like the Lancia Beta saloon than Vauxhall's Firenza) and there was no sign of the impending 1600 s.o.h.c. Mexico. Value for Money was Ford's theme. Leyland provided interest with the first British public display of the TR7. The green show car was roughly finished around the doors, but American customers are

apparently happy enough with the very competitive price. Current production is around 600 TR7s a week, and we were told by a Leyland tie-wearing stand official that TR6 output had definitely ceased. He should have done his homework: later, Leyland PR Director Tony Spalding confirmed that production of the TR6 would continue at the rate of 150 a week until next June. We were impressed with the comfortable seating position and grippy steering wheel. Also impressive was the Show-time presence of rally driver, Tony Pond, the young Briton who is to conduct a four-valve-per-cylinder version of the TR7 next season, as you can read elsewhere in this issue.

Vauxhall and Opel are both marketing a Coupé Manta under different badges, Vauxhall's called a Cavalier, but in a similar price bracket. Vauxhall's version extends downward into Cavaliers that carry the Manta front on the Ascona body, making the Victors and Vivas all look a little uneasily old-fashioned on the same stand. If the "Opelisation" of Vauxhall is to continue, let's hope we get a cheaper Commodore model soon.

"Maserati—Drive A Legend", says the sales motto on top of the current price list for the Khamsin, Bora and Merak. It seems likely that the motto may well be more truthful than intended, and that the current batch of Trident-badged cars may not be succeeded by any further shipments, unless the De Tomaso rescue attempt succeeds. A Bora, a Merak and a Khamsin decorated Maserati's still-Citröen-sponsored stand.

On the BMW stand there were canaries and music from a live group and a general air of confidence reflected by factories working double shifts in the Fatherland. Now the old 2002 shell starts the range off with a 1502 designation, while the prices of the new 3 series are a pleasant surprise, at around £100 more than the equivalent luxury model in the previous 2002 series. Next year BMW should have a really exotic mid-engine coupé on offer.

On the Alfa Romeo stand we looked for the coffin in the miniature hearse-like Alfasud estate, coveted the Alfasud Ti as a second car, and drooled over one of the 1950/51 Formula One Championship-winning Alfa "Alfetta" 159s and this year's World Championship for Makes-winning 33TT12. It was pleasing to see that the attractive 2000 Spyder remains in production, one of the dwindling breed of open sports cars.

With due deference to Anthony Crook and our high regard for his products, we must sadly say that the new Bristol convertible on the stand looked a bit too much like a white-painted brick privvy for our liking. On the other hand, the Jensen Interceptor convertible on the adjacent stand was most attractive, but we don't quite see the point of the new fixed-



A new classic Ferrari. Taking over from the Dino 246GT as "the most beautiful dream machine" is the two-seater 308GTB, bodied in glass-fibre—the first time on a production Ferrari—by Scaglietti. Chassis (shortened by 3 in.) and running gear is from the 308GT4 2+2. The mid-mounted 2,926 c.c. V8 develops 255 b.h.p. and the quoted maximum speed is 156.6 m.p.h. It costs £11,992.

head Interceptor coupé, created for Jensen by Bob Jankel's Panther West Winds concern, based upon the conventional-booted convertible body and with a smoked-glass section let into its roof panel. Announced, ironically, by the Official Receiver on Motor Show Press Day, the coupé is rather more expensive than the normal Interceptor, at £11,758. Flourished too, in the face of Kjell Qvale's abrupt ditching of this admirable company, was the new Jensen GT, based upon the Jensen-Healey. Incidentally, in spite of what Kjell Qvale announced to the Press at the GT's introduction some months ago, the Jensen-Healey convertible has not gone, and was never intended to go, out of production.

Lancia GB have been laughing all the way



to the bank since the introduction of the Beta saloons and more especially the beautifully-styled Beta coupé, now in tremendous demand. Their sales should boom even further with the HPE, the estate-car version of the coupé, which appeared at Earls Court for the first time, as did the Beta Spider, a fresh-air-development of the coupé. Demand for the Spider is such—not surprisingly at a price of £3,195 for its rare and attractive facilities—that there is now a three to four-month waiting list. Especially good news from Lancia for British enthusiasts was that right-hand-drive versions of the mid-engined Beta Monte-Carlo will be available here next year. A price of £4,500 to £5,000 is expected for this surprisingly practical 118-m.p.h., 2-litre, 120-b.h.p., twin overhead-camshaft-engined car, displayed at Earls Court on the stand of its designer, Pininfarina.

Giorgio Giugiaro, who seems to have had a hand in the design of a remarkable number of cars at the Show, including the Lotus Esprit, has even spread his wings to the Eastern Bloc, displayed in the very neat, luxurious, Tatra saloon. This new model for top-brass Commies is powered by a highly-interesting (as is likely to be the car's handling), rear-mounted, north-south, air-cooled V8 with two overhead camshafts per bank.

We were forced to express our disappointment to the talented Bob Jankel in spite of the glittering, exotic display of Panther De Ville, Panther Rio and Panther J72 on the Panther West Winds stand: we'd expected to see there Panther's latest creation, the most exciting-sounding road car we can recall, based on a Daytona Ferrari, but the bird had flown to its owner in the States. The said owner is Luigi Chinetti of the North American Racing Team, who commissioned this ultimate of ultimate GT cars, a sumptuously appointed, rebodied Daytona with its V12 engine turbocharged to produce 600 b.h.p. and give a theoretical top speed of 230 m.p.h. Whatever will Jankel think of next? Well, as you asked, it's the Panther BMRV, an armoured car, plated in the latest aluminium armour alloy, designed for carrying Heads of State.

Chrysler had their new front-wheel-drive Alpine, designed in Whitley, Coventry, manufactured in Poissy, Paris. This roomy, five-door, five-seater is powered by either a 1,294-c.c., 68 b.h.p., or 1,442-c.c., 85 b.h.p. version of the Simca 1100 pushrod, four-cylinder engine. It's attractive, comfortable, very well-appointed, handles well and has exceptional stability, as we discovered in France a couple of weeks ago. Prices should be around



The Belgian-built, r.w.d. Vauxhall Cavalier, née Opel.



The French-built, f.w.d. Chrysler Alpine, née Simca.

£2,100 for the small-engined GL and £2,300 for the 1,442-c.c. S when they are launched in Britain at the end of the year.

From Peugeot and Renault came their two contributions powered by the co-operative V6, the 604 and the 30TS respectively. The 604 is a luxurious, conservatively but beautifully-styled, conventional rear-wheel-drive car, the 30TS a front-wheel-drive machine. Volvo showed the third, and now well established, recipient of the engine on their stand.

Other features in what was the most interesting Earls Court Show for years included the Lamborghini Countach and Bravo, some exciting design exercises, including one built on a 512S Ferrari and a splendid display of cars from the National Motor Museum. When this was being written we were still trying to find the time to browse round the multiplicity of trade and accessory stands. We had meant to take a closer look at the SMM and T's Diamond Jubilee exhibition of cars through the ages, including an XK 120, once the Star of the Show, just as the XJ-S was one of this year's Stars, until credibility disappeared when we saw that the prominent descriptive notice alongside an Issigonis Mini described it as being of 1958 vintage. The Mini was announced in late 1959...

This Diamond Jubilee Show, upon which we congratulate the SMM and T, was the next to the last to be held at Earls Court, at least in the immediate future. There will be no Show in 1977 and the 1978 Show is planned to be held in the new Birmingham Exhibition Hall.—C.R./J.W.

Vintage Miscellany

(By which means the Editor over-runs his Veteran, Edwardian and Vintage pages commencing on page 1259)

THAT 1913 Sunbeam, which was literally dug up from a field near Dumfries, competed in the recent Doune hill-climb. A reader wants to know whether his 1934 Singer Le Mans with triple SUs and a phosphor-bronze head, Reg. No. BNC 39, is still in existence. It apparently raced at Le Mans but was sold in Leicester some 16 years ago. Renault Ltd. are sponsoring the RAC/VCC Brighton Run on November 2nd, which has an entry of 284 pre-1905 cars. The VCC has a full report on its ambitious John o' Groats/Land's End Run in the current issue of its magazine. An overseas reader seeks information on rebuilding an early non-sports Fiat Balilla two-seater. Cecil Clutton points out that the 25/70 Vauxhall owned by General Ironside could not have had a fluid flywheel as the flywheel on these cars was in the middle of the crankshaft. This is correct, although there was another flywheel, for the starter ring, in the normal place. However, we do not remember a fluid flywheel 25/70; perhaps this was mistaken for sleeve-valve.

That exciting vintage racing car, the 1½-litre six-cylinder supercharged Halford Special, is being rebuilt and its owner would appreciate any photographs or information. The Parry Thomas-engined Scriven Special "No No Nanette" of about the same period has also changed hands.—W.B.

From the Archives—3



Raymond Mays in a "road equipped" works ERA in 1935. This is the works 2-litre version, with twin rear wheels and was being given a road test prior to the May Shelsley Walsh meeting using part of the A1 Great North Road between Stamford and Grantham. It was made legal by the addition of the plywood mudguards, a bulb horn, Brooklands silencer and fishtail and "Trade" number plates. The works ERAs were often tried out on the public roads using a "circuit from Bourne to Colsterworth, south down the A1 to Casterton and back to Bourne through Ryhall. The police were very understanding in those days.

Where are they now?

Briggs Cunningham

IT IS NOW 25 years since Briggs Cunningham arrived at Le Mans with a Cadillac saloon and a rather peculiar streamlined Cadillac-based special which quickly became nicknamed "Le Monstre". In the years that followed this wealthy American enthusiast not only continued to support major international sports car races, but also graduated to the construction of his own sports cars which he used to compete in the 24-hour classic. Not merely a team owner, Briggs Cunningham proved himself to be a driver of considerable distinction, his best placing at the Sarthe being achieved in 1952 when his 5.4-litre Chrysler-engined Cunningham C4R, which he shared with Bill Spear, averaged 88.022 m.p.h. to finish fourth overall.

In 1953 Phil Walters and John Fitch drove one of Cunningham's cars into third place at Le Mans while Spear and Johnson repeated this achievement the following year, Cunningham running cars bearing his name for the last time at Le Mans in 1955. Later in the early 1960s this ambitious private entrant continued to support the French endurance race with entries of Chevrolet Corvettes, Jaguars and Maseratis. As if that wasn't sufficient to occupy him, Cunningham took time off to concentrate some effort on his other great love, sailing, and captained the yacht "Columbia" to victory in the prestigious America Cup in 1958. To this day he remains on the selection committee for the America Cup.

Cunningham drove his last Le Mans in 1964, sharing an E-type Jaguar with Roy Salvadori, and now lives in the Pacific Coast resort of Costa Mesa, near Los Angeles where he has built up a World-famous collection of

historic road and racing cars. He moved to California in 1962 where he began to put his collection of cars, started shortly after the Second World War, on public display and now has a total of 80 machines on show in a modern, spaciouly laid-out museum. All the cars in Cunningham's collection are fully prepared and ready to drive and each one is periodically taken out of the collection for "road test". In 1961 Briggs Cunningham married his wife Laura, herself a leading woman racing driver in California during the 1950s and she actively helps him in the administration of their priceless collection of cars. A sprightly 68 years old, Briggs Cunningham still finds time for sailing in his spare time but devotes most of his working week to the administration of his automobile collection and its substantial archives.—A.H.



Briggs Cunningham today. His private motor museum is illustrated on pages 1286 and 1287.

RALLY REVIEW

The Sanremo Rally

Another Stratos victory

IN FOOTBALL CIRCLES it is an accepted fact that teams playing on home ground have a distinct advantage over their opponents who are not. In rallying the same principle does not apply and it is for entirely different reasons that Finns are hard to beat in Finland, Swedes in Sweden and East Africans in East Africa. However, there is one notable exception which rather tends to follow the football principle: Italian drivers are never more relaxed and confident than when they are competing in their own country. It seems to do something for their morale to be in their native surroundings, eating their own food and among their families and friends who invariably accompany them.

It came as no surprise, therefore, when Sandro Munari, without a doubt Italy's most experienced and accomplished driver, began this year's Sanremo Rally in such a way that he was obviously outclassing the opposition. In his 24-valve Lancia Stratos V6 he drove impeccably to forge ahead into a strong lead only to have victory drop from his hands when he lost a wheel on the last of 25 special stages in the first leg of the rally. It was a blow to Italian pride, for Munari is very popular and was undoubtedly the favourite. The face-saver was the fact that an Italian car did win, the 12-valve Stratos of Swedish crew Björn Waldegård and Hans Thorszelius.

The Sanremo Rally was the premier home event of the two teams leading the World Rally Championship. Lancia is in serious chase of that championship, but unlike 1974 when the two leading Italian teams were in direct conflict with each other for points, Fiat is not. The joint management of the two companies finally ended the situation in which the same source of lire was used to finance the two protagonists in a sort of civil war, similar to what might have been had the former British Motor Corporation been in direct contest with Leyland after the latter's take-over. Both Fiat and Lancia still keep their own rally teams but there is now a high degree of behind-the-scenes co-operation and they have agreed to keep out of each other's way. The costly struggle of last year is not being repeated and Lancia is going ahead with its sporting-image cars whilst Fiat is to cease using the 124 Abarth 2-seater and begin with the new 131 saloon.

But it was unthinkable that Fiat should not tackle its home country's leading event, even if they did still have only the 124 Abarths with which to do so. As well as the five-car Lancia team, there were four works Abarths in the event, the idea being that if for some reason Lancia scored no championship points, Fiat would be there to reap them up instead. After all, Fiat was in second place in the series. But in view of future policy to go rallying with a touring car rather than a sports car, no great publicity advantage would be gained from



Winner Waldegård gives instructions at a service point. Mike Parkes is the hat-wearer.

winning the championship with a sports car, and after all Maurizio Zerini had already clinched the European Championship for the team. The main idea was probably to stop other teams picking up points, such as Opel who were third and Alpine who were fifth. The Sanremo Rally, Tour of Corsica and the RAC Rally, the three remaining rounds of the championship, were enough to give either of these sufficient points to win.

Peugeot was another team with enough points to win, the score achieved by victories in Kenya and Morocco, but the French team did not go to Italy and has no plans to tackle the other two rounds. Horses for courses after all and no-one has any illusions about the 504 being competitive in any but the rough endurance events.

Works cars and their retinues are always a great source of interest wherever they go for they represent the best of mechanical development and preparation and the best of competing skills. This is not to decry the efforts of amateurs and those who support them, but a simple fact, just like the biggest guns make the biggest bangs. In Sanremo professional attendance was at a high level, but not entirely in the chase for championship points. Both Opel and Alpine were there, but for other reasons, the possibility of picking up championship points being considered only as a second attraction.

Autodelta was there with a team of three Alfa Romeos, two Alfetta GTs and an Alfasud TI. Ford and Alpine-Renault each had 2-car teams because the Italian importers of these cars had requested (and paid for) their presence, whilst Opel came along with both an Ascona and a newly homologated Kadett. It all added up to six factory teams contributing eighteen professionally driven cars to the 118-strong list of starters.

Lancia had the most powerful car which was most suited to the terrain in the Italian mountains. These tortuous roads, snaking up and down the passes, used to be rough and rocky, in direct contrast to the tarmac roads across the French border in the same range of mountains and in which the Monte-Carlo Rally has its competitive element. Before last year's Sanremo Rally the road men had been at work and for the past two years the event has been predominantly on tarmac—narrow, winding and undulating but nevertheless smooth and well suited to the Stratos.

Munari's car was the only one with a 24-valve engine; the other two Stratos, driven

by Waldegård and Pinto, each had 12-valve engines. Both Betas, driven by Lampinen and Pregliasco, had 16-valve engines. There were some interesting innovations on both types of car, small, not exactly new but nevertheless important; the Stratos had water-cooled brakes and the Beta had power-assisted steering.

Brake fade is a serious problem in twisty, mountainous rallies with as many steep descents in the special stages as there are ascents. Brakes are made to work very hard indeed and it is quite common to see cars arriving at the ends of stages with their brake discs glowing not just red but near-white—and almost as common to see inexperienced drivers stopping at controls and keeping their brakes on instead of turning off their engines and holding their cars by engaging a gear. The calipers need every opportunity to cool and it is silly to keep pads in contact with white-hot discs without need, or risk pads welding themselves to the discs.

The cooling system was based on the simple installation of screenwasher kits which squirted jets of water into the vanes of the ventilated discs by means of electric pumps. The switch was activated by depression of the brake pedal. They helped but they could not have been all that effective for the Stratos still had its brake problems, just as Briggs Cunningham's cars did at Le Mans after small water radiators had been installed to keep the brakes cool. However, they were far more effective than the buckets of water employed by Gatsonides to cool the brakes of his winning Ford Zephyr in the 1953 Monte-Carlo Rally.

Power-assisted steering has hitherto not even been considered by rally car builders because it took away, or at best reduced, that important "feel" through the steering wheel. But Lancia seems to have a heritage of heavy steering on its front-wheel-drive cars. The Fulvia, especially with a limited-slip differential installed, was not an easy car to drive and there were several occasions when bigger steering wheels were requested by drivers in order to have greater leverage. This seems to have been inherited by the Beta and a moderate amount of power assistance was provided for the Sanremo Rally cars in order to counteract it.

Ford's two Escorts were not identical, for one was a purpose-built rally car whilst the other was a car which had been prepared for the Tour de France and had rather wider wheel arches to cater for wider wheels, air ducts to keep the brakes cool and a much lower suspension. The engine which blew up after loss of oil in the Tour de France had been replaced and the suspension had been made more suitable for the special stages. There were, after all, some unsurfaced portions on the special stages. Clark drove the rally car and Mäkinen the other, which he had also driven in France.

Alpine-Renault came along primarily because Renault Italy had requested it, but they were not out of sight of the possibility of scoring championship points. After all, they would afterwards have a good chance of more points in Corsica, and a good chance of winning the championship could convince Renault to allow the team to take part in the RAC Rally. The RAC is an

event which Alpine is keen to win but the team has been denied the opportunity to take part this year because of budget limitations imposed by what is now the parent company. If the carrot, already sufficiently juicy, gets within closer range, the donkey may well attempt a bite.

The two Alpines were in a startling, bright yellow finish which we understand will be the future colour of the team. The familiar blue, the French national colour which was adopted by the Alpine team long before its take-over by Renault, is to be no more, for Régie Renault has insisted that the team be more closely identified with the parent company and should run in its colours. The cars were both A110 Berlinettes and were driven by Nicolas and Thérier.

Autodelta's three-car team was made up of two 1,984-c.c. Alfetta GTs for Ballestrieri and Svizzero and a little 1,286-c.c. Alfasud TI for Dall'Ava. The team is going to increase its rallying programme, will be sending cars to Corsica (as it did last year) and probably one Alfetta GT to the RAC Rally with Andruet at the wheel.

Fiat had four of the Abarths, all with 16-valve engines but two with Kugelfischer fuel injection for the first time in a World Championship event. Apart from perhaps a few Italian events, Sanremo was the final appearance of the 124 Abarth—unless they are brought to the RAC to help Lancia's championship effort. In the future they will use the Fiat 131 saloon with the same 1,839-c.c. engine as the Abarth uses. However, the car is not yet homologated and until it is the team will seek out non-championship events which allow prototypes in order to continue that vital on-event development.

Driving the four Fiats were Verini, Paganelli, Alén and Cambiaghi. It seems that the Finns are spreading themselves through many teams, for of the six works teams, four of them each had one Finnish driver.

The Opel team was competing with the new Kadett for the first time. They had planned to bring two, but lack of preparation time meant that they could only bring one, and put an Ascona into the rally to keep it company. Homologated in Gp. 4, the Kadett did not have the 16-valve engine as had been the intention at one time, but was mechanically pretty much the same as the Ascona. Both cars had identical 1,998-c.c. engines, each with Kugelfischer fuel injection, but the Kadett was well over 200 kilos lighter than the 1,100 kilo Ascona. Aaltonen drove the Ascona and Röhlrl the Kadett.

So much for the combatants; what of the combat itself? In the first place there was no doubt of Munari's superiority, but when a puncture on the last stage of the first leg necessitated a wheel change the spare could not be fitted to the rear of the car without a great deal of difficulty. Stratos wheels are different front and rear, and the spare wheel is a universal one which can be fitted to either axle. Unfortunately, the spare was replaced by a normal front wheel after a previous change and Munari was only able to get the nuts on

by a few threads. After a very short distance the wheel came off and flew away into the bushes out of sight. The leading Italian driver was out. Pinto's car succumbed to valve failure and Lampinen's to front suspension collapse, leaving Waldegård to win the event and Pregliasco to make fourth place.

Lancia had scored twenty points, but Fiat notched up fifteen from Verini's second place and Alpine twelve from Thérier's third. A lot would depend on the Corsica result; certainly the make-up of teams for the RAC Rally.

Alén, after a mysterious rear suspension failure which showed up as he left the start ramp (some shock-absorber bolts were loose and some missing altogether) came to a stop when reverse gear punched its way out through the gearbox casing, Paganelli when he left the road and Cambiaghi on the final leg when his engine blew up.

The Ford team had a most unhappy rally, for the combination of a breakdown in France and trouble at the French/Italian Customs at Menton meant that the team's stock of Dunlop tyres simply didn't get to Sanremo in time. The two cars ran as far as they could but when punctures took their toll they had to abandon the rally simply because there were no more tyres left to fit to the cars.

Punctures were very frequent. The amount of smooth tarmac persuaded teams to use complete slicks with the minimum of longitudinal grooving to comply with regulations. Naturally they were not anything like as puncture-proof as stouter tyres, but most drivers felt that they were so much quicker on the slicks that it was worth risking punctures on the little gravel stretches which punctuated some stages. Some reckoned that the time gained by using slicks was more than the time it would take to stop and change a wheel, but that is debatable.

Not one of the Alfa Romeos went the whole distance, though Ballestrieri was up among the leaders at the end of the first leg. In the second he went off the road after his brakes faded to almost nothing. Svizzera was stopped by a mysterious electrical failure which cleared up equally mysteriously, but too late to continue, whilst Dall'Ava hit a rock with a rear wheel and just about folded it under the car.

Of the two Alpines, Nicolas' stopped when its limited slip differential failed, possibly the result of vibration and bumping after running for a time on a flat tyre. Aaltonen's Ascona went out early when severe overheating was caused by a blown head gasket which might have been occasioned by a faulty gasket or a faulty head



The second-placed Fiat 124 Abarth of Verini/Rossetti on a tarmac section.

being fitted in the first place. Röhlrl had a succession of troubles with the new Kadett and less tenacious men would have packed up, but after problems with cooling, electrics and brakes (the balance was lost, and hard braking often caused the car to spin) Röhlrl drove magnificently to get up to third place only to have a propshaft joint break and put him out of the rally. We think that co-driver Berger might have been relieved, for the erratic braking made the going a little heart-stopping at times high up in those mountains.

It was a fine rally as usual, but rather over-complicated by the use of stages more than once in different directions, causing some frightening moments when practising crews encountered others practising the same stage in the other direction. There was also an unnecessarily complex way of arranging the timing and control system in the final leg which looped around the same roads several times. But these are minor points and hardly detracted from a stirring competition.—G.P.

GENERAL CLASSIFICATION

1st :	R. Waldegård/H. Thorselius (Lancia Stratos) (4)	10 hr. 22 min. 52 sec.
2nd :	M. Verini/F. Rossetti (Fiat 124 Abarth) (4)	10 hr. 25 min. 40 sec.
3rd :	J.-L. Thérier/M. Vial (Alpine-Renault 110) (4)	10 hr. 59 min. 04 sec.
4th :	M. Pregliasco/P. Sodano (Lancia Beta coupé) (4)	11 hr. 20 min. 11 sec.
5th :	C. Bianchi/M. Mannini (Porsche Carrera) (4)	11 hr. 33 min. 29 sec.
6th :	S. Brai/R. Dalpozzo (Opel Ascona) (1)	11 hr. 59 min. 16 sec.
7th :	A. Brambilla/G. Bottini (Alfetta GT) (1)	12 hr. 01 min. 28 sec.
8th :	G. Fischer/H. Gottlieb (Opel Ascona) (2)	12 hr. 16 min. 26 sec.
9th :	F. Ormezzano/E. Cartotto (Alfetta GT) (1)	12 hr. 18 min. 30 sec.
10th :	P. Isnardi/S. Scimone (Opel Ascona) (1)	12 hr. 27 min. 45 sec.

First Leg : 118 starters — 54 finishers.
Second Leg : 53 starters — 36 finishers.

STD Register 25th Anniversary Rally (Sept. 21st)

THIS took place at the RMA, Sandhurst and had an entry of 20 Sunbeams and nine Talbots, spanning the years 1913 to 1935. The President, Winifred Boddy, presented the prizes, her Celebration Plate being won by Grp. Capt. W. Welsh, as his 1926 twin-cam 3-litre Sunbeam was judged the overall best-car throughout the season. The Pride-of-Ownership Award was won by J. Norris (1924 34/70 Sunbeam), the Distance Award by D. Harrison (1933 Talbot 75). Roesch Talbots dominated the driving-tests, Peter Moores (1930 "90"), R. Costigan (1933 "65") and A. Barker (1930 "75") being placed in that order.

1976 FIVA International Rally

THIS very important event, co-organised by the VCC and the VSCC, and the first of the series to be staged in Britain since 1963, takes place next year from May 26th to 30th. The Rally will be based on Harrogate and will consist of daily runs of varying distances, together with a special stage at the Harewood hill-climb on May 29th, and a *Concours d'Elegance* in the Harewood House grounds on the Sunday, by permission of Lord and Lady Harewood. There will be classes covering pre-1901 cars and those p.v.t. examples up to 1940, twelve classes in all. Entries close on November 30th and as a big response is expected applications should be made without delay, to Mrs. A. Cherrett, Old Forge, Quarr, Gillingham, Kent, UK.



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The same magazine said, of the 16TX (pictured above), that "It covers large mileages in effortless fashion" and "The fifth gear turns 70 mph into a 3500 rpm dawdle."

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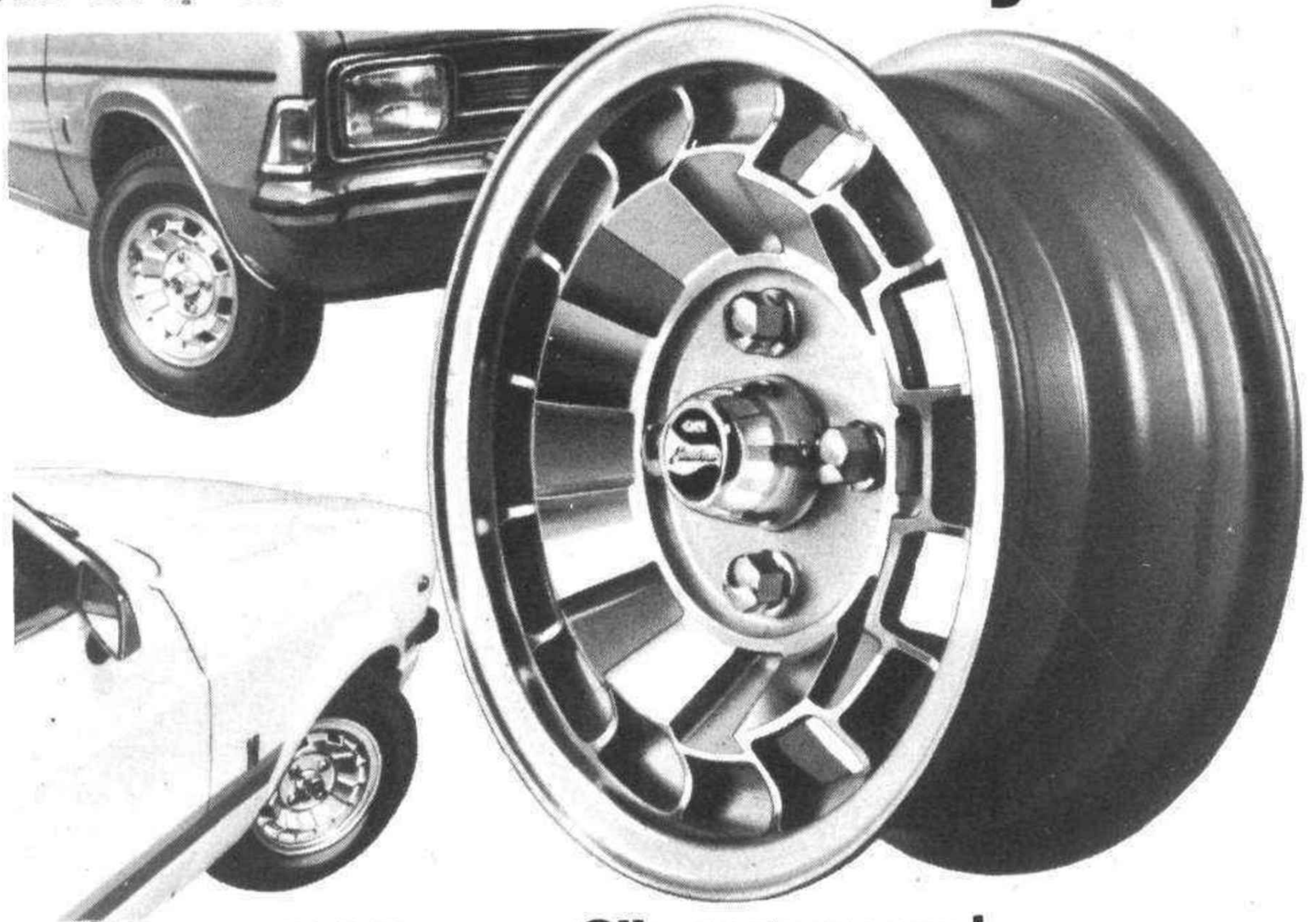
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Book Reviews

"Vanwall—The Story of Tony Vandervell and his Racing Cars" by Denis Jenkinson and Cyril Posthumus. 176 pp. 9½ in. x 6½ in. (PSL, Barr Hill, Cambridge. £4.95).

The release of this long-awaited book about the late Tony Vandervell of the famous Thinwall-bearing Company and his successful onslaught on "the red cars" in F1 racing between 1954 and 1958 marks the book publishing event of the year, in motoring circles. The chronicling of the great and successful Vanwall endeavour, which was directed with such ruthless, individual enthusiasm by millionaire-industrialist Tony Vandervell, was long overdue. And to put it into perspective, I quote from this book: "There were ten races in the Championship series in 1958, and Mr. Vandervell's cars ran in nine of them, won six, and also achieved a second place, two third places, and three fastest laps".

For those with short memories, that will point to the influence of Vanwall racing on British prestige and uplift at that time. I well remember my excitement when, with other Britishers in the Press-box at Reims, I stood up as Vanwall led all those "red jobs" and my elation when, almost alone in a grandstand at Monza which was rapidly emptying of disconsolate Italians, I saw Brooks cross the line in the winning Vanwall at the Italian GP. So it is important that this great period in British racing should be properly set down for posterity. That is what Jenkinson and Posthumus have done, in such a fashion that I could not readily stop reading them, no matter how late the hour or what calls there were in other directions.

For it is all there in the most commendable detail, like a Blight, without quite the intensity of a Talbot-tome. The engineering behind the Vanwalls and the Thinwall Specials that led them is described in minute detail—material specifications, results of all the painstaking research done by VP Products and outside suppliers, technical aspects of each car, even down to valve-timing diagrams, with numerous cut-away drawings, and so on. The incredible number of disappointments Vandervell had to face, culminating in the death of Stuart Lewis-Evans that made him fold up the entire project, are dealt with from the inside, dispassionately and without journalistic drama, obviously by someone who knew exactly what was going on and what Vandervell was trying to achieve, enhanced by recent study of all the VP racing documents and correspondence. The loveable character of Tony Vandervell, the man behind it all, the oft-times grumpy "guy'nor", comes over well throughout the book.

Posthumus has contributed early historical chapters and Jenkinson, who lap-scored for David Yorke's Vanwall team in 1958 (somehow also contriving to write MOTOR SPORT's GP reports!), has done the race history and the technical story. The result is the most exciting and interesting motor-racing book I have read for a very long time. I

do not propose to dissect it, because all who are proud of British endeavour and who loved that great era of European motor racing are going to read it anyway. So I will content myself by saying that the many pictures, if small, could not have been better chosen, that it is all there—power curves, cut-away drawings, tabulated lists of Vanwall race-results, suppliers, drivers, etc., references to the transporters, hotels, travel arrangements, fuel-mixes used and so on—and that Stirling Moss, who was the driver who most aided Vanwall, winning seven races for them, backed up and partnered in one of them by Tony Brooks, has written a thoughtful Foreword.

Apart from its importance in telling of the Vanwall endeavour, other little-remembered Vandervell ventures, such as his excursion into F3 and the Italian chassis and parts he bought, are included, as is the venturing onto public roads of the Thinwall, even in Stoke Poges! An unusual assessment of damage to the cars in racing accidents is possible, because Tony Vandervell insured them and had claims met to the nearest penny! On every other page you seem to learn something you had forgotten, or never knew, about Vanwall—did you know there was a lapel badge, for instance, or associate the Vandy car with the Vandervells?

If I have any criticism at all, it is that race information seems to tail off over the last full season, as if the writer was at last tiring at what must have been a strenuous writing feat. Otherwise, "Vanwall" cannot be faulted, the only errors I noted being a single printing mistake and the Wolseley Moth described as a 1½-litre car, whereas it took records in the under 1½-litre Light Car class, being of 1,260 c.c. But that is hair-splitting.

This is a great contribution to serious motor-racing history, yet I think it can be recommended as essential reading by those new to the game—the girl-friend, young son, etc.—who wish to understand what motor racing is all about.—W.B.

"Ronnie Peterson" by Alan Henry. 164 pp. 9½ in. x 6½ in. (G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ. £4.25).

AT FIRST SIGHT this book, by a writer who must be well-known to MOTOR SPORT readers, appears to be just another of the now prolific pile of racing-driver biographies. It has been compiled in association with the fast but unlucky "blonde boy from Orebro" and is sub-titled "The Story of a Search for Perfection". In fact, I found it far more intimate and therefore readable than most of these books about the top racing drivers, many of which are little more than lists of the drivers' successes and failures, leavened by lurid descriptions of his accidents and his taste in socks and such like.

Alan Henry gives us a more sincere picture of what this chap Peterson is really like, and it is obvious, as one reads his book, that he knows the driver personally and has a warm admiration for him. The account starts with Ronnie's boyhood days and his tentative entry into the more serious realms of the Sport, with a petrol-engined toy car at the age of eight, followed by scrambles, motorcycles, Karts and Formula Three Svebe and so on, up the progressive steps, each one well detailed in this biography.

Then, as Peterson's name is established, there follow exceedingly interesting accounts of his progress, written by one who saw him in his moments of triumph and defeat. Defeat? Here the book has to be interesting, on the subject of the frustrations Peterson has suffered while driving for March and Lotus. This is an aspect of the Peterson's fine balancing act of brilliance tempered by disappointment that only a personal friend, and a journalist on the spot could properly handle, as Alan Henry has.

So this is a more than usually enjoyable book to read and an important addition to our knowledge of what makes Peterson tick. His career from 1970 is tabulated and the book is well endowed with good pictures, many of them the work of our own photographic team. Alan Rees has contributed a short Foreword.—W.B.

"Jim Clark Remembered" by Graham Gauld. 143 pp. 9½ in. x 6 in. (PSL, Barr Hill, Cambridge, CB3 8EL. £3.95).

Here is another book about one racing driver, in this case the greatest, perhaps, in the Formula One firmament in recent times. The idea behind this new study of Jim Clark is to answer some of the mysteries surrounding the popular Scottish World Champion and to include a great number of worthwhile pictures of his career, from Sunbeam-Talbot, DKW, Jaguar, Porsche, and Triumph TR days onwards. The author is well qualified to do this, because he was chosen by Clark himself to help Jimmy with his autobiography in 1963 and he then wrote his own Clark biography which is said to be that very rare product, a motor-racing best-seller.

It would be unfair to use this review to reveal the Gauld answers to such conundrums as what really caused Clark's fatal accident at Hockenheim while driving a Lotus in a Formula Two race in 1968 (but let it be said that Gauld was very cross with a version published by the *Sunday Express* and wrongly attributed to him), whether Clark should have won *three* times at Indianapolis, and so on. As a personal friend of the driver he dissects, Gauld is able to give us the answers and to tell us a very great deal about the famous Scot. There is even a hint of love interest in his account and the book ends with a long sermon preached at Clark's school after his untimely death.

As with the book reviewed above, there are tabulated results of all Clark's races, from 1956 to 1968 and in this case the Foreword is by Jackie Stewart. We feel especially pleased that the author who knew Clark so intimately gives the credit for being one of the first outside Scotland to recognise Clark's great ability to MOTOR SPORT's Continental Correspondent.—W.B.

Batsford have published another of their colour-books about cars, this one by their well-known Editor, Anthony Harding and called "Historic Racing Cars". It covers 24 well-known racing cars made before 1940, from a 1902 Type-Z Mors to a 1938 GP Auto Union. A pleasing touch is that each full page 8 in. x 8½ in. colour plate is augmented by a black and white picture of the

Continued on page 1258

The Mini Revisited

We look at two of the Mini derivatives, 16 years on.

It feels only like yesterday that Issigonis's little, rubber-suspended steel boxes tumbled on to an amused, disbelieving world, yet this autumn marks sixteen years of Mini production. Such a totally new concept in 1959 could either have met with stark unacceptance by the general public or become an overwhelming success. As we all know, the latter happened and the Mini in its various guises became one of the most popular vehicles in the world, a classless, cult car. It dominated rallying and saloon car racing for years, influenced several generations of passenger cars from other manufacturers and continues to sell in huge quantities. In essence the Mini has changed little since the first 850 Mini-Minors and Austin Sevens came off the line all those years ago, so to see how the recipe has survived the test of time we borrowed the current Mini 850 and its top-of-the-range big brother, the 1275 GT. In between there are available a 1,000 c.c. version of the "old shape" Mini, the 1000 c.c. Clubman (same body as the 1275 GT), a Clubman Estate and those useful little Mini-Vans and Pick-Ups, now with 1,000 c.c. engines.

The Mini 850—Smoother than Big Brother? IT IS IMPOSSIBLE to be unemotional when discussing the Leyland Mini. For most of us it has played too large a part in motoring existence to feel totally objective when reporting Mini progress. For this look at the basic 850 model, I was able to draw on my own experiences with not only the test car, but also the many other examples that have passed through mine, and I'm sure many readers' hands, since the Issigonis brainwave was first sold to the public in 1959.

Of course the 850 is just part of the Mini story and it makes one dizzy to recall all the derivatives, even of the humblest model in the range. Remember the Mini Moke and the flat-back pick-up? or the cheap vans that some of the enterprising camouflaged in the standard grey or green, whilst running the nearest thing to racing Cooper S mechanicals



Almost original 1959 simplicity in the 850.



Twelve-inch wheels make the 1275 GT, left, noticeably "taller" than the 850 Mini.

beneath? Then there were those ghastly "beaks" and finned boots for the Wolseley and Riley models.

In some ways I am surprised that the 850 ever survived all these years, for it cannot cost any more to make the 1000. I vividly remember my first task as a motoring journalist was to visit Sussex to drive the Cooper S-type Mokes, then being run by Players No. 6 for an autocross series. I proudly took my 1965, C-registered, hydrolastic, 850 along for the ride. Some vandals had wreaked havoc with the engine under the pretence of extracting extra performance via a new manifold and carburetter, the latter jetted so weak that it was to BMC's eternal credit that the pistons didn't burn to a frazzle. The day was a very sporting one, with Derek Bell displaying that his then-potential in F3 could be well exploited taking 10 seconds off the times of a motley journalist turn-out. Truly inspired on my way home I espied a shiny Mini closing gradually with my "tuned" mount from the rear. Despite my desperate cornering manoeuvres of the "will she, won't she?" variety the immaculate press demonstrator was delayed only a few moments before it swept by... the humiliation, and on my home patch!

Later on I used my 850 to commute from Horsham to London every day, and the service (I was usually accompanied by two or three passengers) provided fabulous tuition in the subtle arts of cornering without scrubbing away hard-won speed.

Nowadays, Mini pilots have the luxury of an extra 3 b.h.p. than used to be offered. Now there's gross 37 b.h.p. at 5,500 r.p.m. (33 DIN b.h.p.) and a maximum gross torque value of 43 lb. ft. at 2,800 r.p.m. Apparently, according to Leyland figures, the 1000 model offers another 3 gross b.h.p., or 6 extra DIN horses. A single HS4 SU carburetter, all iron push-rod construction, and three bearings, remain resolutely unsophisticated, but extremely efficient in providing what the majority of customers need in an economy car: docility and economy.

One thing that the Mini has always provided, as a kind of economy motoring bonus, is the sheer fun of swift cornering. For the 1965 model year the "wet" hydrolastic units were adopted on all but the van and estate derivatives, but that lasted only a few years before the re-adoption of the clever Moulton-patented rubber cones used to this day. Our test car came on Goodyear 145 radials.

Inside there have been the most obvious changes. Now there's the former Mini-Cooper remote control gear-change (synchromesh on first since 1967) and wind-up windows. Today, the rocker switches for wipers and lights, plus the arrival of the turn-key ignition and starter on the steering column, reflect the passage of time since 1959, as does the column toggle that tackles headlamp flashing, the horn and wipers. That large central speedometer dominates the plain dash-panel as before, but no longer can its often unreliable indications of speed be viewed at night by the help of the little green light, which used to flash with the wipers.

I find the wind-up windows have only one positive advantage, they don't leave those strips of window-runner felt to rot in the rain, as did the old sliders. Against that I regret the loss of the door parcel bins and find myself unreasonably annoyed by the squirts of air admitted by a partially wound-down pane: I can only cope with the window fully up or down. Compared to the air-ball equipped 1275 GT, I decided that I would rather do without fresh air ventilation, even in our torrid Summer, if it meant coping with the terrifying banshee wails admitted through the passenger-side vent. On the ventilation side, I missed the old opening rear windows, though they are present on more expensive Minis.

I found that 73 m.p.h. and 5,000 r.p.m. were a reasonable pace at which to hold the Mini in the hectic morning scramble along the M4, but it was astonishing how often the little box bounced its way up to indicated



Afterthought instrument binnacle in the 1275 GT.

speeds of over 80 m.p.h. I didn't match my previous model's achievement of pushing the needle up to the middle of the fuel gauge, but then I didn't break the crankshaft either, which was the fate meted out to my first Mini, after just such an episode. Driven at 50-60 m.p.h. I found that the Mini still gives a very good account of itself in the kind of British lanes that seem a natural home for such a chirpy little character. The steering is still a delight, but Father Time has caught up with the rather ragged drum brakes, which are of 7-inch diameter all round. Twin leading shoes on the front drums can seemingly get out of phase and the car can dart unexpectedly under heavy braking.

It would be nice to have the reassurance of decent seating. The latter is, and was, the most frequently criticised aspect of the Mini and, because rivals the like of the Renault R5 now exist, it seems to have got progressively worse over the years . . . and there's still no catch to keep the frame on the floor.

Current 850 Minis, and all those models with the L suffix on the engine bay number, have distributors adjusted for low octane (2 star) fuel as well as the slight power bonus reported earlier. I found my average consumption was 37-39 m.p.g., but I am sure that 42-46 m.p.g. must be more representative of the majority in use outside London.

I enjoyed revisiting the Mini, but I don't think that it has advanced sufficiently with the times. The old faults—noise, crude finish and lack of luggage space—are still present and I think that the foreign imitators of Issigonis' principles have reaped greater rewards in producing cars more suited to the 1970s. I am sure there's a good market for the Mini, but not for me at the current price of £1,298.—J.W.

The 1275 GT—An Emasculated S?

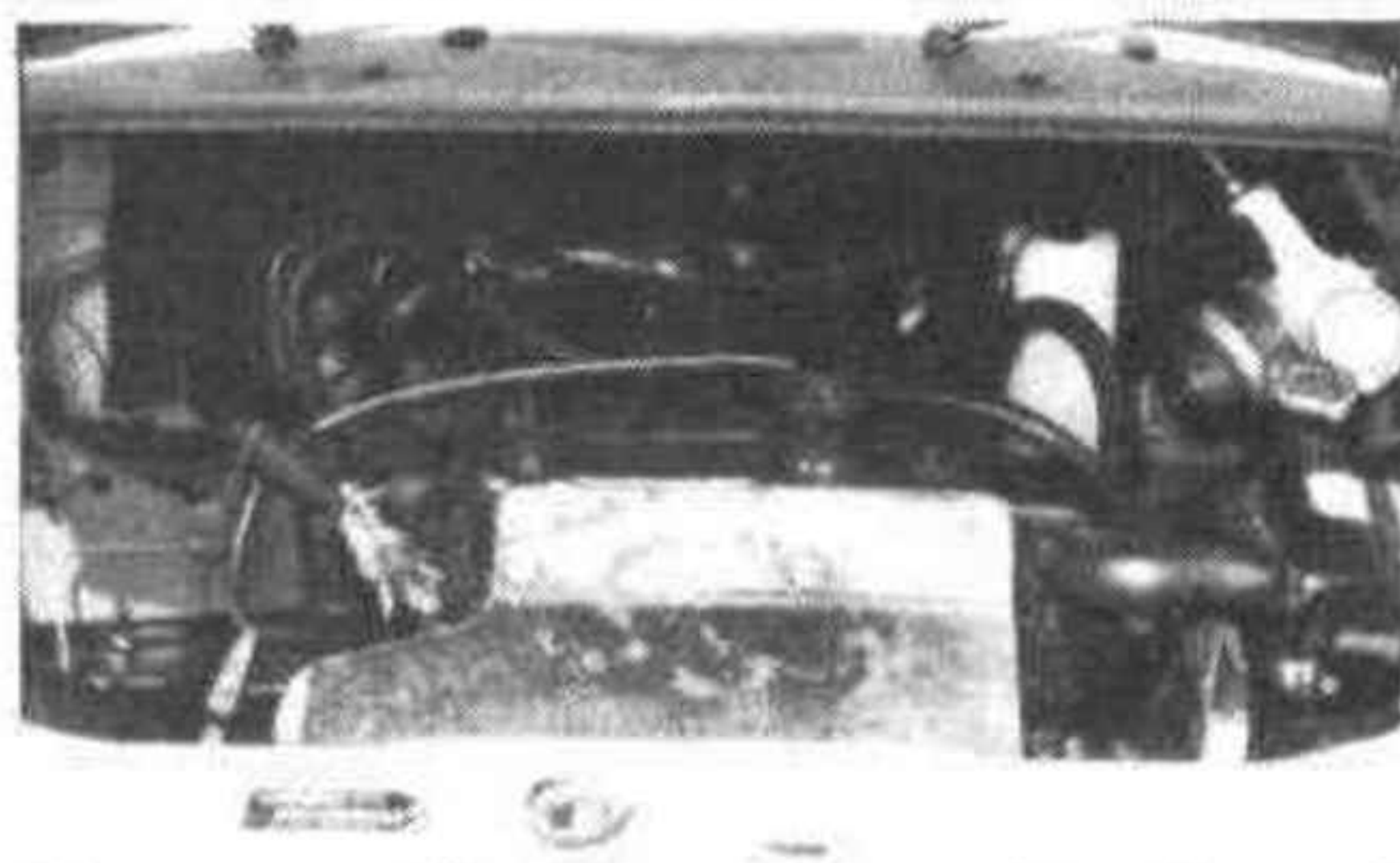
THE Mini's astonishing cornering capabilities—way beyond exploration with the original 850 engine—led naturally enough to the high-performance derivatives sired by John Cooper, beginning with the long-stroke 997-c.c. Mini-Cooper introduced in 1961 (the later 998 Cooper had a shorter stroke), followed by the 1,071-c.c. Mini-Cooper S and culminating in the lusty 1,275-c.c. Mini-Cooper S. There was also a short-stroke 970-c.c. Cooper S produced for competition homologation.

Since the Mini-Cooper and Cooper S were discontinued—the former in November 1969, when the 1275 GT was announced, the latter in July 1971—British Leyland's answer for the Mini-man requiring extra performance has been the 1275 GT, a totally emasculated Cooper S fitted with the "cooking", 1,275 c.c., single 1½ in. SU-carburetted (all the Coopers had twin 1½ in. SUs) engine from the Austin/Morris 1300. And, insults of insults, the 1275 GT has the unnecessary, square-shaped, five-inch longer, Clubman nose.

Since 1969 the 1275 GT, with side-winder give-away along the sills, has changed little in appearance, but there have been several significant specification changes along the way. Early models had a 3.7:1 final drive ratio, which made the things as buzzy as demented bees; the Cooper S's 3.4:1 final drive was soon adopted. Like the other Mini models later 1275 GTs switched from their sloppy hydroelastic suspension (never at its

best in this application) to the original "dry", rubber-cone suspension. Major revisions for the 1974 model year included a switch from 10 in. to 12 in. wheels shod with low profile 145/70 SR-12 radial tyres, enabling the adoption of 8.4 in. instead of 7.5 in. disc brakes (a modification the Cooper S cried out for) and, at long last, the fitting of a larger, 7.5-gallon fuel tank. Dunlop Denovo tyres and wheels are optional—the test car had the conventional SP Sports.

My own Mini experiences in the Sixties started with a 997-c.c. Mini-Cooper, followed by a Harry Ratcliffe-tuned 1071 Cooper S: I still believe that a smooth 1071, modified to give more power than the standard 1275 S engine, was the best road-going engine of the lot. I drove works Cooper Ss when working at Abingdon before the Escort took the limelight and in subsequent jobs must have tried practically every type of "hairy"—or ordinary—Mini conceived, including Gordon Allen's 16-valve, twin-cam racer. It's been a long, fun-filled, sometimes painful romance between the Mini and me, but, like



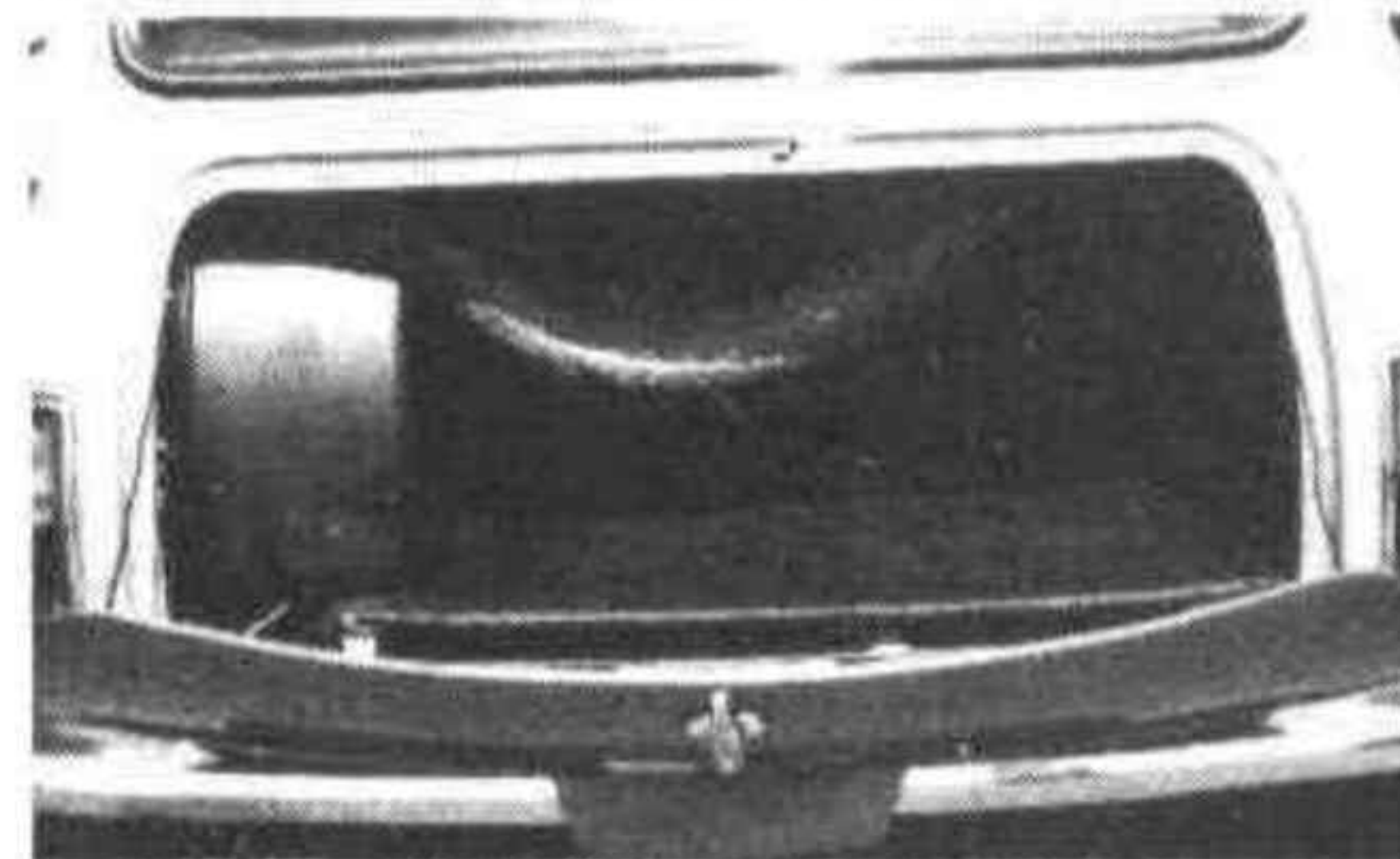
More space but less power—and a damp-shield—under the 1275 GT bonnet. Less space but more fuel—and loose sound-proofing—in the boot.

the Mini, I have grown older and the noisy, rough, road test 1275 GT has finally ended the affair.

But perhaps maturity isn't the true cause of our rift. The problem with the 1275 GT is that it tries very hard to be something which it isn't: it has all the noise, vibration and harshness of the Cooper S without the scintillating performance which made that magical model so tolerable. The 70.61 mm. bore x 81.28 mm. stroke engine, which lacks the large journals and nitrided crankshaft of the S, produces a mere 58.7 b.h.p. gross at 5,300 r.p.m. compared with the 76 b.h.p. at 5,800 r.p.m. of the old 1275 S. Indeed it has less than 4 b.h.p. more than the original 997 Cooper—and almost an extra 1 cwt. to drag along.

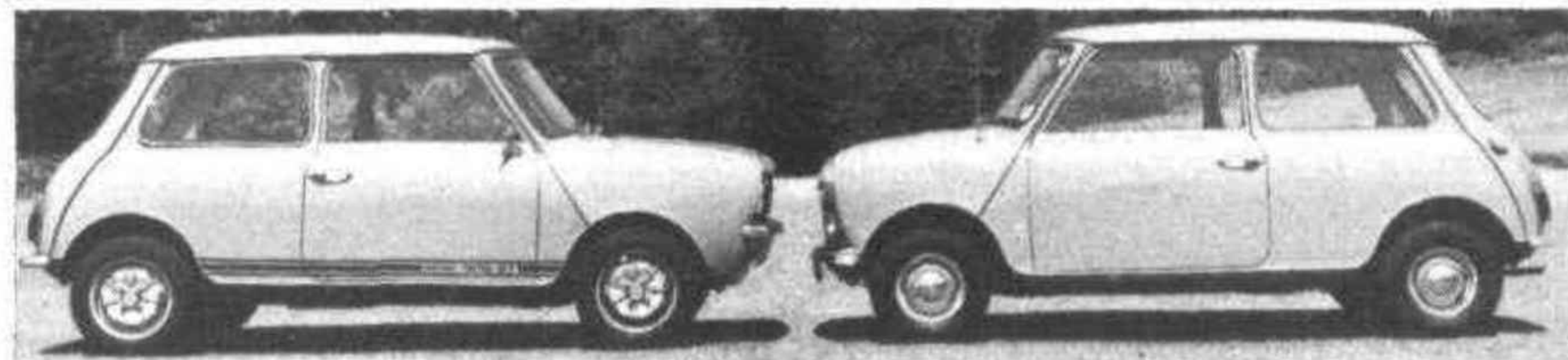
That slab of a bonnet removes some of the feeling of compactness and agility of the standard Mini body—and accessibility is not much better than I achieved on my Minis with a quick-release grille. The removal of the external door hinges means four corrosion points less, but the vulnerable body seams remain. Penny-pinching has resulted in tinny, shoddy over-centre catches on the opening rear side-windows, which refused to stay

open (the old ones were of good quality and effective). The afterthought instrument console slung in front of the driver at least has a tachometer. In common with J.W. I abhor the deletion of those useful door pockets to enable wind-up windows to be fitted and prefer the old sliding windows for the controllable, draught-free ventilation they allowed. Facia butterfly air-vents are fitted in the GT, but they are not backed up by extractor vents and the noise they make when open is terrible. A heated rear screen is standard. My body soon acclimatised itself again to its old Mini driving posture, but why, after all these years, have British Leyland failed to lower the steering column? Thank goodness for those lowering brackets available from accessory shops. The leather-covered, three-spoke steering wheel is a much more manageable size than the original Mini wheel. Seats in the 1275 GT are better padded and trimmed than ordinary Minis but, without an adjustable back-rest (an appalling omission at the car's current laughable £1,635 price), not much more comfortable. With the encroachment of



the 7½ gallon tank, the boot has become a joke.

Excessive understeer gives away the age of this trend-setting, front-wheel-drive layout—much less pronounced in modern layouts. But on the whole the handling remains quite incredible and enormous fun, much better on its "dry" suspension than it was on hydroelastic. Compared with something like the Renault 5, the choppy ride is abysmal. Traction is much improved with the bigger wheels and less wheelspin and greater rolling radius should vastly improve tyre wear—I used to get as little as 3,000 road miles from front tyres on my Cooper S. In town the agility remains remarkable, though the steering feels less precise on these bigger wheels and the straight-line stability poorer. However, my biggest criticisms remain the lumpiness and noise of that long-stroke engine, coupled with a lack of power and response. Consumption, driven hard, was a bit over 30 m.p.g., maximum speed 87 m.p.h. and about ½ pt. of oil was used in 800 miles or so before this rough engine example ran its bearings on the fourth lap of the outer perimeter of a steering pad . . . For me, the much more spartan, but smoother, quieter 850 c.c. Mini, was a happier package.—C.R.



Some Cogent Comments on British Racing

as delivered by Peter Browning

SINCE 1972 the Executive Director of the British Racing and Sports Car Club has been Peter Browning. With the BRDC's former chief scrutineer as a father, and experience that has covered RAC Timekeeping, the Austin Healey Club, MG's Safety Fast periodical, Competition Management at BMC (where he succeeded Stuart Turner), journalism with Autocar, and the authorship of some authoritative books, including both Healey and Mini histories, Browning has impeccable qualifications for directing one of Britain's big three motor clubs. We asked him for his personal feelings about the British sporting scene, rather than the official BRSCC position, and the results were some pretty accurate observations. These thoughts add up to the increasing need for all motor sporting factions to co-operate with each other, if Britain is to retain its role as the place to race and rally.

This problem of co-operation is illustrated when Browning talks about the bi-annual Olympia Racing Car Show. "The BRSCC and the SMM&T get together to make the Show a possibility. We used to plan on accepting a slight loss before the public came in, relying on attendances to make up the financial balance. Now, with the incredible demands of the top F1 teams, wacking in bills for hire and transport for that central display feature (which is also their sponsorship showpiece), it becomes difficult to recoup our losses. Add the attitude of many club racing competitors who ask for £100 to borrow the car for display, and then they bung in bills for transport too, and it becomes difficult to stage the show at all. Last year the club made a loss, and I must be sure in my own mind, before we open the doors to the public, that this doesn't happen again.

"This leads me into the use of star Formula One drivers in the UK. We simply have nobody we can readily call on who is a big name, doesn't live in Spain, and who can string enough words together for a six-minute talk, that doesn't cost the club a bomb. I feel that the top line professionals do owe the sport a bit more than demanding extra money, but with almost no exception, we find the professionals much more difficult to deal with than the average FF competitor. At least the latter is now trained to get his entries in on time!

"I think the most valuable thing about the Avon Tour is that it gets all elements of the sport together under one roof for the final night's party. In fact, I think that is sufficient reason for staging the event, for at no other time do racing and rally competitors and officials get the chance to understand each other's problems. It is important that we do all know as much about different aspects of the sport as possible, when there are so many pressures that could stop our pleasure: the sport needs to be united to resist such attempts."

Since he was brought up in the atmosphere



of a family where father also raced MGs and Amilcars, it's hardly surprising that Browning has strong views about safety regulations that disfigure many models from the past, when they come to race on British tracks in 1975. "When the resolution to adopt things like crutch straps, or roll-over hoops, on historic cars is put forward in an RAC Race Committee meeting, one automatically puts a hand up in support, reasoning that if we've made the Formula Ford men do it, why not all the others...? Then I look at MG TDs and so on, carrying such ghastly great hoops, and I begin to wonder if we over-react to the safety thing. In the same way I think it would be very good for racing if the circuits could get 10-year safety certificates. At present the circuit owner never knows when Jean-Pierre Beltoise is going to drop out of the sky and demand the installation of some great new safety aid. If only the CSI could bring itself to plan out the way the sport is run, instead of these sudden panics over this or that.

"Then the circuit owners, just as one example, could budget exactly what they would need to spend, and having done that some money could be devoted to improving the standards of parking, feeding and spectating facilities, to ensure the poor spectators, competitors and marshals get a better deal. Under the present system an owner might expend £100,000 on a new paddock, while the volunteer marshals shiver on the patch of mud that they've been trying to get exchanged for a proper concrete base during the past five years!"

As we went to press the CSI had decreed that the minimum rewards for a Formula Three race should amount to half that of an F2 field: in practice this could be £9,000 in Britain. The prompt reaction of the UK organisers was to return unanimous telexes to the effect: "no way". For the 1976 season it is expected that the F2 package, without star F1 names, could cost an organiser up to £30,000 and F1 would total at £150,000 for the FICA members. To us, journalists or spectators, all the figures except the F3 demand seem like the proverbial telephone numbers. Then you hear about an F2 competitor talking about £30,000 as a cut price.

Inflation obviously makes a substantial contribution to the woes of competitor and organiser alike, but Browning's personal view, and one which it is easy to sympathise with, unless you are actually paying the bills of an international formula team, is that the public are only interested in paying high admission charges for names that they know. Only a few

seasons ago, F2 attracted the likes of Mike Hailwood, Emerson Fittipaldi, and Jody Scheckter, but now, as Peter Browning so aptly puts it "from a British organiser's viewpoint, the fields are full of Jean-Pierre Nobodies". The painful truth is that British crowds are interested in seeing international stars at work—remember the support the BARC received when Jochen Rindt was appearing in the same field as Jackie Stewart and Chris Amon—but that the stars of today can receive far higher rewards abroad, and so driver demands have sharply escalated. For example, a good F2 name would demand up to £1,000 minimum appearance/start money, while a real ace can command £2,000 fairly easily for a European F2 race. Unfortunately, most organisers can't afford these sums, and for the majority of GP drivers it's not an attractive proposition to put their reputations at stake.

So far as racing is concerned, the European audience may well be prepared to pay a little more, and turn up in greater numbers, simply because French, Italian and German stars are far more involved in both F3 and F2. The reason that they are more involved is that Elf, VW and Renault set themselves the objective of launching the big names of tomorrow, with the kind of solid rewards that are fragmented in Britain for many other formulae. Overall race attendances are increased within the UK by the myriad formulae, but at what cost to our international hopes of success?

At present we have the situation where Tom Pryce, James Hunt, Tony Brise, Bob Evans and Brian Henton are largely the British offspring of the extra formulae that have been part of British racing in recent years: James Hunt is the only one to follow the F3, F2 natural line of progression. Browning feels that we can attract a lot more people into racing, simply by making things less formal than they are now.

"We have all the rigmarole of 20-minute practice sessions, safety equipment and scrutineering checks before someone can venture out onto the circuit. I think that there should be a level, below the top three Formula One and top 15 national events, that allows people to get on with the task of learning to be a racing driver far away from the paying spectator. Each year we run a Formula Ford Festival at Snetterton. There are no timekeepers and grids are based on a driver's recent "form". From the club's point of view we can run everything on a knockout 5-lap basis, getting more competitors and entry fees in. From the competitor's viewpoint we save about £350 of timekeepers' fees, which can be put into the prize fund. On an average weekend I think there must be £25,000 worth of FFs that are lying in the garage with no circuit at which they can get an entry, so if we can cater for more competitors, it benefits both them and club funds. The only way I can see in which we may follow this path is by holding one non-spectator, non-press, event per month, meeting a competitor demand that exists, not only in Formula Ford, but also in production saloons, sports cars, and in some areas, modified sports cars."

Turning to the vexed question of circuit safety once more, Browning feels that it is important to remember that both Oulton Park

Continued on page 1257

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Chauffeur's Corner

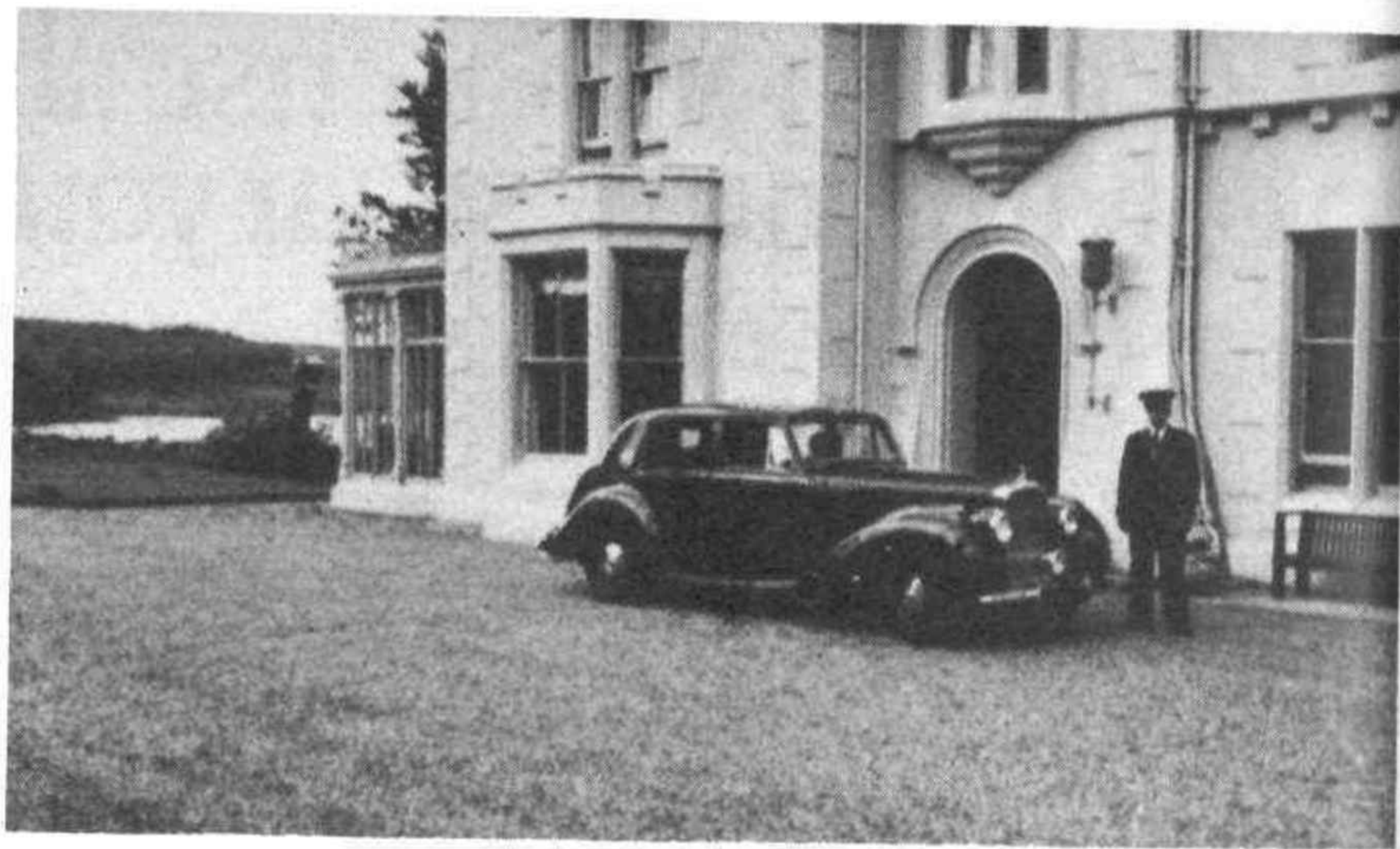
CONTINUING this feature, the next retired chauffeur I interviewed was Mr. Bernard Randle of Leicester. Apart from his professional duties he is an enthusiast who started to read *The Autocar* in 1918 and *MOTOR SPORT* in 1950 and who, with his wife, missed very few of the race-meetings at Donington from the opening of the Midlands road circuit until the war. Today, at 71, having retired six years ago, he takes great pride in a Mark IIIA Hillman Minx saloon, maintained in immaculate order.

It all began when he was a boy. He suffered from bronchial asthma and after the family doctor had got him over a serious bout of it he was told he must work in the open as much as possible, a tailoring job being no good to him. So he went to Keate's Garage in Leicester, who apart from the usual activities did hire-work and coach-building. Here, under an excellent Foreman, George Kisby, the lad studied the mysteries of the motor-car. That was during the First World War; incidentally, Charles Street now runs through what were the garage premises. They were Spyker agents and kept an old Renault for taxi work. Mr. Randle recalls how the driver of the latter was told one day to go to the station to meet a Bishop's daughter and drive her to Wardley Hall. The road to Uppington embraced a deep ford but all went well on the outward run. Coming back, perhaps in a bit of a hurry, piston trouble developed. Fearful of his Foreman's wrath, the driver worked in the rain, dropping the sump and removing the offending assembly, returning on three cylinders rather than send for help!

It was the ambition of many to get a job on the big estates in those days. So when a message arrived by maid to say Mr. Fielding wanted to see the lad, Randle lost no time in going to Goscourt, where his mother had been a lady's-maid. Mr. Fielding owned the estate and was married to a Paget girl. Calling him "Boy", as everyone in the village did, a name his employer subsequently always used unless in formal circumstances, the interview went off successfully, for young Randle had taught himself to drive on the garage cars, along the deserted, gated roads of the



Mr. Randle's first Morris-Cowley with his father behind the wheel.



Mr. Bernard Randle with one of the many Bentleys he drove after the war.

country. He felt he should ask his Foreman what to do but when told of this chance of working for the Fieldings, that worthy sent the boy to Mr. Fielding's estate office in Leicester post-haste, to clinch the job before someone else took it.

Thus he started as under-chauffeur on the Goscourt estate. The family had a town house in Leicester, where they lived in winter, and Mr. Fielding hunted three days a week, with the Quorn, the Cottemore and other packs. The cars at that time had not been long in use, for the coach-houses still contained many horse-drawn vehicles. An 18/24 h.p. Siddeley-Deasy was joined later by a 12 h.p. Belsize two-seater, bought because of its conveniently wide body. The big car was very reliable, apart from a few leaks that would develop in its radiator behind the coal-scuttle bonnet, but if cornered too ambitiously the cantilever rear springs would encourage tyre shedding. The Belsize, too, was "very good, over an enormous mileage". After he had grown tired of replacing the speedometer-drive pulley on the prop-shaft the mileage had to be guessed at, but it was formidable.

Eventually "the boss" managed to drive the Belsize and he reciprocated by asking Randle to learn to ride. It then became the custom for Killick the groom, and the chauffeur, to ride spare horses to the Meets, the latter driving the car home. There was an estate cricket team and once more I heard of the many advantages of working for a family, and on an estate, of this calibre. When the son was home from the RFC he would be apt to call to "Boy" that he was playing cricket that afternoon and when the chauffeur politely said he was on duty he would be told that permission from Mr. Fielding had already been given. It was only when he became too heavy, for he is a tall, big-boned man, that Randle gave up riding. Promoted to full-time driver, he never wore uniform, his "guy'nor" preferring him in a suit and even at times wearing a bowler hat. Naturally he became known to most of the wealthy families in the area—the Colmans, the Hartleys, the Crawfords, the Greens, etc., all of whom were great hunting folk.

The Fieldings were wool-spinners and Mr. Fielding's estate covered some 7,550 acres. He used to keep a pocketful of half-crowns in his waistcoat for the sole purpose of rewarding tramps met on the road. His cars numbered a White steamer, a 24/30 Wolseley with special, very tall, landaulette body and a 16/20 Wolseley 7-seater tourer with leather bellows SU carburetter, in which this 20-stone gentleman used to stand up, holding onto the hood sticks, for the purpose of inspecting his vast estate that abutted onto the London road. His wife, who wrote about country and historical affairs, still kept a trap and a mail phaeton for attending hunts and had her own chauffeur.

Mr. Randle advised his boss to get rid of the White—"We don't want that!"—but to keep the touring Wolseley. This eventually passed to the son-in-law, Major Vicars, and was still in use in the 1930s for long hauls up to Scotland. Meanwhile the Siddeley-Deasy was replaced by a Daimler 35. It was one of the first in Leicestershire and, although the make never had a high-speed reputation, this one could be coaxed up to 75 m.p.h. It was "magnificent", but hard on tyres, which were worn out after 2,000-3,000 miles, until they tried twin rear wheels shod with Indias. These lasted for a fabulous 5,000 miles, so this make was fitted thereafter. Major Vicars also had a Daimler, "a really magnificent car", which he had bought from the War Office after it had seen service at the Front. He bought his batman home with him and engaged him to drive this ex-Staff car.

As the years rolled on the family cars changed. There was a 12/20 Humber d.h. coupé, a "good one", very smooth-running, but a bit difficult for Mr. Fielding to get into and out of, so it was replaced by a 14/40 Humber saloon, which Randle drove all over Scotland, from the family hunting-lodge. This was joined by a 9/20 Humber shopping car, for Mrs. Fielding's use. Every morning at 8.30, if they were at home, the big car would be brought round to the front door of the Hall for the journey into Leicester. Later came a battleship-grey open Humber Super Snipe, "a lovely roomy car, with Whatmough

CHAUFFEUR'S CORNER

Continued from opposite page

head, a joy to work on, even if I did de-coke it every 6,000 miles". Then the ageing Mr. Fielding wanted a saloon, so he got a Daimler for his wife, and a 2-litre Rover Meteor for himself, together with another 12/20 Humber for local work, the farm being 7½ miles from the house. The Rover proved "very reliable"—but then I have yet to meet a chauffeur who will criticize the cars he drove!

After the death of Mr. Fielding, Randle stayed on, sharing driving duties with Mrs. Fielding's man and also driving her Secretary, a daughter of the Bishop of York. There were 28 servants at Goscourt at this period, 12 employed on outside duties and some of them being employed on the farms. When the old lady died the estate was sold up and Randle went to work for two surgeons in the town, a Mr. Kendall and a Mr. Lodge. They were Rover enthusiasts, the former having a Speed-20 Weymann saloon, later changed for a metal-panelled Speed-20, and the latter a small Rover that he replaced with an Austin 18, remembered as "a very good car". Mr. Lodge also had a Morris Eight tourer for his wife. He eventually joined his friend in buying a Rover Speed-20.

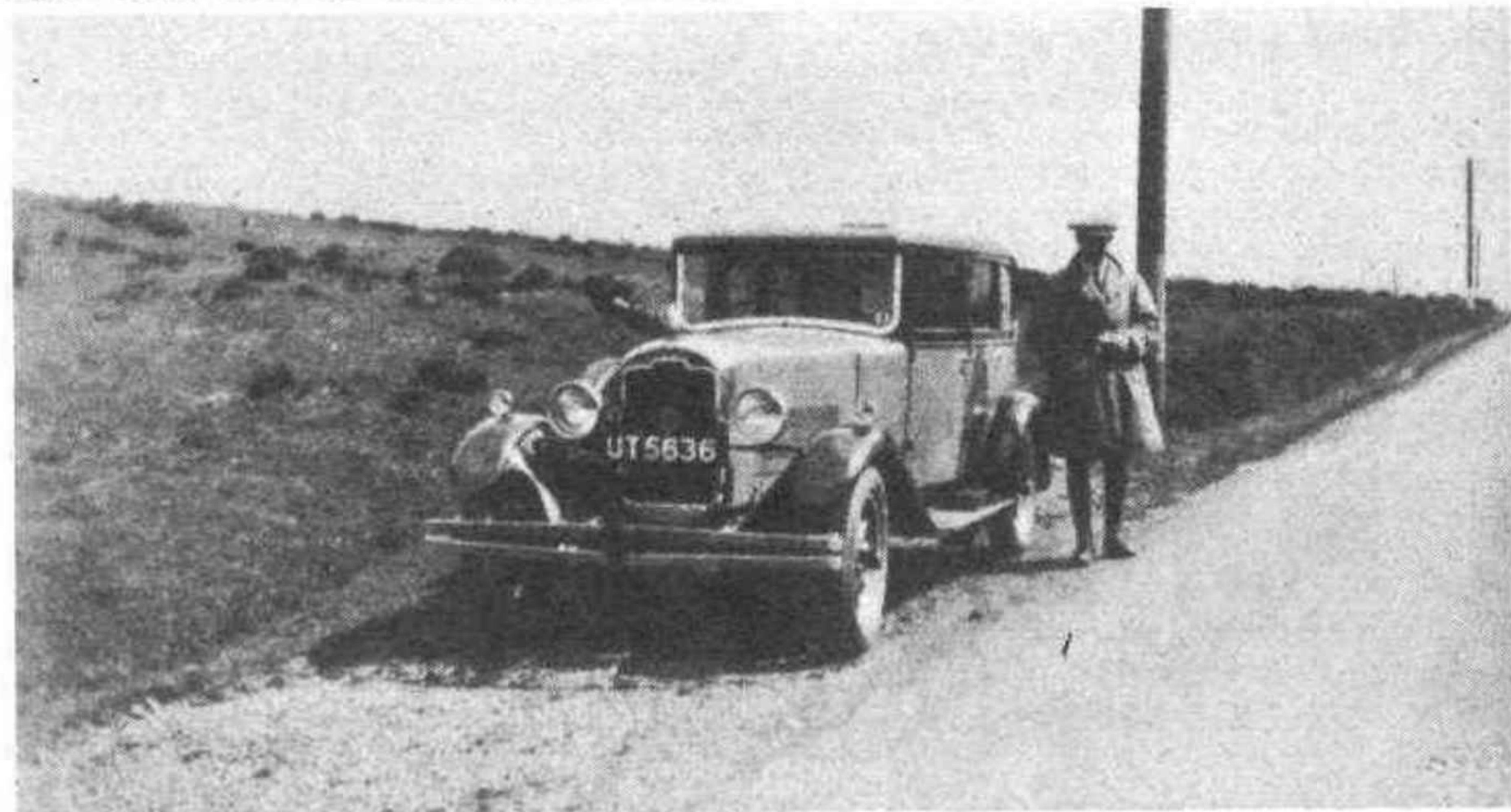
Having had such good service from the old Rover Meteor, which ran 57,000 miles without a brake re-line, Randle advised the doctors to have this make. He recalls a visit to Coventry on which he accompanied them, when Humber, Vauxhall and Jaguar cars were sampled. The Humber Imperial was "a beautiful car but didn't match up to a Rover", a 24 h.p. Vauxhall "hopped about at the back" and the Jaguar "didn't seem quite their sort of car". So the surgeons stayed with their Rovers.

Mr. Randle recalls that Mr. Kendall also bought two Speed-14 Rovers, one in 1934,

the other in 1936, "two of the finest medium-sized sports cars" he ever drove, "very reliable and sheer joy to handle". Both had streamlined coupé bodies with metal sunshine roofs, 6-cylinder engines with triple SU carbs and free-wheels. The 1936 one stopped better because of Girling brakes.

During the war Mr. Randle looked after Ministry-of-Supply transport, driving all over England in an Austin, and after that he was employed as chauffeur to a local Company, driving a Humber Pullman and five Bentleys, starting with a Mk. VI and finishing with a Continental Flying Spur. There was also a Sunbeam-Talbot Ten saloon in about 1946, later a 1952 2¼-litre Sunbeam-Talbot. Mr. Randle performed on the engine of a 1948 MG TC for his employers and "made the beggar go some". Apart from those he drove professionally,

Mr. Randle has owned cars of his own since 1923, starting with a bull-nose Morris-Cowley, which he tuned to do 58 m.p.h. instead of the customary 45. Another bull-nose followed and in 1938 he was presented by Capt. G. E. T. Eyston with the Runner-Up Cup in a Morris OC *Concours d'Elegance* at Donington, for his pristine Morris Eight. His wife is also motor-orientated. She rode a BSA solo, a 21st birthday present from her father, who had a Champion motorcycle, and she remembers how eagerly the young male riders would stop to help if anything went amiss, as when two girl-friends were riding their two-stroke Levises with her and one of them broke a belt. She went to the early dirt-track meetings at High Beach, bought her first car, a Singer Junior saloon, in 1929, drove ambulances during WW2, and rode an Ariel 600 quite recently.—W.B.



The very satisfactory Rover Meteor and the Farm Bailiff whom Bernard Randle had as a frequent passenger when he was chauffeur to the Fielding family of Leicestershire.

PETER BROWNING

Continued from page 1254

and Snetterton, which have short circuits for car use this season, by-passing some famous but sparsely populated spectator areas, are used in their original forms for motorcycles. It is somewhat wearing to hear what fantastic crowds motorbikes attract and how promoters find perfection in two wheels. However, it remains a fact that, as Browning says, "the motorcyclists are allowed to use the full circuits, because their safety demands are not the same as those of the driver groups we find in car racing".

With an objective eye one could say that the two- and three-wheel brigade do seem to accept rather more rugged racing conditions than the car brigade, witness the survival of Spa as a motorcycle GP and the gruesome effect of Armco in a motorbike crash.

For the future, Browning believes that there must be increased discipline of competitors guilty of dangerous acts on the circuit. He feels that a system of totting-up endorsements could be applied for offences like barging another car off the track, and that such justice should be seen to be carried out on the spot, and swiftly. At present, "we hang around all night, and then a really serious offender can be tapped on the back of the hand, or a decision left to an RAC Tribunal at a later date... a bit of benevolent dictatorship for the small number of experienced

international Clerks of the Course, would be no bad thing; powers that make the competitor realise that he can't just get away with blatant rule breaking."

Silence, of vehicle exhaust systems, is another Browning thought for the future. He holds out the carrot of increased circuit use, especially in the West Country, if complete meetings could be run for road-silenced cars. Obviously road-based vehicles are prime candidates for such meetings, but Browning says, "although the Formula Ford people wouldn't like it initially, I think they could be made to use silencers if they could see the prospect of more racing."

Finally, on the safety record of catch fencing, Browning is particularly interested to hear any bright ideas to improve this system of arresting errant machinery, without the sturdy supports pole-axing the unfortunate drivers. So far Tony Brise has suggested that such fencing need come no higher than the wheels—hopefully avoiding the day when a driver will be cocooned in the netting while the car catches fire—which also brings the benefits of shorter poles and easier access for rescue marshals. Derek Ongaro at Lola is researching the construction and use of lightweight plastic/glassfibre poles that shatter on impact (frangible poles to go with frangible helmets in today's safety jargon?) and thus minimise driver injury. Spectators will need to be agile veterans of the blitz!—J.W.

Riley Register Coventry Rally

RESULTS are now to hand and show the class winners as B. H. Ross (1924 11.9 tourer), D. Davidson (1935 Merlin), R. D. Longman (1935 Lynx), F. M. Hawke (1934 Ulster Imp), and D. J. May (1931 Mk. VI tourer). The best special was the 14/6-engined HAR and the most original Riley D. E. Taylor's 1925 11.8 tourer.

Extended Dolomite

IF YOUR Dolomite is feeling rather neglected in the face of all those overbearing Fords with their instant Boy-racer wheel arch extensions flaunting themselves hundreds of miles from the nearest competition, take heart. Leyland ST have decided to market glassfibre reinforced spats—which attach via self-tapping screws and cost £38.50 a set.

Computer single-seater

FEELINGS OF 1984 and Big Brother is watching you can be shared, even by racing drivers now. Johnny Rutherford's current turbocharged Offenhauser McLaren carries sensors that report on 14 aspects of the car's performance, including acceleration and cornering forces, pressures and temperatures of anything from the air intake to oil. The information is radioed back to a small computer housed in the pits which, according to this release, "translates the information into terms that can be understood by the team's engineers".



The Jaguar XJ 3.4 Excellent value for money

£4,998. In round figures that is the price charged for the economy-model Jaguar saloon, with manual or automatic transmission. All things considered, it carries on the tradition of wonderfully good value that has always been traditional with the Coventry make, ensured by the past endeavours and good sense of Sir William Lyons, qualities which would not come amiss in Mr. Harold Rising-Price.

The old Jaguar slogan which said that these cars offered "a Special Kind of Motoring that no other car in the world can offer" is perhaps more true today than when it was coined in the late-50s, with competitors such as the big Rover, the Armstrong Siddeley Sapphire and the independent-Daimler no longer in production, Jensen in financial trouble, and all the rest of the compatible British top-luxury cars costing much more than this 3.4-litre twin-cam Six from Coventry. Having had recent experience of this lowest form of Jaguar life, I maintain that it would indeed be a greedy business executive or retired tycoon who demands anything better, when seeking a car that blends board-room comfort with a splendid appearance, adequate all-round performance with exceptional hush (that they should not despise in Crewe) together with a fuel consumption in keeping with present-day thinking. Leaving aside the psychological reasons why some people will buy one make of car but would not be seen in others, I can see few reasons for the aforesaid customers to look further than Jaguar, or to spend much more than the £5,000 which buys this great car. Extras such as radio with automatic aerial, rear seat-belts, exterior mirror, etc., add another £200 or so.

The XJ 3.4 I tried had the Automatic transmission, which is arranged conventionally and has good kick-down action, although the change out of it seems a trifle delayed, for those with an eye on maximum m.p.g. Brian Sperring and Andrew Whyte have presumably never recovered from my remarks about a long-travel notchy gear change and heavy long-travel clutch on Manual Jaguars, because this model would have been more suited to MOTOR SPORT coverage. But as I prefer correct ratios in the gearbox rather than four speeds augmented by overdrive, I was well satisfied with the Automatic 3.4. It naturally has a some-

what heavier fuel thirst than the normal gearbox car, so let me say right away that this came out at exactly 18 m.p.g. of 4-star, over 615 miles of varied (but not Motorway) driving. The Manual model would no doubt better this by two or three m.p.g. On this matter of replenishing, Jaguar's magnificent straight-six twin-cam engine used to be something of an oil-burner. But this 3.4-litre version needed no oil after more than 1,000 miles.

That is the economy aspect disposed of. As to performance, I would call it adequate for this class of car, in this day and age. Acceleration is excellent and a top speed of 100 m.p.h. comes up quickly enough—prudence and lack of opportunity prevented me extending it further. The long-stroke 83 x 106 mm. engine works at all times well within its capacity and few drivers would habitually take the turbine-like propellant in this mobile drawing-room to the 5,500 r.p.m. permitted by the tachometer markings. But the real joy of the Jaguar is its extremely quiet manner of progression, under all road conditions. The engine is outstandingly hushed, and so smooth as to make one wonder whether a twelve-cylinder was really necessary. There is very little wind-noise, and road thump has been well muffled, in spite of those reassuringly-grippy special Dunlop SP tyres that put so much low-profile rubber on the road. It is some time since I have driven a modern Rolls-Royce but I doubt if it is any quieter, although I concede that a Silver Shadow has the better level-ride. But the much-less-expensive Jaguar's suspension is excellent, being taut, thus allowing fast cornering to be enjoyed in this heavy saloon without roll and with unexpected precision, although the IRS has no anti-roll bar. The power steering is still quite light, so that one has to get acclimatised to it, but it *has* been improved and is generally satisfactory. The rack-and-pinion is accurate and the big, slippery wheel asks 3.3 turns, lock-to-lock, with a 38 ft. (in round figures) turning-circle.

The all-disc brakes function with commendable progressive power and are delightful to experience, although needing heavy pressure for the more urgent retardation; a pull-out handbrake is located under the fascia. Within, all is polished veneered wood, fitted carpets, plush comfort, and well-placed (and illuminated) controls and instruments. Every control is very clearly labelled, the smaller Smiths' dials read water temperature, battery-voltage, fuel contents and oil-pressure, and

time is kept (with a slight gain) by a neat little Kienzle clock. In place of the one-time row of "fumbly" flick-switches, you now have four big push-buttons on the fascia, for fuel-changeover (there being two separate 10-gallon tanks, a truly excellent Jaguar feature), heating the back window, and putting on the map-reading (and usefully bright) interior lamps. The four Lucas halogen headlamps give a truly excellent beam. The driver's window-winder was too stiff but madame is well looked after with a big vanity mirror normally lying down out of the way in the lockable glove locker, which is augmented by a between-front-seats lidded well of just about Rolliflex size.

The big seats, very comfortable for most people, are now cloth instead of leather-covered and the extra 4 in.-length of this saloon gives ample interior space. The boot's 17 cu. ft. is long but shallow; it swallowed all the luggage three persons needed for a weekend away from home. The cold-air ventilation system could give a better flow, and if the boost is used there is a sudden but irritating noise, from the fastest of the three fans. The back compartment occupants have many conveniences, like smoker's fittings, loud-speaker control, arm-rests, etc. duplicated for their benefit, and the car's interior is upholstered with what looks like leather, the door cappings being similarly finished, so that too much woodwork is not in evidence.

With everyone waiting to do a long road-test of the new Jaguar XJ-S I do not propose to devote any more space to its poor relation, except to say that at under £5,000 the impressively low-built XJ 3.4 represents excellent value-for-money, is 100 per cent in the luxury Jaguar tradition, and is a credit to the much-maligned British Motor Industry.—W.B.

BOOK REVIEWS—contd. from page 1251
same car in action, or at a race meeting—two in the case of the "works" racing Austin Sevens. This lifts the book out of the common rut. It also has an historic introduction by the author, pleasing in its range and conciseness, whom we thank for his complimentary reference to the help derived from MOTOR SPORT. Three of the colour plates are the work of the MOTOR SPORT photographic team. We suspect that the study of the P2 Alfa Romeo is of a model car. This little book costs £2.50, or £2.00 if purchased before the end of this year.

Following on the heels, or should it be spine?, of the recently-reviewed full-scale Lamborghini book, PSL of Cambridge have come out with a soft-cover, landscape-shape 128-page, 8½ in. x 11 in. book about the early Spyder and competition-model Ferraris. It is in fact one of a series by Dean Batchelor, published in America in Haassner's Classic Sports Car series. This writer has already done a Ferrari book and two more are promised shortly. With 202 photographs and accompanying text, and a specification sheet for Ferrari models from the 166SC to the 250TRI/61, this will be a publication most Ferrari fans will want. An amusing item is an "Afterword" in which Batchelor tells of his attempts at complete accuracy and instructs his readers how to pronounce many names closely associated with the make of car he writes of. The price here £5.25.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

THE VSCC CYCLECAR RALLY

Gaddesby Hall, Leicestershire,
September 21st

IT WAS AN excellent idea of the Light Car Section of the VSCC to hold a Cyclecar Rally for those machines which are mostly beyond hope of passing a DoE test and therefore are never seen on the road. On the day the weather was immaculate, the setting was splendid, and the gathering was voted one of the best VSCC events ever.

Colin Crabbe had put the grounds of Gaddesby Hall at the cyclecarists' disposal, a house once, we believe, the seat of the Walker family, of whisky fame, a member of whom had three horses shot from under him at Waterloo. It is reputed to have been the largest house in the county until the upper floors were dismantled. That was the Rally venue and a good start, which set the pattern for the day, was made when, Stafford East having got his 200-Mile Race replica GN Akela firing, the engine was immediately stopped so as to allow two horse-riders to pass the Paddock entrance without disaster. The lady rider, as she thanked the intrepid driver by raising her crop, remarked "I haven't heard a noise like that before and neither had my horse!" VSCC members are, above everything, gentlemen. . . .

So, amid sounds of differing calibre, the odd vehicles were parked under the trees along Crabbe's carriage-drive. White had his push-rod twin-magneto Vitesse GN, stripped as if for a Dancer's End hill-climb and sounding like it. Cherrett had collected Dudley John's yellow GN Legere from the Pilkington Museum but Riddle had driven his touring GN, now with its i.o.e. engine, up from London on two gallons of petrol, and he drove it home afterwards. With Mitchell's 1914 GN, which was suffering from reduced traction due to grass-juice on its belts, there were five Godfrey and Nash products present, which the Morgan 3-wheeler Club countered by presenting some ten examples of the Malvern breed, from Booth's immaculate 1913 Runabout to a very lusty 1938 Matchless Super Sports controlled, more or less, by Phelps.

We were puzzled by a so-called TT-replica Morgan, liked Edmond's blue, disc-wheeled MAG Family-model which displayed a JCC badge and a Pratts petrol can, we enthused over Week's Blackburne-engined Brooklands Morgan, and were cheered to see the ex-Harold Beart record-car (104 m.p.h. in 1925) present in chassis form. Alas, the Editorial Family Morgan was absent, it having been found, at the last minute before departure, too wide for a Transit van to swallow.

These well-established cyclecars were backed up by some astonishing lone efforts. Jeddere-



BLINDFOLDED AT THE VSCC CYCLECAR RALLY, drivers seek their machines to the hooting and growling of vintage horns. In this fine "aerial" photograph by Neill Bruce, the vehicles, reading anti-clockwise from the left, are: AV Monocar, Morgan; Bleriot-Whippet; the winning 1914 GN; Rover 8; 1913 Morgan Runabout; AC Sociable; Morgan; GN; "TT Replica" Morgan; Aero Morgan; Seal; ABC; Morgan Super Sports; GN; Brooklands Morgan; and another Rover 8.

Fisher's Barron-Ackroyd "El Pampéro" was in good form, after winning Saturday's Edwardian-prize. Hewson brought a 1919 Bleriot-Whippet as a static exhibit, its screen folded flat and the cockpit looking highly lethal with exposed chain and belt drives and an enormous grunching-lever. This was equalled by Leedal's 1921 Richardson, the Beardmore Precision air-cooled vee-twin propellant of which drives *via* friction discs, with the occupants legs dangling in close proximity to this alarming machinery. This rare specimen from the Leeds area was unfortunately reluctant to run for more than minutes at a time. The 1921 Tamplin was a completely static exhibit, its pristine showroom condition suggesting that maybe it has yet to smell petrol. Incidentally, I suppose I must be the last person to have endured the rigours of occupying the back-seat of a Tamplin tandem for any length of time, in post-war MCC trials, although not in this Blakeney-Edwards' car.

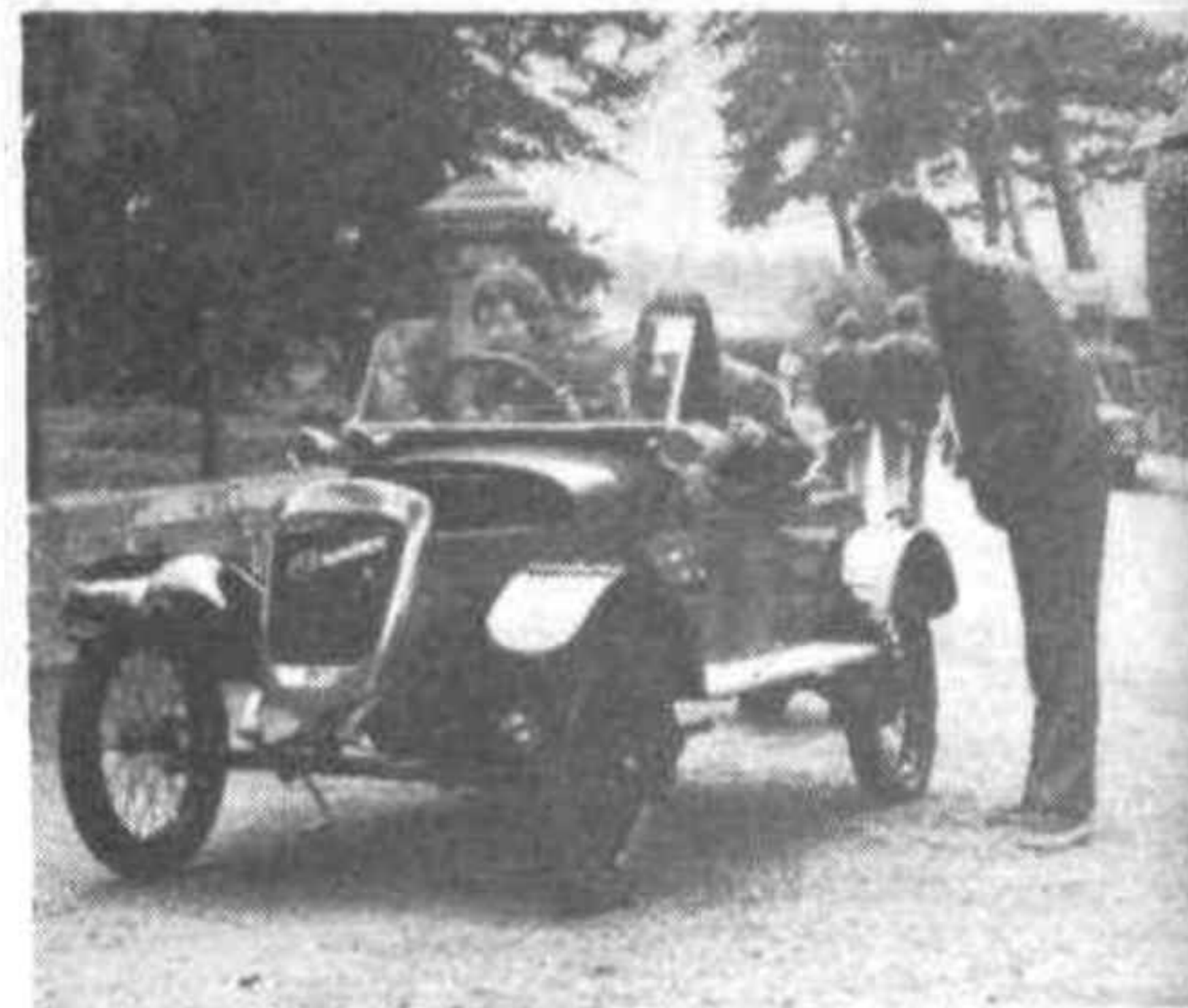
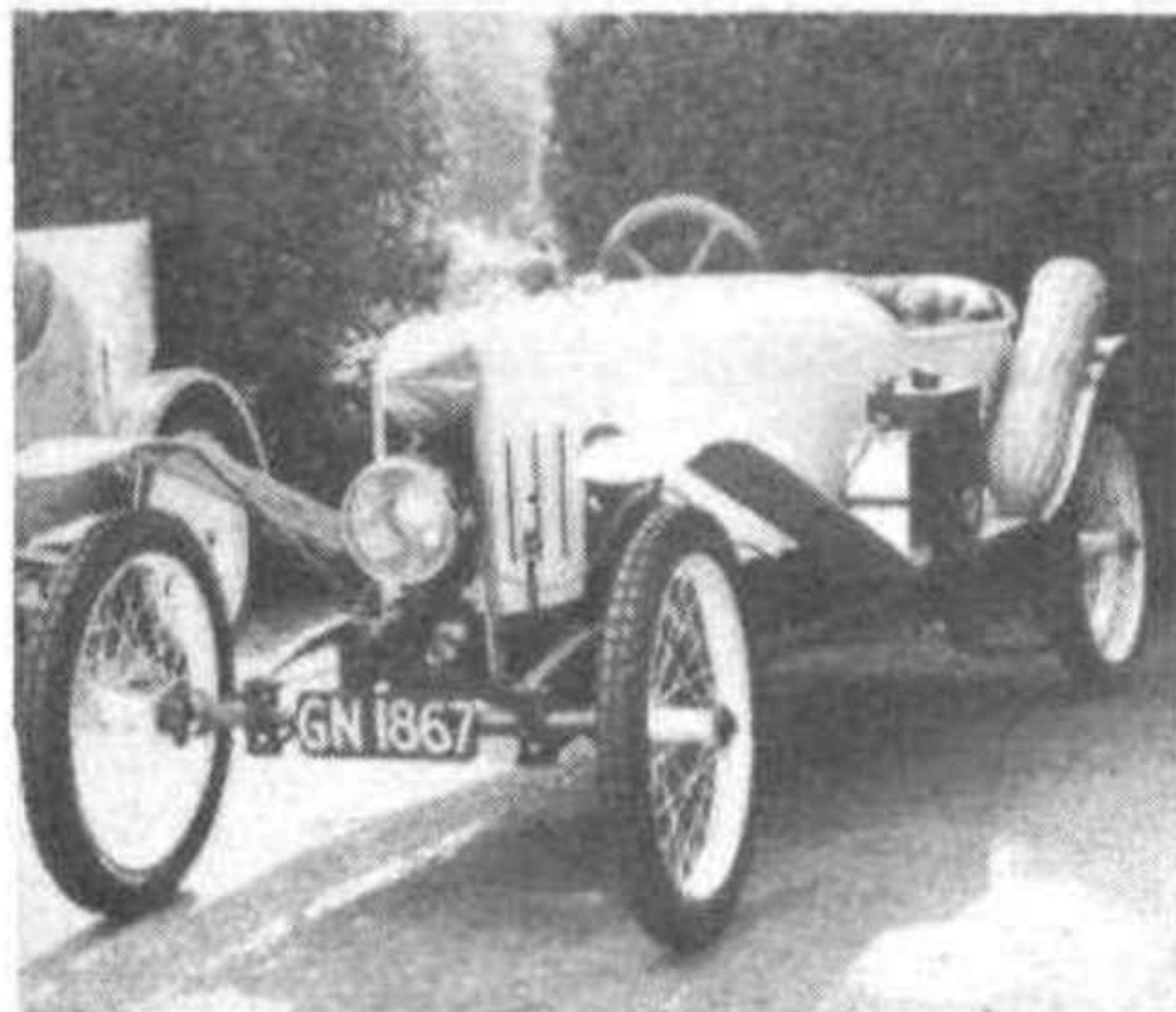
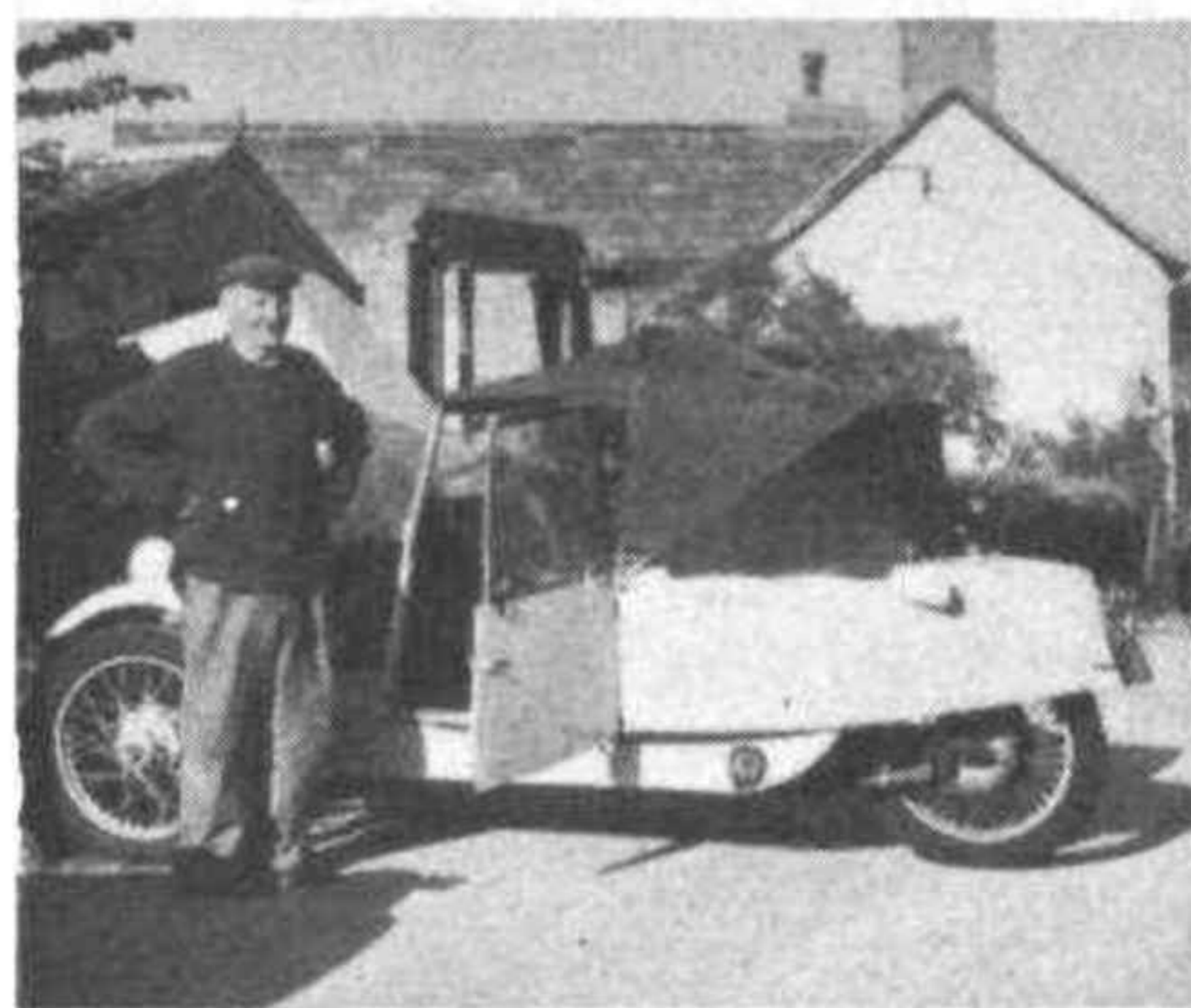
Many people thought Caswell's 1921 Seal three-wheeler the best cyclecar present, its 976-c.c. JAP engine hung outside, as if it had set out to be a motorcycle-combination but had then taken pity on its prospective occupants and permitted them both to sit in the sidecar and one of them to steer with a car-type steering-wheel. It could be that the designer had anticipated the future by some half-a-century and wanted to save the driver the expense of buying a crash-helmet. Certainly he was astute enough to think-up a name standing for "Sociable, Economical And Light". Dymond's 1910 AC Sociable was yet another version of tricar, its boot opening to reveal a one-lunger engine of 631 c.c. fanned by two tiny propellers driven by friction from the engine's flywheels. Ignition was presumably by trembler-coil and one noted spare plugs screwed into a side-member of the chassis frame. After lunch Spencer was to be

seen leading his AV Monocar up the drive on a rope (Peter Hull asked "Does it bite?"), so here was further education in cyclecar ingenuity. This AV has a frame of planks and the air-cooled JAP vee-twin is on the tail, driving through an epicyclic gear. Alas, this ex-Montagu Museum contraption was a non-runner as it had had sufficient intelligence to damage its front axle while being tow-started, not very difficult, as this axle is suspended centrally on a single leaf spring and turned on its pivot by wire-and-bobbin.

This brave display of cyclecars was all the more fascinating for being the first of its kind, thanks to a happy inspiration of Roger Richmond's—well, not quite the first, because the Cyclecar Club had done something of the kind away back in 1912. Had they been present at Gaddesby Hall, those persons who support thoroughbred and classic cars would, I think, have been in danger of tearing out their hair until they were bald. . . .

In support of the true cyclecars had come some delectable small motor-cars, such as Savage's very smart Rover Eight, Mitchell's nice 1922 Jowett, both two-seaters, and Wallis' 1924 668 c.c. Peugeot with Normandy minicamion body and Phares Besnard "Les Vestales" gas headlamps. Ron Barker's Peugeot Quad failed to keep it company, but, to return to pure cyclecars, a chassis of unknown origin, boasting drives from its JAP engine by chain, gearbox and belt, was manhandled into place—I know, because I "helped" with its steering while it was being pushed, unaware that this useful component was not coupled up. . . .

Those present had been given ballot papers, to vote for the vehicle which they regarded as the most desirable cyclecar. To help them decide, a series of tests was arranged during the afternoon. After having to locate their own vehicle while blindfold, aided by an assistant blowing the horn, a noisy exercise



MORE CYCLECARS.—Left: We photographed this air-cooled JAP-engined Family Morgan in a Leicestershire village on the way to the VSCC Cyclecar Rally; it is used by its aged owner for going to church on Sundays. Centre: Tony Mitchell's award-winning 1914 GN. Right: A very unusual entry which was absolutely in the spirit of the event was this 1921 friction-driven air-cooled vee-twin Richardson, which condescended to take Leedal and his lady for brief distances at infrequent intervals, in spite of being vigorously attacked via its starting-handle.

which enabled Neil Bruce to take a hilarious photograph from the roof of the Crabbe mansion, under the Union flag that flew from the battlements, there followed much furious winding, flooding, cajoling and cursing, in a quick-start frolic. Gibson homed fastest to his 1928 Super Sports Morgan in the first test; Hales was quickest to fire up and move away, in his Super Sports flat-twin ABC, in the second test. Then came the task of driving round a pylon, into and out of a couple of "garages", and then stopping astride a finish-line. Having no reverse gears, the Morgan drivers were aided in this test by both male and female reversing mechanism! White's raucous GN stalled but finished quickly, amid applause, as he and his lady mechanic pushed it to the finish. The smoking Seal had a good steering lock but was also sans reverse gear, the wide-track Morgan had the advantage of a far smaller turning circle than the more sedate models and was very quick, both Jowett and Peugeot, the latter breathing hard through a too-recent Solex, were neat, Gibson got his Morgan jammed against a stable door, and Johns' GN was another that suffered from a poor lock. Perhaps fortunately, no results were disclosed. Last came a "Grand Prix" round the Crabbe garden paths; White actually got into second-dog during this sprint and thought he had touched a furious 20 m.p.h. Weeks won this, in the 1925 Morgan. As a diversion from the racing the Chief Official set himself on fire, as a result of absent-mindedly putting his pipe in a trousers' pocket, a happening that seemed entirely unremarkable, on this hilarious and enjoyable occasion.

The ballot directed the Most Desirable Cyclecar Award, a W125 Mercedes-Benz piston donated by Colin Crabbe, to Tony Mitchell's 1914 GN, with replica body, wire-and-hope steering, final-drive by link belts, and copper exhaust-pipes. It was wearing a big wicker umbrella-basket, which made us ponder on whether in 1914 a cyclecarist would have been able to afford both a GN and a gamp. Following the presentation, tea on the stately lawns below the house marked the end of an entirely delightful event, which I hope will be repeated if, as Colin said, there are any surviving cyclecars left after the way they had been driven that afternoon.—W.B.

V-E-V Miscellany.—As promised, we investigated that Rolls-Royce rumoured to be semi-derelect and therefore possibly for disposal

in N. Wales. To do so we used, if not a vintage car, at least an opened-up Triumph Spitfire. The Rolls-Royce took some locating and wasn't at home when we found its lair, if you follow. So it can presumably be concluded that it is a runner and not for sale. We hear that Caffyns of Tunbridge Wells suffered an unfortunate fire recently, in which a Bentley and a Rolls-Royce and their 1896 Benz were unhappily destroyed.

The VMCC held a satisfactory Saunders-foot Run over the week-end of September 13th/14th. They had an entry of 78, with machines dating back to 1911, and riders from Holland, Austria and Denmark. Interesting entries included a 1915 Sunbeam military model that saw service in France during the 1914/18 war, a 1921 flat-twin OEC, an original-condition 1923 Model "Radco" (its makers having no connection with the firm of Radco advertising in the car-park where the start took place), a rare Colonial-model "sloper" BSA dating from 1929 and a 1930 Model-B Ariel used as daily transport in Anglesey up to 1955. Others were an ND Triumph formerly used, it is said, in Hereford before the war with a hearse sidecar (or is it a leg-pull?), a Model-18 Norton bought for 30/- in 1953, a Triumph Tiger rescued from a fire five years ago, a 1938 shaftdrive 750 c.c. Nimbus, a 1938 BSA B21 still in regular use, a just-pre-war SS100 Brough Superior bike, with lady passenger from France, and a water-cooled Williamson powered in effect by a Douglas stationary engine. Watching from that very fine scenic route that encircles Lake Brianne, after lunching at a pub where peacocks are bred, the only rider in trouble was Alan Johnson, whose 1936 P & M sidecar outfit stopped in clouds of acrid smoke beside our 1927 14/40 Humber to make a new clutch-release lever. This was the last P & M to be registered and before restoration it spent some time in a pond—presumably not to cool off its clutch. W. K. Cooper on a BSA "sloper" solo stopped to offer help but the P & M was soon away. Len Ore had a full load on his all-Ariel 1928 Model-E sidecar outfit and Haddock's 1921 chain-drive SD Triumph made a nifty change-down. A Vincent-HRD with a mini-wheel for its sidecar was going quickly and Ken Evans' vintage AJS had changed into a quiet LE Velocette nobby-bike. It was enormous fun, on a brilliantly fine afternoon. We regret to have to record that

Jack Sopp, who worked as mechanic to Parry Thomas in Bentley Motors Racing Department and at T & Ts, died last August. A reader seeks information about a 1935 Railton straight-eight, BNC 38, which at one time had a Riley gearbox incorporated in its transmission and its chassis lowered. A circa-1907 vee-twin Pick motorcycle is being restored in N. Wales. The National Motor Museum supplied some historic motorcycles to the *Prevention Routiers* for their stand at the Paris Motor Show. A large sleeve-valve Daimler appears to be derelect in Worcestershire. A re-run of the 1908 New York-Paris Race, but in the opposite direction, is scheduled to be held next year, starting on May 27th. It may last 60 days.

Following our enquiry as to how many Austin 20s survive, we are informed that Mr. A. J. Smallbone owns the Wyatt Sports Twenty and intends to rebuild it into an exact replica of the Scriven racing car. There is also the chopped-about two-seater that is sometimes raced in VSCC events, and in that BBC TV film, "The Years of Hope", wasn't there a touring Austin 20, circa 1921? Whose is this, we wonder? In the Midlands a war-time or just pre-war V8 Ford van, used by the NCB, has been saved from the breaker's yard.

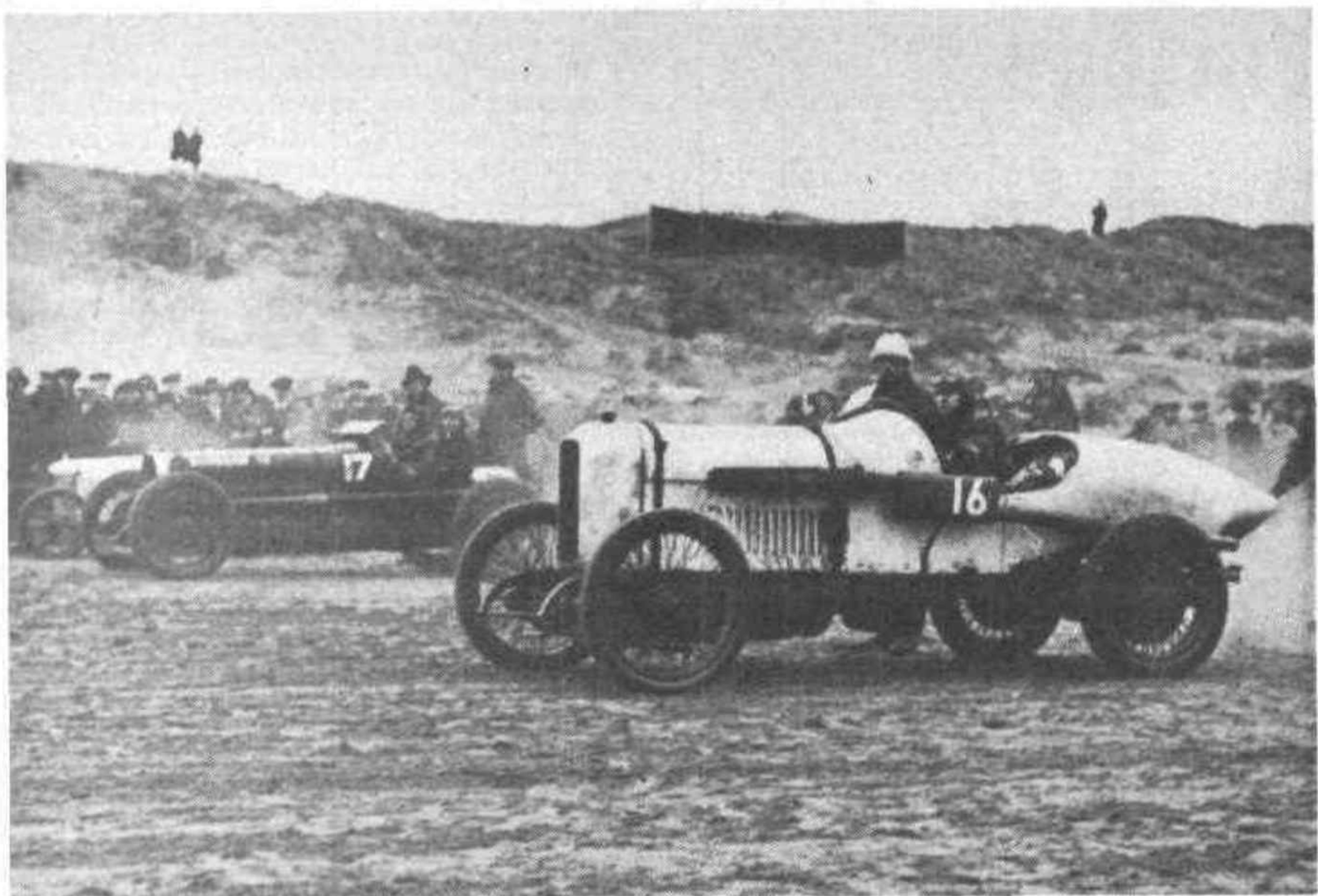
Multicylinder, journal of the pre-'50 American AC, carried an article on the American Austin 7 Bantam in its September issue. According to the *Daily Telegraph Magazine* the Fiat touring car in which D'Annunzio drove to seize Fiume in 1919 is now in his *Vittoriale*, together with other military exhibits and the biplane he flew in 1918 through the Alps. No doubt this is well known to the Fiat Register's historian. It was amusing to find, on the eve of the Cyclecar Rally, reported elsewhere, that E. H. Jeynes, writing in the *Model Engineer*, was recalling a De Dion Quadricycle owned by his father, who later fitted it with a larger water-cooled DAW engine. It survived until 1939, although the engine was removed in 1910 and employed to drive a generator at the family house in Worcestershire until 1914. That exciting vintage racing car, the 1½-litre six-cylinder supercharged Halford Special, is being rebuilt and its owner would appreciate any photographs or information. The Parry Thomas-engined Scriven Special "No No Nanette" of about the same period has also changed hands.

Sand Racing

EVER since I discoursed last March about speed trials and hill-climbs of the vintage period, readers who remember those days have sent in photographs and reminiscences of them. Now Mr. E. Clark of Miniature Military Models of Southport, has kindly sent us some photographs of racing on Southport sands. Although there is only space to reproduce one of these, I am pleased to have them, because they remind me of something I had forgotten, although I watched sand racing at this Lancashire beach venue before the war—how rough the course was. Motorcycle competitors had to foot round the bends in dirt-track style and there is evidence that some went straight on or fell off. The bravery of the sidecar occupants is to be commended, not all of them, or their riders, wearing crash-helmets.

These pictures, taken in 1925, remind me that pushers-off were permitted, that J. H. Stevens who won a 20-mile race on the Birkdale sands had the advantage of a front brake, wore masks, goggles and that his solo AJS retained its front number plate of the type now barred on the road as dangerous! Mostly the pictures are of motorcycle races but one car line-up shows true Southport versatility—late-model Brescia Bugatti, side-valve Riley, a back-braked Clyno stripped for action and seemingly wearing a racing body, a 12/50 Alvis similarly stripped but retaining its headlamps, and that well-faired Morgan three-wheeler driven by a gentleman who insisted on smoking a cigarette and wearing a bowler-hat kept in place with a rubber band. If this smacks of the comic element, let us remember that huntsmen wear bowlers to protect their heads and maybe the Morgan driver from Huddersfield found his less expensive than a crash-hat! Incidentally his youthful passenger is bare-headed but wearing goggles and their competition number is "90", indicative of the big entry lists Southport attracted. In one race this Morgan is pitted against a Brooklands-model Austin 7, a GN, two Aero Morgans, one of them stripped, and an even-better faired racing Morgan three-wheeler and they are being watched by a big crowd of onlookers, many of them using the dunes as a natural grandstand.

However, what I found especially interesting was one picture that depicts a Grand Prix Peugeot about to start in a race that contained a manx-tailed Sunbeam racer and the Joyce AC. What makes this so interesting is that when I wrote those articles "Where Have All The Peugeots Gone?" which appeared in MOTOR SPORT for June and July 1963 I referred to S. Walters driving the ex-Mrs. Menzies 1912 7.6-litre GP Peugeot once raced by Malcolm Campbell at Southport. This, I think, must be the Peugeot on that occasion, the driver wearing a peaked helmet and his bare-headed passenger lying out-of-sight in the cockpit pumping up pressure, as described in a letter published in "Vintage Postbag" in that July 1963 issue of MOTOR SPORT. The Peugeot has the cowl over the radiator used by Mrs. Menzies at Shelsley Walsh and has a small Brooklands'-type expansion box which may have done duty on the Track or was perhaps fitted because the old car was driven to and



This Southport race was probably the last public appearance of the historic ex-Malcolm Campbell 1912 GP Peugeot.

from Southport. I think it won this race, which may well have been its last appearance. They say if you wait long enough things turn up, which is certainly true of this picture of the last days of this 1912 Peugeot.

Thinking about sand-racing made me reflect on how free and easy it all was in those now far-off times. Even when drivers as famous as Campbell, Segrave and Parry Thomas were making Land Speed Record bids at Pendine and Southport I doubt whether the crowds that turned up were difficult to manage. A police motorcycle or two patrolling the course, maybe, and perhaps warnings by megaphone. But no need to rope off the entire place, I think. Yet if Wyn Owen were to be persuaded successfully that he ought to put a body on "Babs" and drive the old monster along Pendine sands I suspect that TV and the other media would stir up so much interest that, apart from any question of being able to legally use the sands, it would be quite impossible to control the crowds. Yet, at all events out-of-season, the place must have been so remote in the 1920s that no such problems arose.

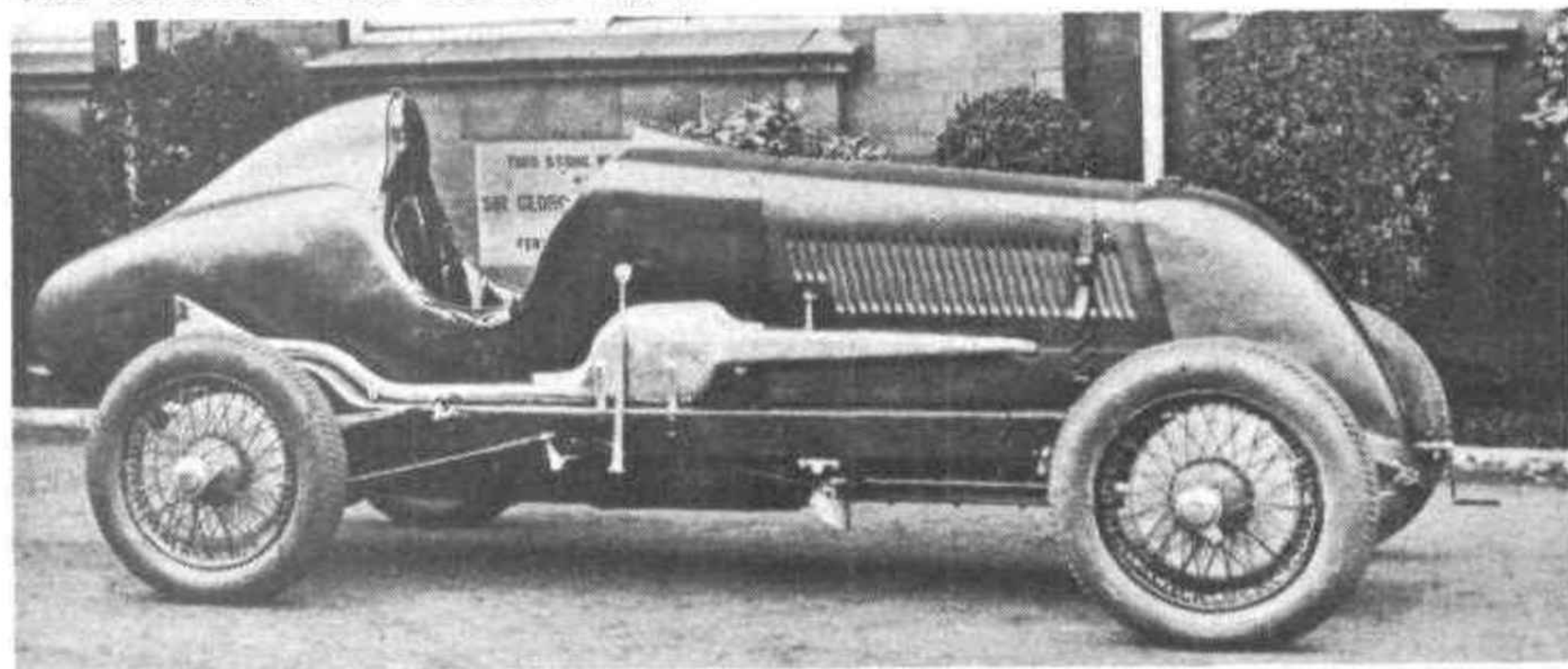
I have an idea that my plea for a straight-sprint to figure in the VSCC fixture-list may not have fallen on deaf ears and that next year something of the sort may happen. If

a suitable "stately-home" course that satisfies the RAC cannot be found and if the same applies to a sprint along some seaside promenade, I wonder if any strips of sand are in Council ownership and might be closed for the purpose? Assuming, of course, that 1976 vintage machinery should be subjected to the rigours that sand racing imposed in the pre-war days.—W.B.

ANOTHER MYSTERY FOR SOLVING

THE same reader who sent us the Southport pictures also sent the photograph of the racing car which forms the picture below. He remarks that it was brought to the Vulcan Works in Southport in the early 1930s, where a body was put on it for an American customer. As it does not appear in my "History of Brooklands", our correspondent asks me to identify it. I confess I am puzzled. There is the feeling that I have seen this picture before and also that there is something slightly bogus about the car. The chassis appears to be vintage but the cast-alloy Brooklands silencer and plated fish-tail suggest a later period. Then the driver seems to sit abnormally low, and the steering column also brings the steering wheel unusually low

Continued on page 1262



Vintage Postbag

Mercedes Memories

Sir,

What memories W.B. awakens with his salute to those great Mercs. of the late Twenties and the Thirties! Thistlethwayte's SS 36/220 resting outside the Shelbourne Hotel with throng of admirers of all ages. His passenger inquiring "who prepared her?", and his reply drowned in a great snort and rumble as he pressed the starter and they shot away in the direction of Phoenix Park and the Irish GP. Then Thistlethwayte leading the field on the first lap; the Mercs. supercharger screaming like a circular saw biting into hardwood, then out in the second lap with a blown gasket.

Lord Howe driving his pale blue and silver 36/220 down Grafton Street sporting half a yard of blue cigarette-holder, left hand sustaining a matching blue umbrella against a soft summer shower; engine turning over so slowly that the exhaust gave the individual cylinder beats. His racing overalls inevitably blue, too.

Caracciola closing relentlessly on Dorothy Paget's Big Six Bentley with Tim Birkin up, on the Phoenix Park circuit, clipping seconds off, lap after lap. My mother waving her stopwatch at him excitedly and later receiving an acknowledging wave from the maestro as he came through in the lead after Mountjoy Corner.

My hope of scrounging a lift from Frau Caracciola in her man's tweed cap at the wheel of the SSK "works car" alas unfulfilled!

Long live MOTOR SPORT and W.B.
London, SE13 M. F. COSTELLO

Sir,

Allow me to congratulate you on quite the most enjoyable article I have read in MOTOR SPORT for some time, viz. "Re-acquaintance with the 36/220 Mercedes-Benz" in September issue—a very real pleasure.

Having, whilst at Prep School in Yorkshire in the '20s, been in the habit of writing to numerous manufacturers for copies of their catalogues (many of which I still possess), I have vivid recollections of representatives arriving at the school in cars varying from ABCs to Lanchester 40s and, after "entertaining" them in the Headmaster's drawing room(!) the extremely courteous way in which I was given short demonstration runs in the nearby country lanes.

How very different NOW—when (as a prospective customer) I visit showrooms, and find the "salesmen" scarcely willing to supply me with a leaflet (one cannot call them catalogues) and shocked if one asks for a trial run.

Best wishes for the continued success of MOTOR SPORT.
Sunderland E. KISH

Sir,

In your interesting article on the 36/220 Mercedes, you say you would have liked to have seen Caracciola in the wet at Belfast in 1929. I had the experience of watching his wonderful driving of this great car.

I shall never forget the way he handled this large car on streaming wet roads. It poured with rain for nearly the whole race and we were all wet to the skin, but it did not seem to matter.

Having attended small races from 1920 to 1939—and I still attend as many as I am able—I have never seen a car driven as was this Merc. Although I did not see it happen I was told that on the back leg of the curve he spun the car three times at about 100 m.p.h. and continued without stopping!

I used to race "Indian" motorcycles at Brooklands and hill-climb in the early twenties and purchased the first copy of the *Brooklands Gazette* and have a complete set up to September 1975.

In 1930 I had a twin-cam Alfa 1500 and thought of buying a 36/220 but after a test run had a good look at the chassis and decided that I should be unable to maintain the car as everything looked too heavy to dismantle. So I bought a blown 1750 Alfa from Jack Bartlett.

At a later date I bought the Alfa which Dr. F. Porsche left at Thomson Taylor at the outbreak of War as he returned to Germany. This car was a 2300 and fitted with his flat-end front suspension as in the E.R.A.s.

Wormshill H. GORDON-WEBB

A Driver's Club

Sir,

As predicted in your report on the Austin 10 Drivers Club National Rally in last month's MOTOR SPORT, I must write to confirm that my externally-mounted 2-gallon fuel tank has never involuntarily parted company with the car. It has, in fact, survived a Continental Tour on the *pavé* in Belgium, Holland and France and two seasons of enthusiastic rallying and daily use. Its necessity was occasioned by the inadequacy of the original 6-gallon tank to provide sufficient range when touring and rallying in the days of the Sunday-closing garage. For example, to participate in a club event in the Midlands whilst living in the London area, involved a round trip of some 300 miles and with an average fuel consumption of 31 m.p.g. for my 1934 10/4 the extra capacity requirement is apparent.

In support of your comments that the ATDC is a *driver's club*, I have averaged 9,000 miles per year for the last five years in my car and this is not considered to be exceptional, with a large proportion of the Club's cars being used as the daily (and sometimes only) means of transport.

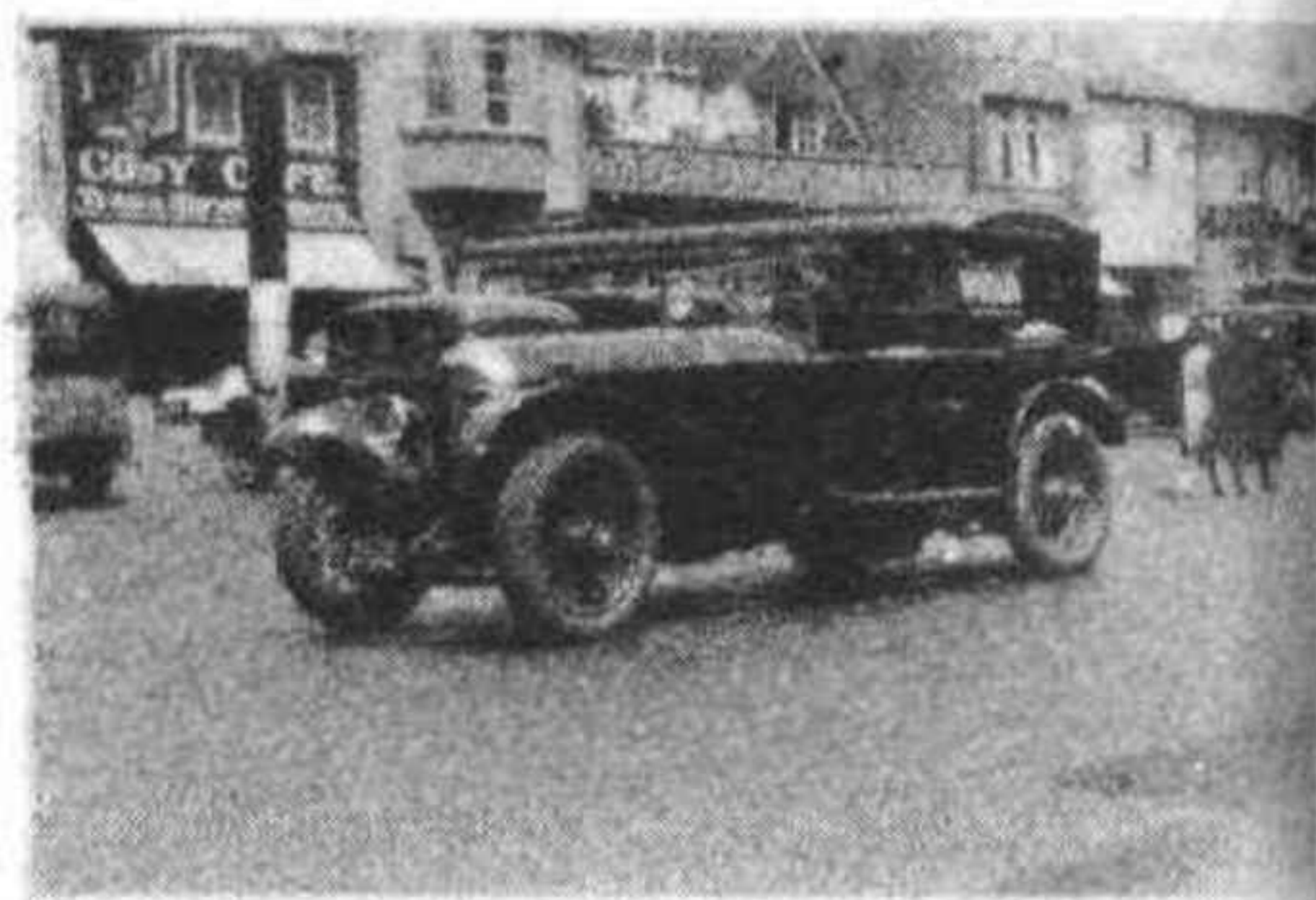
Finally, may I thank you for the interest and encouragement you gave to us and we look forward to seeing your 10/4 at some of our events in the not-too-distant future. [You haven't seen it!—Ed.]

Langley A. G. JOHNSON

That 3-litre Bentley

Sir,

Congratulations on your Golden Jubilee issue, it certainly brought back many happy



memories.

The 3-litre Red Label Bentley on your front cover immediately took my eye and on looking up some old snaps I confirmed it was a car I was proudly allowed to drive in my younger days when owned by my brother-in-law and I enclose a snap I took of it in Salisbury in 1930.

What pleasure motoring was in those days, ROP at 11½d. a gallon.

Southampton J. W. DRISCOLL

The First Rolls-Royce Silver Ghost

Sir

With reference to the excellent photograph of the 1907 Rolls-Royce Silver Ghost, registration AX 201 as shown in your Golden Jubilee issue of MOTOR SPORT, I have often wondered whether or not the registration number of this famous vehicle is, in fact, correct.

The reason for this: I have a photo of a Ghost at the Mitchell Motor Works & Garage taken around 1912 with its registration clearly shown as AX 210.

Is it possible that there were two Ghosts of this period with such similar registrations? Stafford R. J. WINKLE

[No doubt I should know the answer, but in turning this query over to our knowledgeable Rolls-Royce readers, I sense a quick response!—Ed.]

ANOTHER MYSTERY—

Continued from page 1261

down. The headrest appears to be an addition, and the press-studs retaining the upholstery to it out of keeping with the original cockpit, which could have had integral upholstery of the vintage period.

Fortunately MOTOR SPORT has some erudite readers with long memories, so I hand the problem to them. My guess, and it is only a guess, is that this is the Lea-Francis with a 2-litre Miller straight-eight engine in which Purdy went for Class-E records at Brooklands in 1928. He covered 100 miles at better than 110 m.p.h. but it was discovered that the British records he thought he had captured were, in fact, held by Kaye Don's GP Sunbeam. However, Purdy tried again, and in June that year broke the Class-E one-hour record at 110.63 m.p.h. After that this hybrid seems to have vanished. Could it have been found at, or taken to, the Vulcan factory by an American attracted by the Miller engine and rebodied for him to take to the States? The brake gear, fabricated exhaust manifold, and the breather protruding beneath the frame provide some clues.—W.B.

RELIANT DEVELOPMENTS

IN TIME for the London Motor Show Reliant released their long-awaited new economy car—the Kitten (another car with an aircraft name)—and an up-dated Scimitar GTE. I saw both, at the September preview at Warwick Castle, an excellent venue for such a function. The sunny weather was a perfect foil for the splendid photographic background provided by the Castle precincts and there was plenty of space for everyone, notwithstanding large numbers of visitors mingling with the new Reliants; Warwick Castle was third behind Beaulieu and Woburn in the Stately Homes stakes of 1966, according to Lord Montagu's book "The Gilt and the Gingerbread".

The Kitten was planned to replace the Rebel when that peasants' car was phased out some two years ago. A four-wheeled edition of the successful Robin 3-wheeler, it uses the same basic engine, but with the stroke increased to fractionally over 69 mm., giving a capacity of 848 c.c. This is an all-alloy three-bearing engine with die-cast alloy block, using wet liners, and a die-cast alloy cylinder head. The Kitten is nearly 11 in. longer than a BL Mini, its wheelbase is 4½ in. longer, and it is half-an-inch wider. Continuing the analogy, the Kitten's engine, which is well-known to 750 Formula competitors in its smaller size, gives 40 (DIN) b.h.p. at 5,500 r.p.m., against 33 b.h.p. from the 850 Mini, at 200 fewer r.p.m. Kitten's caper on 10 in. radial-ply tyres, Goodyear on the test-fleet; which is interesting when you remember that Issigonis had to persuade Dunlop to make special tyres of this size for his original Mini concept. The Estate has a wiper/washer for its side-opening tailgate window, which is an extra.

The front of the Kitten is suspended on Reliant-designed coil springs and wishbones, and as befits Britain's second-largest motor manufacturer operating the largest fibreglass plant in the Industry, the saloons with lift-up back windows, and the Estate bodies are of this rust-proof material, as is obvious from the poor fit of the doors and the interior aroma. I discovered this during a short test-drive in a Kitten estate, but the main roads used did not enable me to decide whether this rear-drive car corners as well as a Mini, which is proudly claimed for it. Indeed, some weaving in a cross-wind made me reluctant to lift a corner. The little car, steered with a

tiny wheel, settled to a happy legal cruising pace and I noted a short central, rather notchy, gear lever controlling a wide-ratio box, an open cubby that would just take my Rolliflex(!), and the usefully quick action to the driver's window. The Kitten is said to have a smaller turning-circle than required of London taxis since 1905 and to give a petrol economy of 70 m.p.g. at 40 m.p.h., 60 m.p.g. at 50 m.p.h. If it can give like economy in owners' hands it qualifies for my oft-requested "60/60" small-car—one capable of a regular 60 m.p.g., with a timed top-speed of 60 m.p.h. Especially as the Kitten is said to do around 80 m.p.h. No doubt we shall soon have an opportunity to prove these things. But I was shocked at the outset to learn that the price of the Kitten saloon is £1,499.35 (Estate version: £1,574.82). I had assumed that it would drastically undercut the Ford Popular at £1,299. In fact, it costs £251 more than a Mini 850, and this tiny car is only £300 less costly in round figures than the highly-desirable Alfasud! This is attributed to the hand-built fibreglass body; but steel is going to get more expensive. But if it is to sell well, from December, at 170 Reliant dealerships, it must beat on fuel economy all its rivals, especially the lower priced ones and prove more refined than the smaller ones.

Of greater interest to MOTOR SPORT readers was the news that the desirable Scimitar GTE has been restyled and refined, with the intention of making this £4,367.61 car more competitive in the Executive market. Four inches have been added to its length, giving greater passenger area without loss of luggage space, and egress to the rear compartment of this fibreglass two-door sporting estate-car has been improved by having front seats which slide frontwards as the squabs are moved forward. The exterior of the Scimitar is now completely corrosion-proof, the bumpers being of rubber, and the frontal panel area of the car collapses in a head-on or similar crash, reducing the extent of the repair work subsequently likely to be involved. Fuel tank capacity has been increased by three gallons, to 20, aiming for a 500-mile range, as is right and proper for any GT car. A bench seat is now used for the rear compartment, luxury has been enhanced, and the manual steering improved. Power steering is an optional extra and the Automatic-transmission Scimitar sells for £4,446. We look



The new Reliant Kitten at Warwick Castle.



The longer profile of the 1976 Reliant Scimitar GT.

forward to undertaking an early road-test of this revised version of the well-established Ford-powered Reliant Scimitar.—W.B.

Brooklands on TV

AFTER Brooklands Track had been mentioned in an episode of the popular ITV serial "Upstairs, Downstairs", we were treated to a full instalment on September 28th, although with an aviation flavour. The Producer is to be congratulated on maintaining the drama contrived by allowing Lord Bellamy's son to take his Step-Mother for a joy ride from the famous aerodrome and getting lost in fog, without ever showing an aeroplane on the screen or having to take shots at Brooklands. Suspense was maintained via a series of telephone calls.

In the main, too, the Producer must be congratulated on the authenticity. The aeroplane was named as an Avro 504, bought from the Aircraft Disposals Board for £395. As this was in the autumn of 1921, when "Avro" was synonymous with "aeroplane", that was very plausible. That it was flown at 1,000 feet over London, up the river to Richmond, cannot cause any grumbles. Its speed of "80-90 m.p.h." is about right; of the authorities, J. M. Bruse quotes the ground-level top speed of a Clerget-504 as 90 m.p.h., of a Gnome-504 as 82 m.p.h., and A. J. Jackson's assessment agrees. Also, the pilot was supposed to have learned to fly at the Brooklands Flying Club, but surely this didn't exist in 1919? Whether you would describe the 504 as "easy to fly" would depend on your skill.

So far very good, but the inevitable error crept in when the engine was referred to as "a radial". Although it is true that the Avro 504 had been fitted with ABC Wasp and Bristol Lucifer radial engines by 1919, it is almost 100 per cent certain that the fictitious Bellamy machine had a Gnome, Clerget, Le Rhone or even a Bentley rotary engine. On the flight during which it was lost, the Avro took off from Brooklands, flew over Southwold, went West instead of East in fog, and made a successful forced-landing on the beach at Poole Harbour, "fortunately while the tide was out". All this makes sense, the range of the later Avros being around four hours, but as the machine was little damaged and "would be able to fly again" and the pilot had to walk two miles to a cottage without a telephone and then take a trap in the morning to Bournemouth, before reporting the landing to the Police, the tide was obviously obliging! I suppose it is possible that, not having seen the evening papers, the son did not think to 'phone his Father to say he was safe, this news coming from the "Brooklands Aero Club", via the Bournemouth Police. Nor is it improbable that, with a pilot overdue, a Flying School would have been contacted by 'phone at 7.30 p.m.—IF there was such a school at Brooklands in 1921? The Henderson School wasn't registered there until early in 1927, becoming the Brooklands School of Flying in 1928. Can anyone enlarge on this? The Avro was described by its owner to the family footman as "like those used for recce. work during the war" but, in fact, very few, if any, 504s were so employed. On the whole, however, a good episode, generally free from error.—W.B.

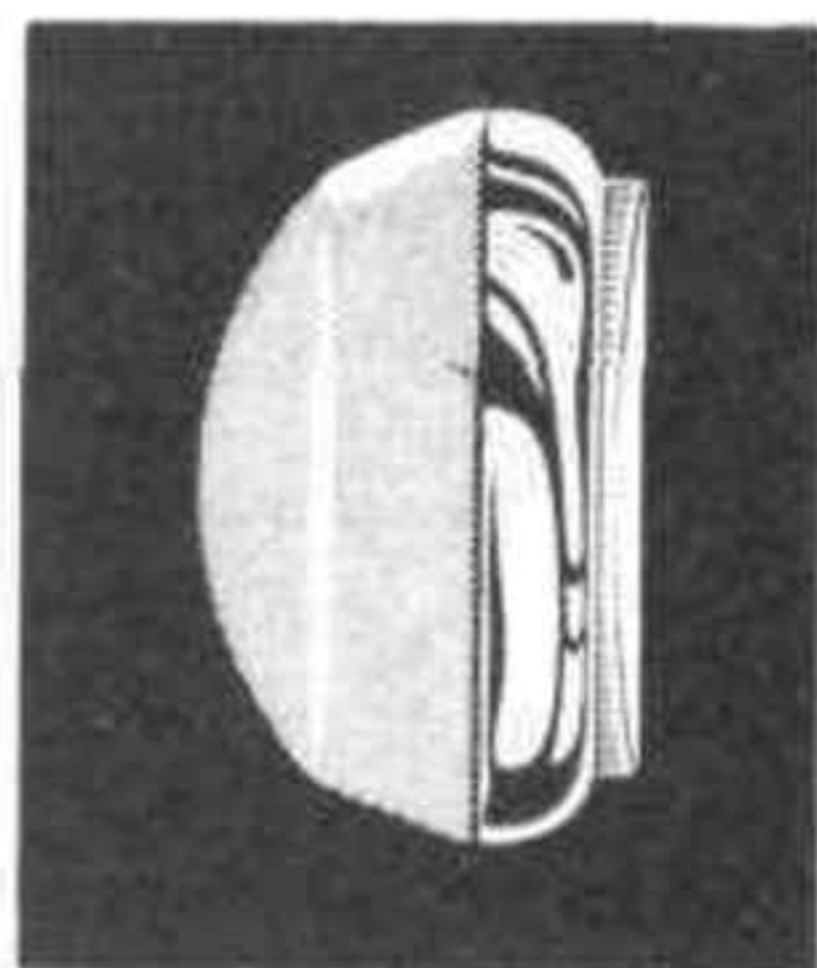


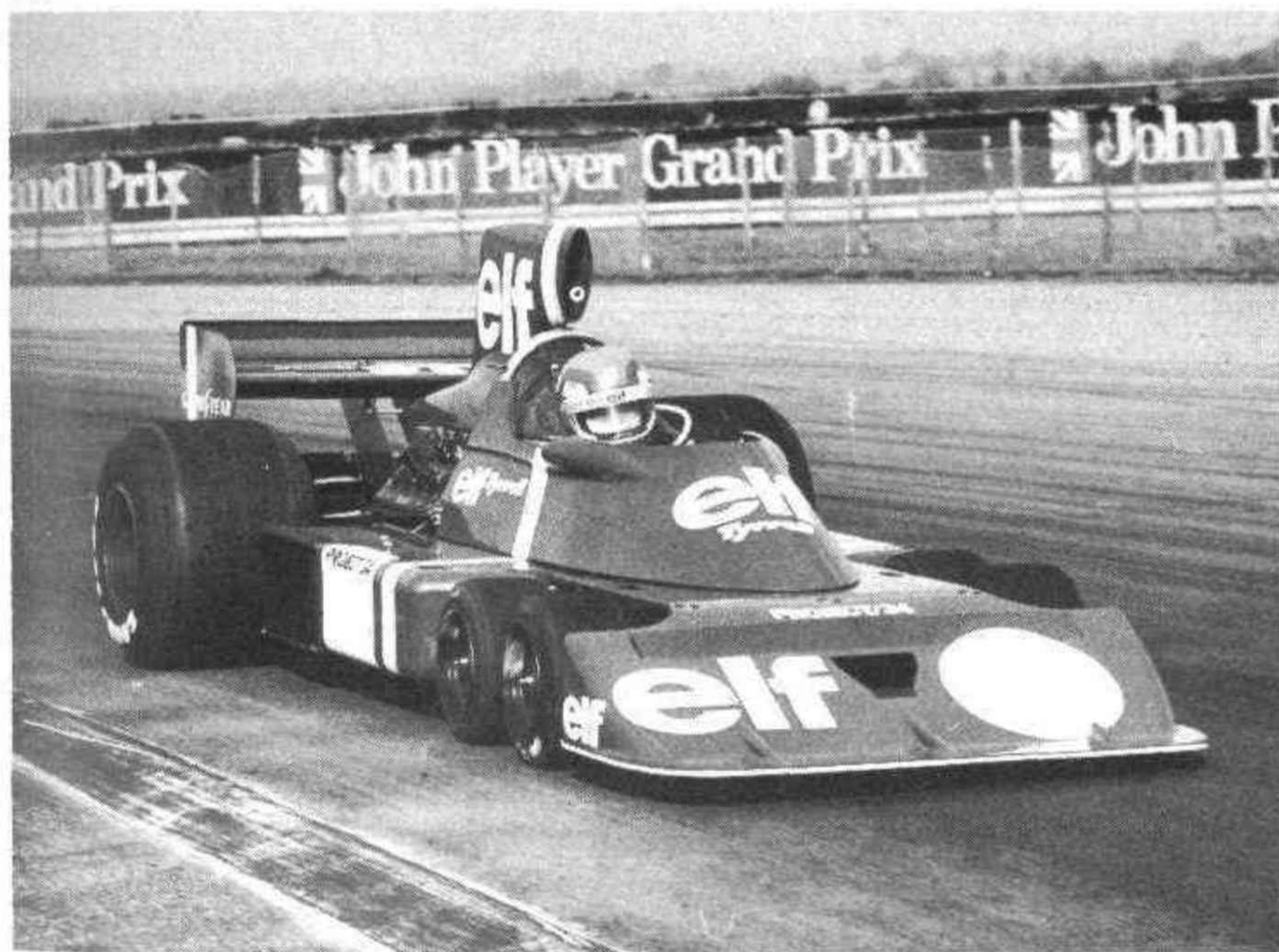
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The new Elf-Tyrrell experimental Project 34 during its initial testing at Silverstone, with Patrick Depailler at the wheel. The tall engine air-intake is to 1975 rules and will have to be changed for 1976. A description appears overleaf.

no interest at all. Peterson tried but could not convince himself of the merits of left-foot braking and so that part of the new car died a quick death, and as both drivers were more interested in earning Championship points for themselves, and subsequent financial gain, than in any long-term technical progress, they steadfastly avowed that the old Lotus 72 was better than the new Lotus 76 and they dragged on with the obsolete car in a completely misguided attitude that took Lotus fortunes downwards instead of upwards.

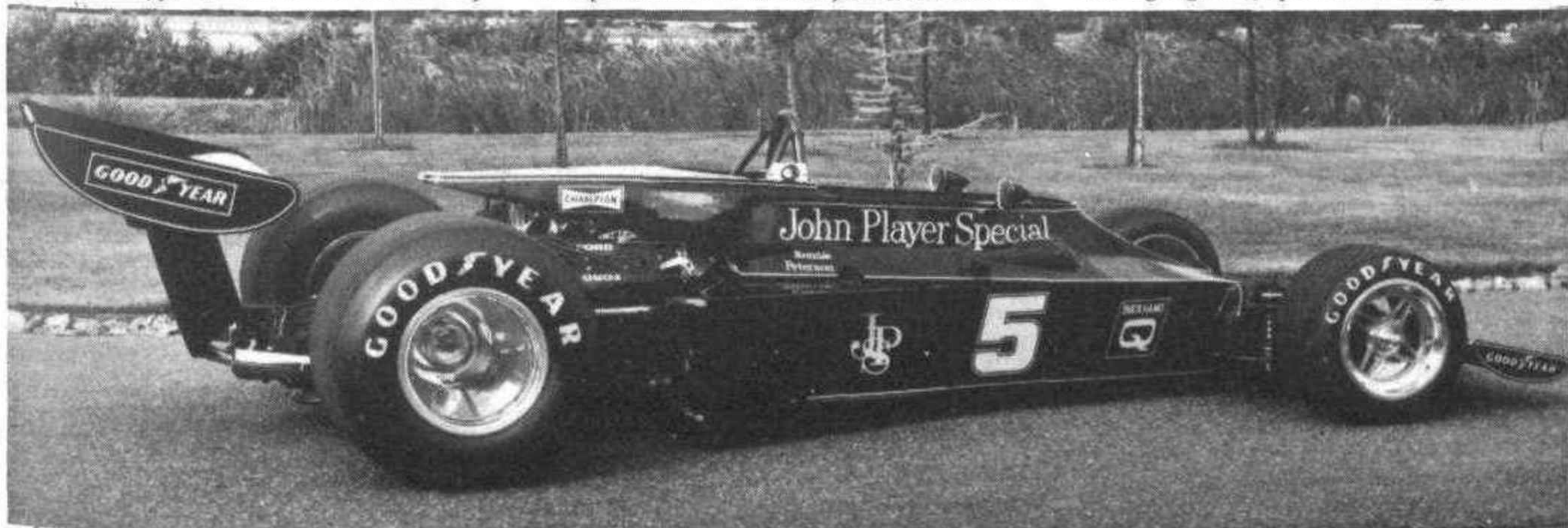
The Lotus 72 was altered, modified, bodged, hacked about and generally messed around, with no real design philosophy in mind other than to try and appease the drivers. Eventually Ickx just faded from the scene and Peterson became a shadow of his former self, so muddled and confused that he had a Lotus 72 assembled to a three-year-old specification, thinking that some nostalgic magic would make it a winner again, which of course did not happen. All the while Colin Chapman was heavily involved in business commitments and production car thinking, and he had to leave a lot of the Formula One thinking to other people in his organisation, but eventually he was able to turn his attention whole-heartedly to the design of a new car. Before embarking on it he took a long, close look at the Lotus 72 as it had finally evolved and soon realised how badly out-of-hand the design philosophy had become. A simple example was the oil system, where the oil tank had been moved from the extreme rear of the car to a central position, behind the cockpit, but the oil radiators had been left at the rear and the car was carrying something like 15 ft. of large-diameter oil piping unnecessarily. Numerous small details like this meant that the Lotus 72 was grossly over-weight, not only over the CSI minimum, but compared to rival cars. On the front-brake layout, where the discs are mounted "inboard" on the chassis, there were six face joints between the disc itself and the tyre/road contact point, each one needing an elaborate (and heavy) method of locking together, apart from being a source of

NEW FORMULA ONE CARS Lotus and Tyrrell

AS WE CLOSED for press last month a new Lotus and a new Tyrrell for 1976 Formula One racing were shown outside the firm's experimental departments for the first time. While the Lotus was a refined and razor-sharp development of existing practice the Tyrrell was so revolutionary that a lot of people did not take it seriously, viewing it as something of a publicity stunt. It was clearly explained by Ken Tyrrell and Derek Gardner, his designer, that the car was an experimental probe and purely a research vehicle to test various theories, and that if the theories proved correct the 1976 Tyrrell cars would follow the same design lines.

The new Lotus is the long overdue successor to the Type 72 which has had a very

successful run for many years, and the ill-fated Lotus 76 which was a miserable failure more by reason of incompatibility in the cockpit than design. It will be recalled that a major design feature of the Lotus 76 was the electrically-operated clutch, from a button on the gear-lever, and a double brake pedal, allowing the driver to brake either with his right foot, as normally done, or with his left foot, thus leaving his right foot free to control the throttle pedal and therefore the driving force applied to the rear wheels and their consequent adhesion and slip angles and subsequent "balance" of the car in a very fast corner. At the time the two Lotus drivers were Peterson and Ickx, and while the former was prepared to experiment with the idea, the latter showed

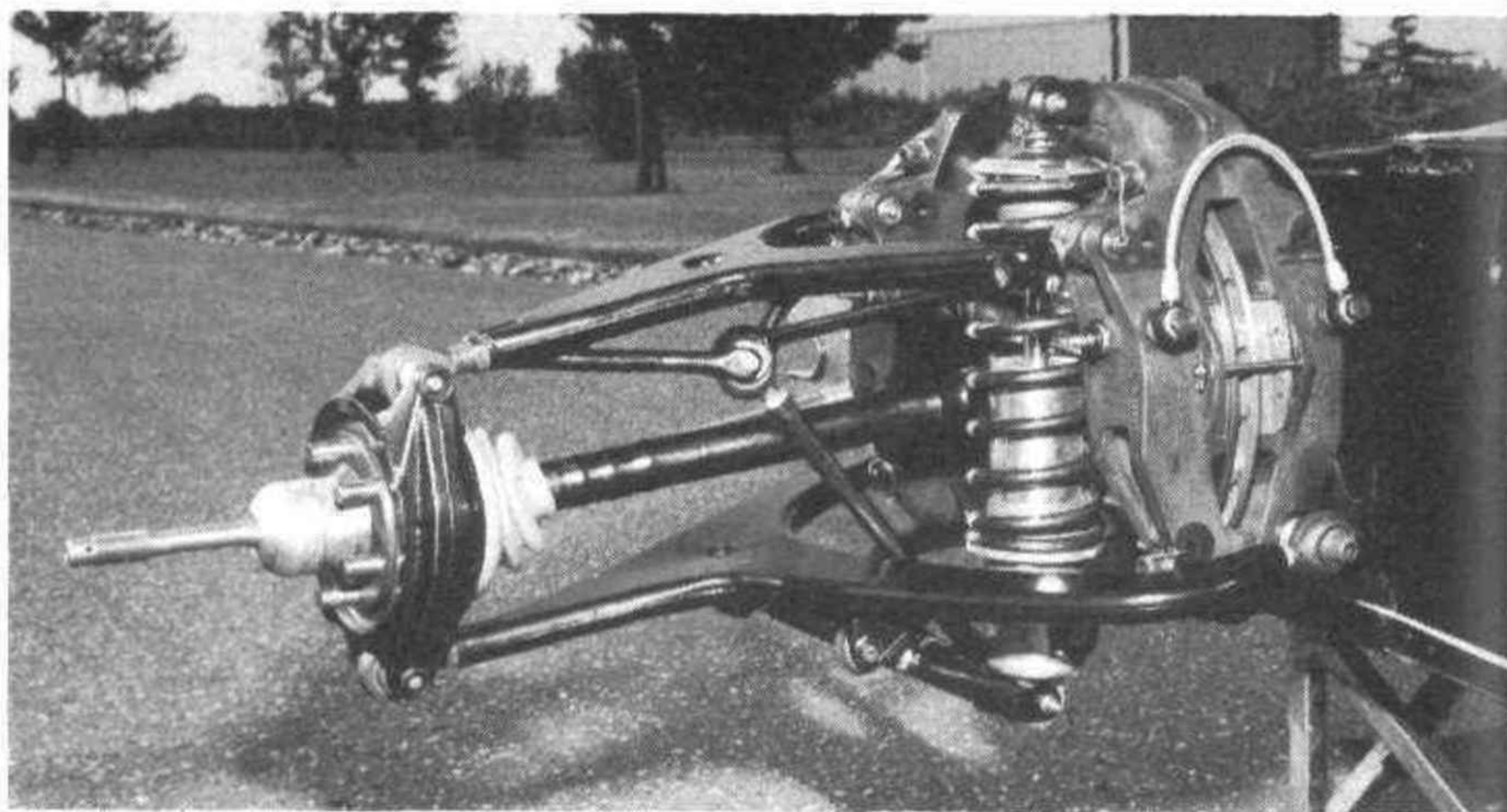


The razor-sharp profile of the new Lotus is clearly seen in this view and the lack of a tall airbox on the engine emphasizes how air flow to the rear aerofoil will be greatly improved with the 1976 regulations. The Cosworth V8 engine now draws air from a duct on each side of the cockpit, just to the left of the word JOHN in this side view.

"fretting" and movement. Some serious design work on this layout has reduced the face joints to two, with subsequent weight reduction removal of trouble spots. From front to rear of the car Chapman attacked every problem with the idea of simplifying, saving weight and making sure that every component was earning its keep and there were no "passengers" being carried. While he attacked the basic design thinking himself, he entrusted the details and the execution of his ideas to two of his design staff. The basic chassis problems were dealt with by Geoff Aldrige and the suspension and brake details by Martin Ogilvie, while overall supervision of the engineering was done by Mike Cooke.

When you see the new Lotus going by on the track you could be excused for thinking it no more than a cleaned-up Lotus 72, for the car follows similar lines, with a needle nose with large aerodynamic "fins" on each side, a wedge-shape around the cockpit/side radiator area and the rear aerofoil supported on a single strut, while Cosworth DFV is still the motive force and 5-speed Hewland gearbox provides the transmission. The car is in the black and gold colours of John Player cigarettes and carries advertising for Goodyear tyres and Duckham's oil, both firms continuing to supply Team Lotus with their commodities. The monocoque chassis is narrower and lower than before, built from 16 s.w.g. aluminium sheet, with the Cosworth V8 engine bolted to the rear bulkhead and the Hewland transmission attached to the engine by an alloy bell-housing. At the front of the monocoque chassis is bolted a tubular subframe to which the front suspension and brakes are attached. A selection of these sub-frames are available to vary the front track and also the wheelbase. At the rear the brakes and suspension are carried by special side-plates to the differential housing. A selection of bell-housing spacers allows the complete rear-end to be moved rearwards from the engine, thus also increasing the wheelbase. With a 6 in. maximum at the rear and a 4 in. at the front, not only can the wheelbase be increased a maximum of 10 in., but the fore-and-aft position of the centre-of-gravity of the car can be controlled.

Analysing the past season of Grand Prix races, Chapman and his design team have come to certain conclusions regarding wheelbase and track, relative to the various circuits in use. They looked closely at the performance of the various successful cars in Formula One, analysing which design philosophy suited which circuit, for in spite of some people saying "all Formula One cars look the same", it is far from true. The variations are not radical, but they are significant to anyone studying Formula One intelligently. There are variations in wheelbase, track, position of the C of G, the effects of fuel loads, the effects of suspension movements, roll-stiffness, down forces from aerofoils, spring-rates, shock-absorbers, tyre compounds, wheel rim widths, wheel centre offsets, and all these variations come under the general heading of "fine chassis tuning". The broad conception of the new Lotus means that the car can be prepared in the factory to any specification they desire, the optimum for any circuit being decided upon by their analysis. As Chapman explained, he set out to provide the fully-adjustable Formula One car; whether they hit the right combination each time, experience will show.



The clean front suspension layout on the new Lotus Formula One car. The wishbones are pivoted on the brake caliper, the upper ones on the outside, the lower ones on the inside, while the spring/damper unit is also anchored to the caliper at the top. A linkage from the upper wishbone operates on the lower end of the spring unit. The universal joint with its integral ball-race is within the lightweight fabricated upright.

Another factor in the design of the new car was the knowledge that present-day tyres not only gave vastly superior cornering properties, but also vastly superior traction and braking forces, for obviously if rubber can be made to "stick" better under side loads, it will also "stick" better under driving and braking loads. Therefore more braking power was required, which meant bigger discs and more pad area. In conjunction with Lockheed a double caliper layout was designed, with one caliper at the front of each disc and one at the rear. It could have been achieved by a single caliper with four pads, but by having two sets of pads diametrically opposed, the calipers could be made to serve for other purposes and the torque reaction was easier to absorb. An "inboard" location for the brakes is retained as the 11½ in. diameter ventilated discs would not fit inside the wheels. While redesigning the brake calipers they were made to function as the pick-up points for the suspension members as well as operating the brake pads. The castings have lugs designed into them to carry the pivot pins for the rose joints and the top ends of the coil-spring/damper units. Previously Lotus have used torsion-bar springs, but certain characteristics of the torsion bar do not fit in with present-day thinking on suspension travel and tyre characteristics, so the new car has coil-springs all round, with Koni adjustable telescopic dampers inside the springs. At the front the suspension is by fabricated double wishbones, with fabricated uprights, all from steel sheet. Wheel bearings all round are a new development designed by Ransome Hoffmann Pollard in conjunction with Lotus, whereby the constant-velocity universal joints, the bearings and the hubs are a single unit. Special angular contact twin-row bearings are fitted direct to the outer casing of the universal joint. The wheel driving pegs, their mounting plate and the spindle to take the wheel lock-nut are all incorporated into the outer universal joint, thus offering a great reduction in size and number of components in each assembly, thus "simplifying and adding lightness".

Between the monocoque and the engine a 2½-gallon oil tank is mounted on a shelf and there are oil radiators on each side of the car. These are mounted directly behind the angled

water radiators, which themselves are situated just aft of the cockpit and are covered by glass-fibre ducts. Compatibility of oil and water temperatures is more easily controlled and water and oil pipes are kept to a minimum length.

At the front of the car very large adjustable "canard-fins" are mounted on each side of the "winkle-picker" nose, and at the rear the aerofoil is supported on a monocoque pillar structure which contains the gearbox oil-cooler and also carries the regulation red rear light as well as the auxiliary battery socket. The front "fin" angles can be altered simultaneously by a screw adjustment in the nose, while the rear aerofoil has two main attitude positions provided by the gearbox mounting brackets, and fine "trim" is achieved by alterations to the separate trailing edge flap.

Taken all round this new Lotus can best be compared to the successful old Lotus 72 as a stiletto compares to a sabre. It represents a functional and orthodox approach to the problems of Formula One, as they exist today, brought down to a razor-edge sharpness. So far the new car, JPS 11, has only undergone "shake-down" tests on the Lotus test-track at Hethel, but already results look promising.

While the Lotus represents some logical thinking along accepted guide lines, the new experimental Tyrrell is in complete contrast in being a radical new approach to the whole conception of a Formula One car. For some time now Derek Gardner has had the idea of a car with vastly improved penetration by reason of greatly reduced drag. Thanks to the financial support to the Tyrrell team by the ELF fuel and oil company, and the technical support of the Goodyear Tyre Company, Ken Tyrrell was able to give his design team the go-ahead to build a research vehicle to probe new concepts of racing-car design. This vehicle is known as Project 34 and should lead to the 008 series of Tyrrell Formula One cars.

Gardner's main aim was to reduce the drag of the present-day Formula One car, thereby improving penetration of the air and gaining straight-line speed. At the same time he did not want to lose any of the existing cornering power, or braking power. One of the biggest factors in drag on a racing car is the tyres

and CSI regulations forbid designers covering the existing front tyres by bodywork, so Gardner's idea was to remove the existing front tyres! He has always been a devotee of what he calls the full-width bluff-nose, as against the "needle-nose" with "canard-fins". Regulations specify a maximum width to the bodywork ahead of the front wheels, and also a maximum height, relative to the wheel rims. Taking these measurements he then inserted the wheels and tyres *behind* this bluff nose, which called for 10-in. diameter wheels, with wide low-profile tyres. This meant that the front track of his project would be extremely narrow compared to the orthodox Formula One car, with the tyres shrouded by the nose thus improving the car's penetration through the air. However, the track of a racing car has a known bearing on the cornering power of the front tyres, any reduction in track reducing the potential cornering power. Conversely the wider apart the front wheels are the greater the cornering power, with reservations naturally. Gardner's tiny wheel project would clearly reduce drag, but at the cost of reduced cornering power, for not only were the tyres closer together, with the very narrow track, but they had a smaller "footprint" than the existing tyres. The answer to these problems was to use more small wheels, so a second front axle assembly was designed into Project 34 so that the total area of rubber on the road and its cornering potential was at least equal to the existing 007 series Tyrrell car.

Before the project could proceed he had to get the support of Goodyear, to make the 10 in. diameter, 9 in. wide tyres, and this was immediately forthcoming from the Goodyear tyre technicians, who viewed the project with keen interest. Then there was the question of brakes, for no existing disc brake assembly would fit inside the tiny wheels. Lockheed and Ferodo co-operated whole-heartedly and special 8 in. diameter disc brakes were made. Koni made some miniscule telescopic shock-absorbers, and all the details of the dual front-axle layout could be designed down to a minimum of size and weight. The front uprights are machined from a solid block of aluminium and incorporate the brake calipers as an integral part, while suspension is conventional double-wishbone layout. All four front wheels steer and this is achieved by a rack-and-pinion assembly on the front bulkhead controlling the first pair of wheels by conventional track rods to the front of the pivoting uprights. From the rear, slave-rods transmit the movement inwards to a fore-and-aft link on each side pivoted about its centre. From the rear of this link slave rods transmit the motion to the front of the uprights of the second pair of wheels. There is a single anti-roll bar connected to a link joining the first and second suspensions on each side, and the connecting point can be moved forwards or rearwards to alter the roll effect on the first or second pair of wheels. Each hub carries a small disc brake and there are cooling ducts running to the discs from the central sunken duct in the nose cowling. The brake pedal has a normal adjustable balance bar in the cockpit to vary the balance between fore and aft, but while the left-hand rod operates directly onto the master cylinder for the rear brakes, the right-hand rod operates on a secondary adjustable balance bar mounted ahead of the front bulkhead. The two rods from this balance-bar operate on two master



Project 34, showing how the small front wheels are shrouded by the regulation width nose-cowling, the monocoque chassis continuing the smooth line back to the rear wheels. Water radiators are parallel and flush with the rear of the monocoque with exit louvres in the top surfaces of the cowlings. Across the nose, behind the sunken duct feeding cooling air to the brakes, is a full-width adjustable "spoiler". It is interesting to compare this photograph with that of the new Lotus in last month's issue of MOTOR SPORT

cylinders, one for the first pair of wheels, the other for the second pair. Thus it is possible to vary the braking between the first and second axles and between the aggregate of the front braking and the rear brakes.

From the cockpit rearwards Project 34 follows the 007 series of Tyrrell cars, with the exception of a 3 in. narrower track for the 13-in. wheels carrying normal 1975 Goodyear tyres. Taking the wheelbase as the distance from the centre of the first pair of wheels to the centre of the rear wheels, it is actually shorter than an 007 Tyrrell, as is the overall



Patrick Depailler prepares for "shake-down" at Silverstone, watched by, from left, designer Derek Gardner, AP's Simon Arkless and Ken Tyrrell.

length of the car, though the small front wheels give a contrary illusion, just as they give the illusion of the rear tyres being larger than normal. Shortly before Project 34 was announced the CSI came up with new limitations on wheel and tyre sizes, and for a moment hearts stopped beating in the Tyrrell workshops. Fortunately the rules "froze" the size of rear wheels only, at 13 in. diameter!

After the United States GP the Tyrrell team started "shake-down" tests with Project 34, using the Silverstone Club circuit, and in order to provide more corners and braking applications they coned-off an ess-bend two-thirds of the way from the Beckett's hairpin to Woodcote Corner. Patrick Depailler did the driving and found the car very agreeable and presenting no particular problems or differences in the driving technique. The anticipated heavier feel to the steering was not evident, though the steering ratio was lower than he would have liked, there being too much steering-wheel movement to put on opposite lock to correct tail slides. Even so he was leaving Copse Corner in "tail-out" power-oversteer slides provoked with the throttle, and the sight of the four tiny wheels on opposite lock was fascinating. Questioned about the effect of not being able to see the front wheels from the cockpit, due to their small size and the narrow track, he admitted that in the conventional 007 Tyrrell he could not see the front wheels anyway, so there was no difference. He was conscious of "placing" the car by overall judgement as with an 007 car, and would have to re-orientate himself to take advantage of the narrow track and get the front of the car closer into the corner. He did not anticipate any trouble with the rear end being wider than the front, explaining that if the car was set up in a slide the rear would be running on a greater radius than the front. He could visualise distinct benefits on hairpin bends, while the suggestion that the front end would go through smaller gaps in traffic, his rivals moving over knowing that the wider rear end was following through, made him smile wryly.

The disposition of the second pair of wheels is such that their centre-line passes under the driver's knees, his feet being in line with the centre-line of the front pair of wheels. During initial testing, experiments were carried out with the brake balance between the two front sets of brakes and overall front to rear, for in this area alone there is a lot to learn from this research vehicle. There are numerous experiments to be carried out on spring-rates, dampers, roll stiffness, tyre compounds, and so on, on the front double-assembly alone, before relating the results to the whole car. Already one gets the impression that the back-end of Project 34 is obsolete.

Once the basic parameters for this new concept have been established it will be interesting to watch its progress in the overall performance field. With Depailler's enthusiastic approach to the whole conception, Derek Gardner should satisfy himself about his theories, right or wrong, with the minimum of problems. This new ELF-Tyrrell will obviously be watched closely by rival teams and rival designers, and the coming weeks will be most interesting. Once the car has been sorted out basically, the team will go to the Paul Ricard Circuit in Southern France for some serious comparative testing.

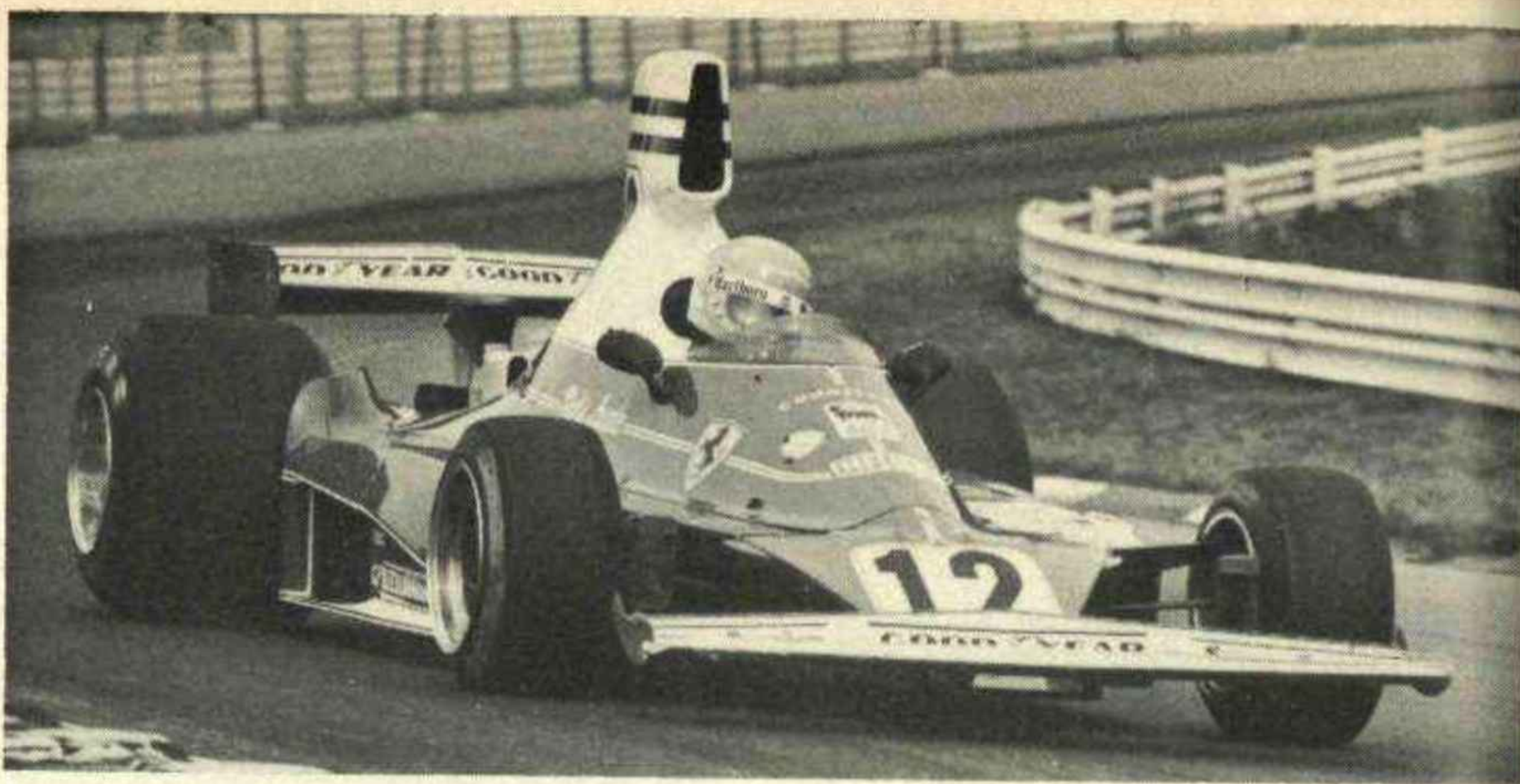
D.S.J.

Before We Lose Track

THE 1975 Grand Prix Ferraris were an entirely new series of cars but they continued the 1974 serial numbers and one final 1974 car was built for the early part of this season, this being 312B3/020, which was used in the South American races and was the spare car in South Africa, where the 1975 cars made their first appearance. As the 1975 cars were notable for the 5-speed gearbox being situated between the engine and rear axle line and mounted transversely, instead of out the back and in line with the engine, the new models were loosely dubbed 312T (*transversale*). T1 started the new series and was number 018 in the 312B3 (flat 12-cylinder) series of cars. Number 019, the second of the *transversale* cars, was destroyed in a private testing session during the development days of the new model, so that the second car to appear in a race was number 021. All told there have been five 1975 Ferraris in use this season, new cars first appearing in South Africa, at Silverstone for the International Trophy, Monaco and at the Paul Ricard circuit for the French GP.

T1—312B3/018—First appeared S. African GP driven by Lauda. Finished fifth. Then became spare car for the team.

T2—312B3/021—First appeared S. African



Lauda won the recent US Grand Prix with T4—312B3/023.

GP driven by Regazzoni. Retired. Raced frequently by Regazzoni, occasionally used as spare car. Won Swiss GP at Dijon-Prenois.

T3—312B3/022—First appeared at Silverstone for *Daily Express* International Trophy driven by Lauda. Finished first. Used as team car through season. Won French GP.

T4—312B3/023—First appeared Monaco GP driven by Lauda. Finished first. Also won Belgian GP, Swedish GP and United States GP.

T5—312B3/024—First appeared French GP driven by Regazzoni. Retired. Won Italian GP and secured Manufacturers' Championship title for the Scuderia Ferrari.

F5000 Long Beach

(September 28th)

AT A TIME when open road racing appears to be suffering its death throes, at least in Europe, it may come as a surprise to find it booming in the City of Long Beach, California. After a year and a half of negotiation, promotion and sheer hard work, the Long Beach City authorities finally got their inaugural race—a round of the SCCA Formula 5000 Championship—off the ground on September 28th. Much of the responsibility for the race's success and organisation must go to Chris Pook, Long Beach resident British businessman, who originally sold the idea to the Long Beach authorities and is currently finalising arrangements for the World Championship Formula One race which will take place on the circuit in March, 1976.

The 2.02-mile circuit has been mapped out near the dockland area of Long Beach and although it hardly has the "jet-set" appeal of Monte Carlo or the sheer spectacle of Barcelona's Montjuich Park, it is tricky and demanding in the extreme. The main start/finish straight consists of one side of a dual carriageway (carrying the imposing title of Ocean Boulevard!), the other side serving as a very spacious pit lane, and as this straight is on a much higher level than the rest of the circuit there are two spectacularly steep hills up and down which the bulky Formula 5000 cars provide a fine spectacle. The spectators' view is obviously rather hampered by the maze of mandatory safety catch fencing, but a great deal of attention has been paid to this aspect of the circuit and ingenious portable concrete barriers, into which the uprights for this fencing are actually fixed, are favoured in place of the more usual double layer guard rails.

As Long Beach is largely populated by elderly retired people, the local authority

handled its "public relations" in fine style with offers of free weekend holidays away from the race just in case the excitement and irritation should prove too much. It says a great deal for the great interest and enthusiasm engendered by the race that only a handful of residents took up the local authority on their offer. To the visiting enthusiast the overall atmosphere amongst virtually all the residents reflected their overwhelming enthusiasm for the race.

As if all the excitement of a new circuit wasn't enough, the Formula 5000 race proved to be one of the best ever seen in North America. Victory in the two 12-lap heats fell to Tony Brise (Taylor/Yip Lola T332) and Al Unser (Viceroy/Parnelli Jones Lola T332), the young British driver capturing the imagination of the huge crowd by racing expertly with Mario Andretti and beating the American in his heat. The 50-lap final turned into a real "no holds barred" contest between Unser, Andretti and Brise, but their pace proved too hot for their machinery, driveshaft failures sending Brise (who did the lion's share of the leading) and Andretti into retirement while Unser damaged his car with a slide into a barrier. Thus eventual victory fell to Brian Redman's Carl Haas/Jim Hall Lola T332, clinching the SCCA's F5000 championship for the second consecutive year, and Vern Schuppan's Jorgensen Eagle was the only car to complete the same number of laps as the winner.—A.H.

Weston-super-Mare

(October 4th)

LAST MONTH we commented on a pleasant day by the sea at Brighton, watching the annual Speed Trials along the Madeira Drive. A similar and equally pleasant event was the annual sprint over $\frac{1}{4}$ -kilometre on the sea-

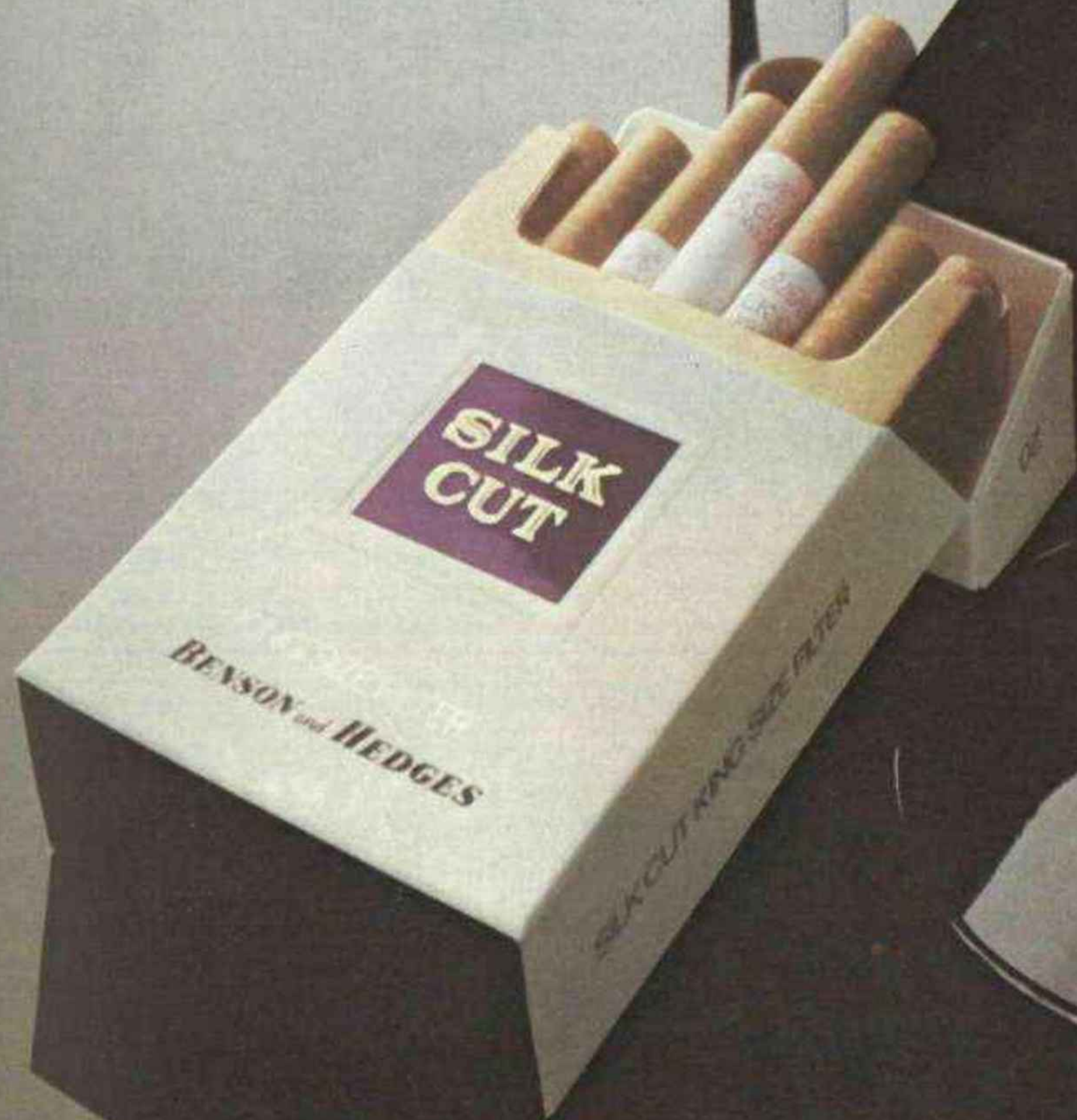
front at Weston-super-Mare, run by the Burnham-on-Sea Motor Club with sponsorship by Cheltenham Cameras Ltd., a firm owned by a keen motor racing enthusiast. It is always pleasant to find a local council encouraging our sport, allowing the closure of a road and general disruption of normal seaside facilities, in the furtherance of an annual speed event as an end-of-season attraction to a popular watering place.

The Weston-super-Mare speed trials began in October 1948, then organised by the Bristol Motorcycle and Light Car Club, and fastest time of the day made by Kenneth McAlpine with a 2.9-litre 8 CM Maserati, with Kenneth Hutchison second in a 3.2-litre Monoposto Alfa Romeo and third was Dennis Poore in a 3.8-litre Alfa Romeo.

This year fastest time overall was made by Bob Rose in a 5.7-litre Chevrolet V8-powered McLaren, second was Tony Griffiths in his Brabham BT33 with Cosworth V8 power, and third was Roy Lane, this year's RAC Hill-Climb Champion, in his GMI with Chevrolet V8 power. These cars, and others, were clocking over 150 m.p.h. at the end of the run on the narrow sea-front road, which was a sight well worth seeing.

As at Brighton a motorcycle class was included in the programme and Ron Hughes clocked fastest time on his supercharged 750 c.c. Triumph-twin drag-bike in 12.92 sec. which compares with the 12.05 sec. by Rose.

Footnote: The first three drivers in 1948 are no longer actively involved in the sport, but McAlpine is, of course, a member of the famous building and contracting family, Poore is Chairman of the troubled Norton-Villiers-Triumph motorcycle group, and Hutchison is living in retirement in Italy, and we recently received a postcard from him congratulating us on the Jubilee issue of MOTOR SPORT, being one of our long-standing keen readers.



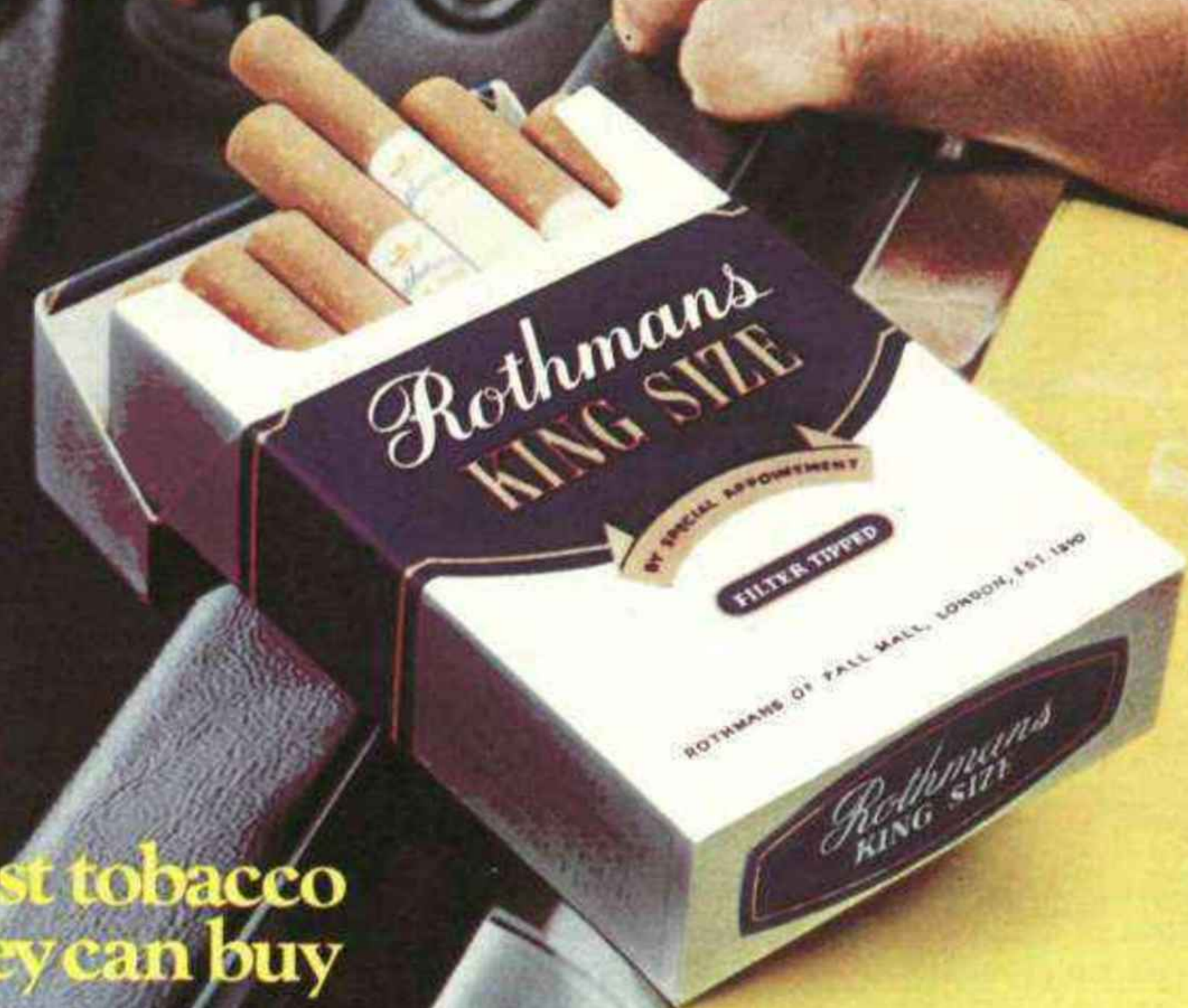
Silk Cut King Size. The mild cigarette.

LOW TAR As defined by H.M. Government

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Rothmans...



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RKSFEMS

MIDDLE TAR GROUP

As defined in H.M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING



November in the Forests

LIKE COUNTLESS other readers, we were all in stitches when we read D.S.J.'s description of the 1975 British Grand Prix in *MOTOR SPORT*'s Jubilee issue. This column is not about to make off with his metaphors, but one can't help feeling that if the British Grand Prix is a circus, then the RAC Rally of Great Britain is one enormous *travelling* circus. That is not intended to be a disparaging comparison, for the big publicity guns have not yet been able to get their sights on rallying as they have on Grand Prix racing and the travelling sideshows of the RAC Rally are really quite insignificant alongside the fierce, determined, hairy-chested competition which moves at considerable pace through Britain's forests each November.

It is said that the present use of forest roads (it would be an insult to the Forestry Commission's engineers to call those well-drained, well-cambered ribbons of hard-founded gravel mere tracks) owes its origin to a chance pollution of Jack Kemsley's breakfast cereal by pine needles, Mr. Kemsley being chairman of the organising committee and the man responsible for steering the

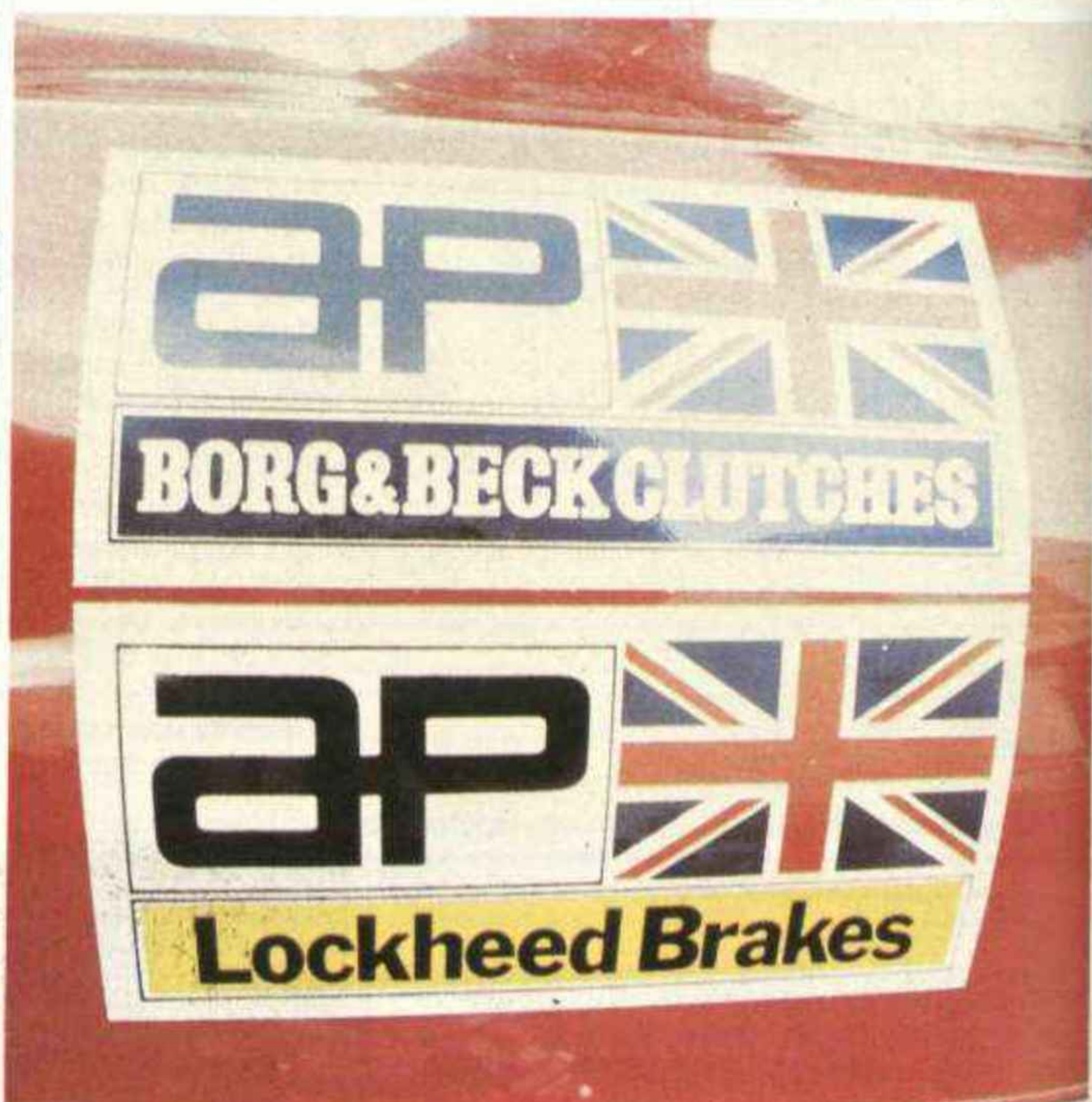
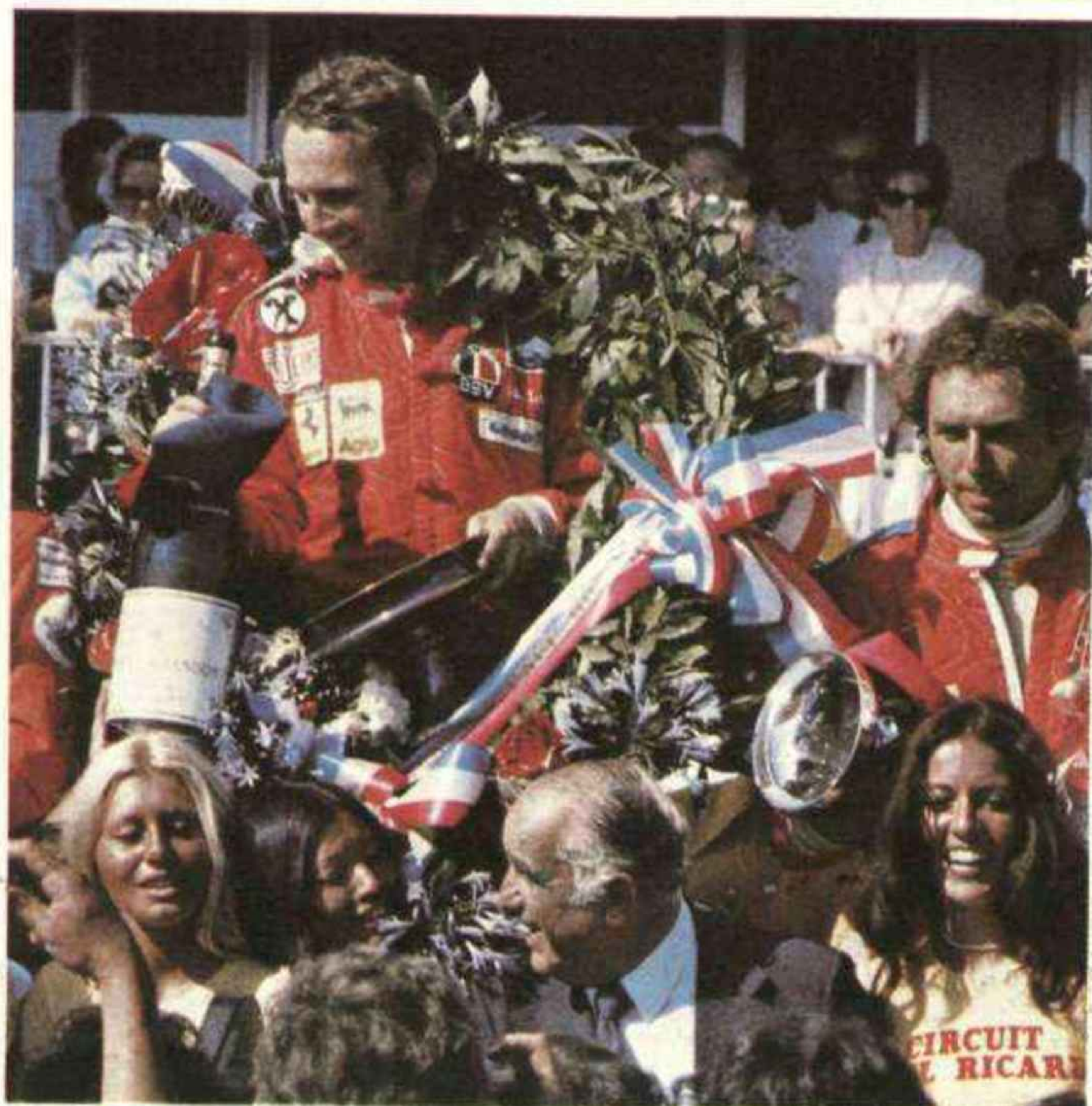
Between special stages, cars stop for replenishment and other routine attention at pre-arranged service points. If there is some other problem or damage, roadside fettling assumes a sudden air of urgency and drama which makes one wonder how garages can justify charging labour for a four-hour job which a rally mechanic can polish off in twenty minutes.

event through the formative years of its present style. The impracticality of running a full-scale international rally solely on the public roads of a traffic-infested and legislatively hog-tied Britain never really caused problems to come to a head, for the event moved into the forests for its competitive elements long before any difficulties cropped up.

Those forests represent not only the spice but the entire main course of the rally. They lend a sort of rough-shod majesty to the event and ensure that there is far, far more to the whole thing than simply driving a car against the clock. The elements have to be tackled; not smooth, practised ferro-concrete and tarmac, all made clinically sterile and hazard-free by various forms of barrier, cushioning and other protections, but unmade roads as tractors use them, twisting and

undulating to follow the natural contours of the land and bordered by trees, rocks, ditches, walls, fences, log piles and what you will. It is a contest between pairs of men and their cars (helped by others, as happens in racing) against whatever form of indigenous hazard which Mother Nature deigns to provide. There is no bleating about some part of the route being too dangerous, no arguments about lack of protection on the outside of a cliff-top hairpin and no honing down of a car's pedigree to such a fine degree that it cannot cope with anything but perfect conditions. Provided roads are not completely blocked, drivers will keep going through snow on one stage, mud on the next, rocks on the next and torrential rain, only to grin wearily but with complete satisfaction when it's all over and exchange tales over whatever is their favourite tippie.





We were with you all the way, Niki.

The winning World Championship Ferrari is fitted with Lockheed brakes and a Borg & Beck clutch.

So, next time your own car needs new brakes or a clutch, you know what to choose.

Lockheed and Borg & Beck.



Automotive Products Ltd., Leamington Spa, Warwickshire.
Manufacturers of Borg & Beck clutches, Lockheed brakes and steering & suspension joints, Purolator filters and AP automatic transmissions.

On the left, a works Fiat Abarth passes what is no more than an average knot of spectators who have used an access road to get close to the action. On the right, Per Eklund demonstrates the almost total "at home" feeling which Scandinavian drivers have on slippery, slushy surfaces. Note the spectators deep in the forest, even in that sort of weather.

All this is built into the RAC Rally, an event which, for sheer excitement and a charged atmosphere, cannot be bettered. On November 22nd, somewhere in the region of 250 cars will set out in the morning from York for a tour of English, Welsh and Scottish forests which will not end until the following Wednesday. Among them will be professionally driven cars entered by manufacturers, all eager to reap the publicity to be gained by winning this plum of international rallies. There will also be a whole string of amateurs, some backed by sponsors and some making the financial effort to go it alone. All will be helped by an even bigger cavalcade of service support crews, leap-frogging their way around the route to render assistance in the vital places. To those involved it is a simple enough operation, but to those unfamiliar with the requirements of present day rallying it is a complex, almost mystifying affair, and that is perhaps the reason for the absence of that big publicity artillery—it could be that promotions men are reluctant to get involved in anything which they don't fully understand.

Rallying has always enjoyed tremendous popularity among its numerous devotees, but in the past decade the sport has spread to all sections of the public. It is impossible to estimate accurately how many people watched the last few RAC rallies, but figures in the region of a couple of million per event cannot possibly be wrong. To be everywhere to see the crowds is impossible, but from a competitor's seat (which we have occupied regularly for some years) one gets a very good impression. Ten years ago there were groups of people at each of the "hairy" spots on most special stages; nowadays it's not uncommon to find an entire forest stage lined on both sides from beginning to end, and when you consider that there are usually about eighty stages that adds up to pretty impressive spectator figures. Consider further



that a cold, murky, November night in a dank pine forest on a Welsh mountain is hardly comparable with sunny Wimbledon or even a crisp Wembley, and certainly not with a comfortable armchair in front of a television set. It takes a special breed of enthusiasm to endure November conditions to watch a rally out of doors; on the other hand the rewards in terms of spectacle and excitement are such that every moment of that endurance becomes completely worthwhile.

MOTOR SPORT's printing schedules are such that we are unable to publish an accurate itinerary of the rally, with details of the cars and crews taking part, but we can say that the event will be in three loops, each starting and finishing at York Racecourse. The first, from Saturday morning until the same evening, will be confined to the Yorkshire forests; the second will run from Sunday morning until Monday evening and will include the West of England and Wales; and the third will take in the North

of England and the South of Scotland, running from Tuesday morning until the following day. Since it is more able to cope with late information, our weekly stablemate, *Motoring News*, will contain a detailed itinerary and a full entry list in its issue of November 20th. However, we can indulge in a little crystal ball gazing and predict that the majority of the major teams will be contesting outright victory, led of course by Timo Mäkinen who will be looking for a RAC hat-trick in his works Ford Escort. The opposition will however be as strong as ever and amongst the front runners will be Lancia who are sending two Stratos, one for Sandro Munari the other for Bjorn Waldegård, whilst Toyota will have a very strong team consisting of Ove Andersson, Hannu Mikkola and Britain's Chris Sclater.

To those of you who have watched the RAC Rally in previous years, most of what has been said above will have been superfluous, for you will already have witnessed the incredible feats of speed and control performed on loose surfaces. We urge those who have not to make up for the omission in a few weeks time. Not all the special stages will be made known to the public, for the Forestry Commission and the organisers contrive to keep secret those with restricted access roads and parking facilities for fear traffic jams will delay the arrival of competitors, as has happened in the past. We can't say that we agree with this policy, for we feel that the woods are for all to enjoy. However, enough of the special stages should be made public to keep even the most energetic of spectators occupied for the whole of the five-day period if he so wishes.—G.P.

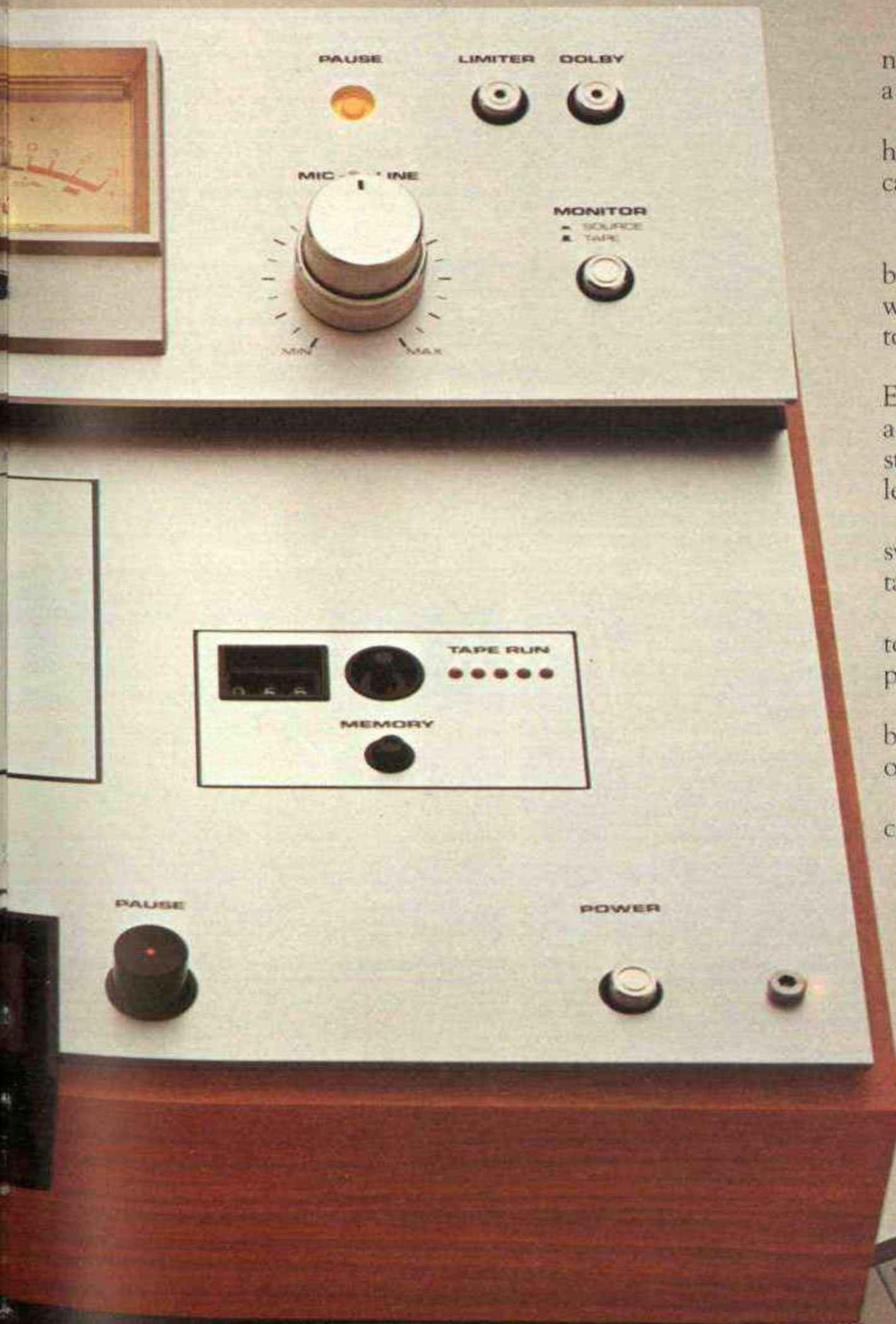


Apart from the junctions with access roads, the most popular viewing spots in any special stage are near the start and finish. The crowd in this picture may appear to be suicidal, but in fact they are not. Incidents speak for themselves and spectator accidents in rallying are almost unheard of.

Akai's new cassette decks



are breaking a few records



When cassettes were first introduced, nobody dreamed that they'd ever challenge discs a serious way to listen to music.

But little by little, the differences in quality have been eroded, and now there's a high-fidelity cassette deck that will outperform any turntable.

The Akai 325D.

Apart from the obvious advantages of actually being able to record, and the fact that cassettes won't warp or get scratched, the 325D has a lot more to offer.

Whereas an early cassette player could make Elton John sound like Donald Duck one minute and Lee Marvin the next, our deck has an incredibly stable motor which cuts wow and flutter down to less than .055%.

There are double Dolby* noise reduction systems which take the hiss out of the tape without taking anything out of the music.

A three head configuration enables you to monitor recordings exactly as you could with a professional open-reel machine.

And finally, an Akai cassette deck will sound better for longer, because unlike any stylus, our GX heads are guaranteed wear-free for life.

What other long player can compete with that?



AKAI

Rank Audio Products, PO Box 70, Great West Road, Brentford, Middx TW8 9HR.



*Dolby is a registered trademark of Dolby Laboratories

UNITED STATES GRAND PRIX

WORLD CHAMPION Niki Lauda won the final Formula One Grand Prix of the year at Watkins Glen on October 5th, starting from pole position and leading all the way to the finish. Our photograph on the opposite page shows Lauda leading Emerson Fittipaldi in the early stages of the race against a colourful backdrop of autumn hues which make Watkins Glen so photogenic at that time of the year. Into third place (left) came Jochen Mass' McLaren M23 after an excellent race. Below left, fifth placeman Ronnie Peterson (Lotus 72) leads Tom Pryce's Shadow in the early stages in the race. Immediately below Andretti's Parnelli tries to dive inside Reutemann's Brabham pursued by Hunt's Hesketh, Mass' McLaren and Depailler's Tyrrell.



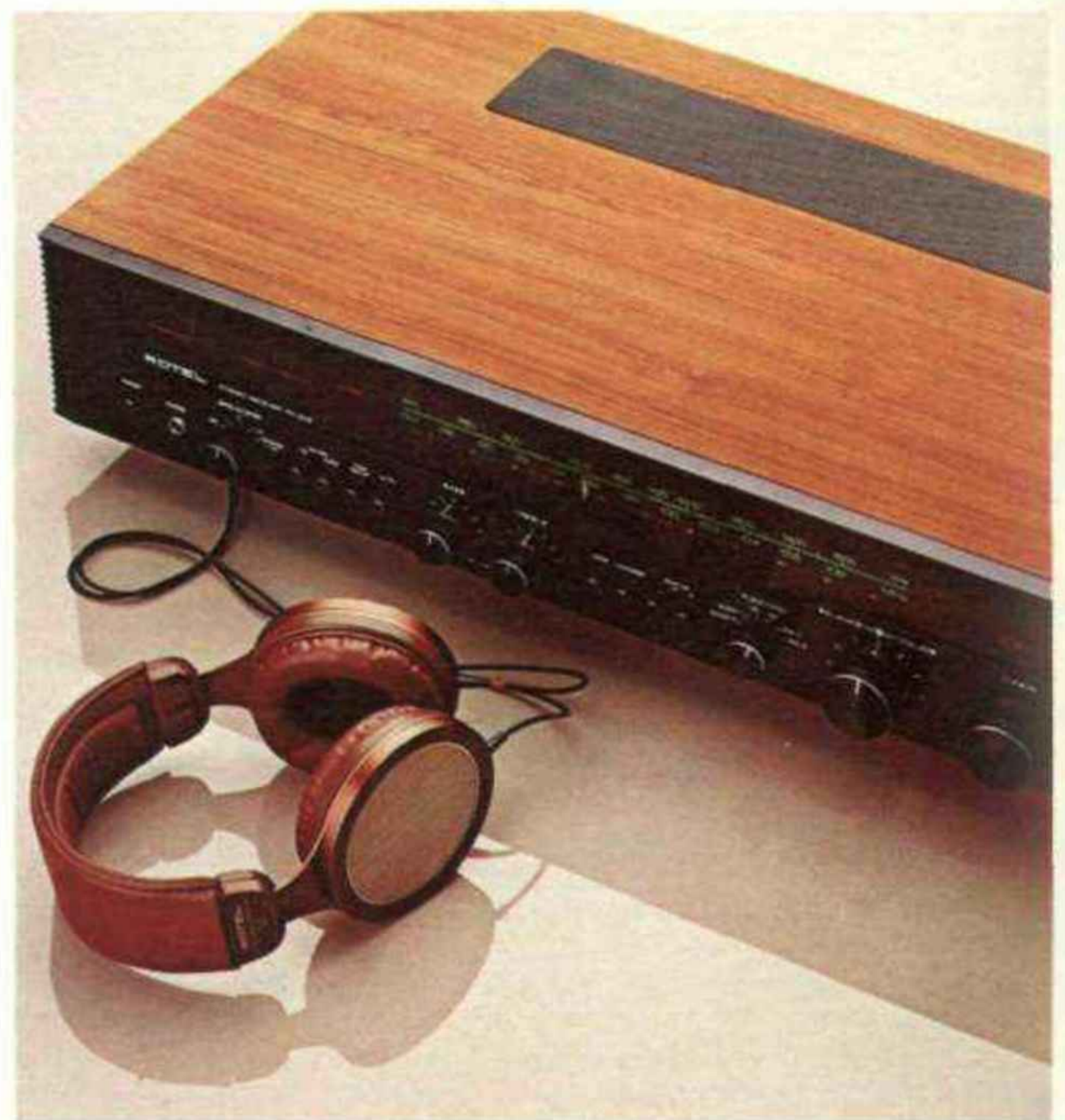


IF YOU'VE DECIDED TO OWN HI-FI SYSTEM, HERE ARE



ROTEL

RP3000 direct drive turntable.*



ROTEL

RX602 receiver and RH930 headphones.

One thing you'll never be short of when buying a Hi-fi system is advice. Your friends will all become 'experts' overnight, and recommend an endless series of decks, speakers and amplifiers with bewildering facilities and strange foreign names.

It's all well meant, of course, but enough to make you yearn for the return of the radiogram.

There ought to be a better way to buy good equipment than walking into your dealer with a spinning head and a mile-long list.

Fortunately, there is. And it's called Rotel. A Rotel system can be as comprehensive or

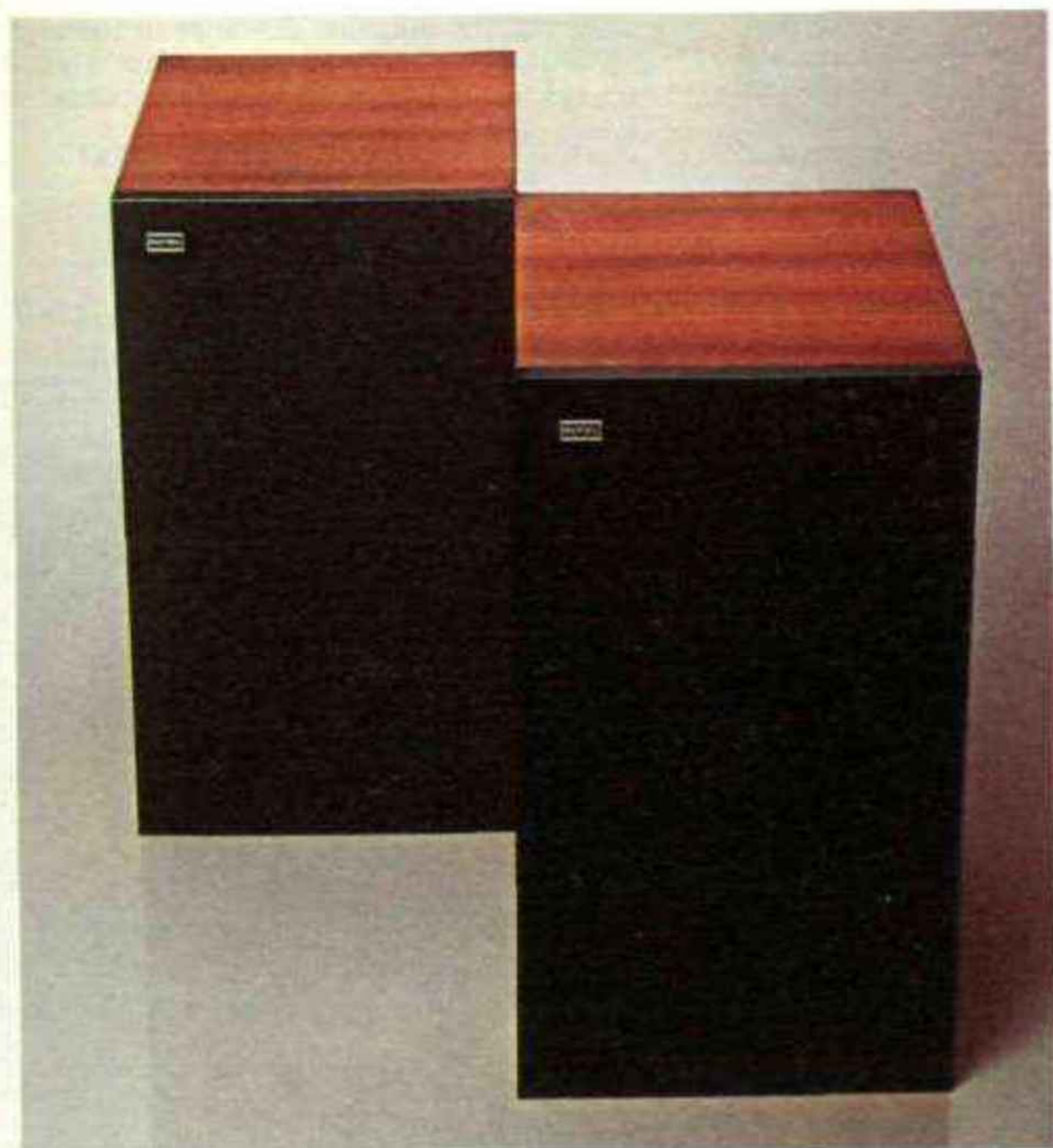
as modest as your needs and your pocket dictate.

For around £580, you could buy the system we show here. You'll probably never have heard anything so good this side of £1,000 and you won't want to change anything for years.

On the other hand, around £200 will purchase an outfit with a record deck, speakers and amplifier of equal quality but smaller power, and ideal for the more compact room. Naturally you can add a Rotel tuner or cassette deck at a later stage, confident that they will harmonise both audibly and visibly.

*The Rotel RP 3000 is supplied without a cartridge. Your dealer will help you choose the most suitable.

PUT TOGETHER YOUR A FEW NAMES TO REMEMBER.



ROTEL

RL600 matched loudspeaker system.



ROTEL

RD20 stereo cassette deck.

In between these two prices, lies an enormous range of equipment which really needs to be heard to be appreciated.

So visit your Rotel dealer, (you won't have to travel far, there are over 400 of them), and he will help select the system to suit you.

Remembering our name could treat you to unforgettable sound.



If you know about Rotel, you know about Hi-fi.



Rank Audio Products, PO Box 70, Great West Road, Brentford, Middlesex TW8 9HR

The 1975 Ferrari 312 B3(T)

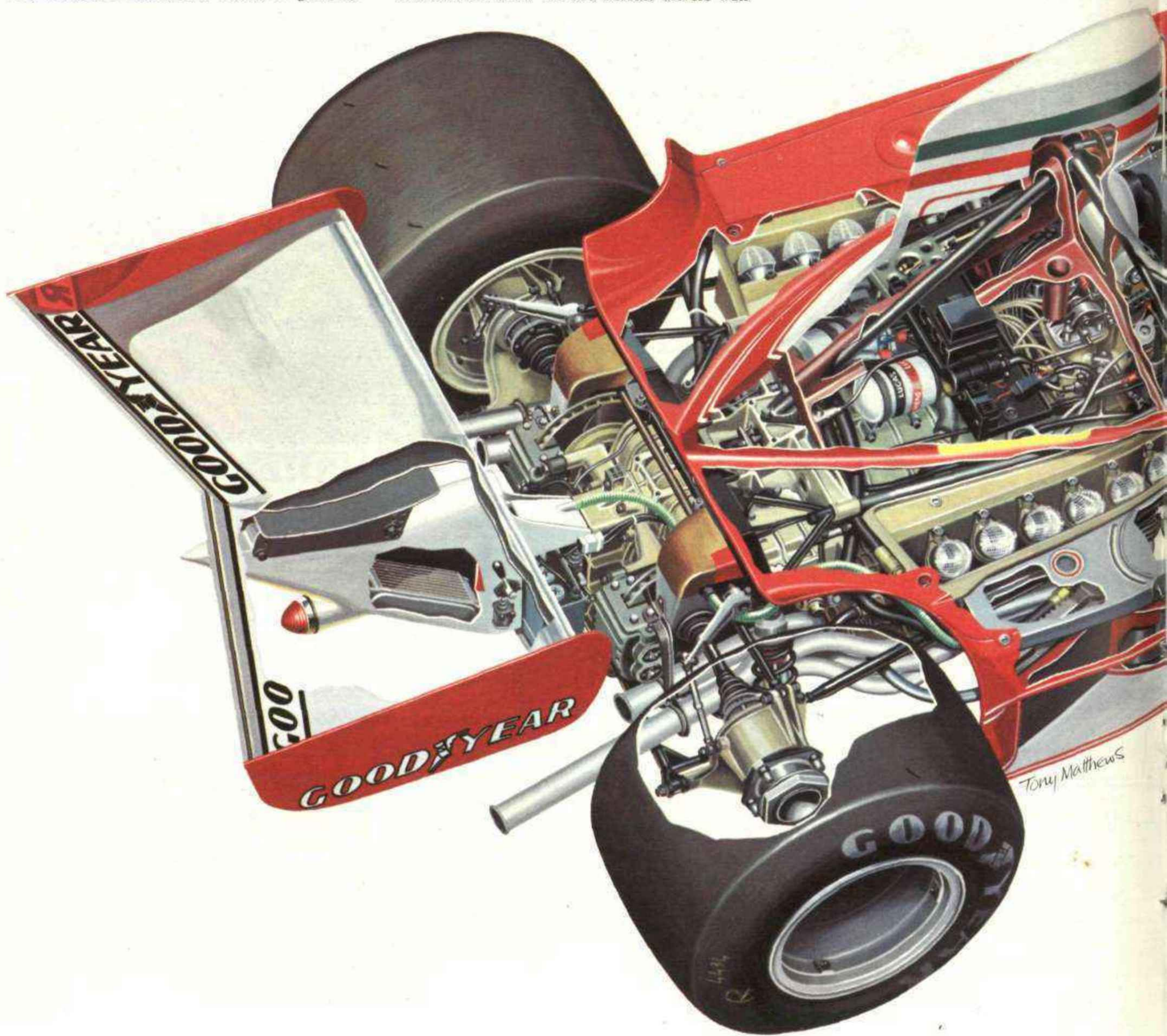
THE 1975 version of the 312B (Boxer) flat-12 cylinder Ferrari Grand Prix car has been one of the most successful cars to come from the Maranello stable of the Prancing Horse. While the general conception of the car follows previous practice, inasmuch as the flat-12 cylinder engine is amidships and the monocoque chassis is of the bath-type, tapering towards the front, the 1975 cars were new designs, especially as regards details. The gearbox was moved from a position out the back of the car on the previous 312B models, to a position between the engine and rear-axle centre-line, and the gearbox shafts were arranged to lie across the centre line of the car instead of the more normal position along the centre-line. This transverse gearbox layout was used in 1954 by Maserati on the 250F and results in a very compact transmission, with bevel gears on

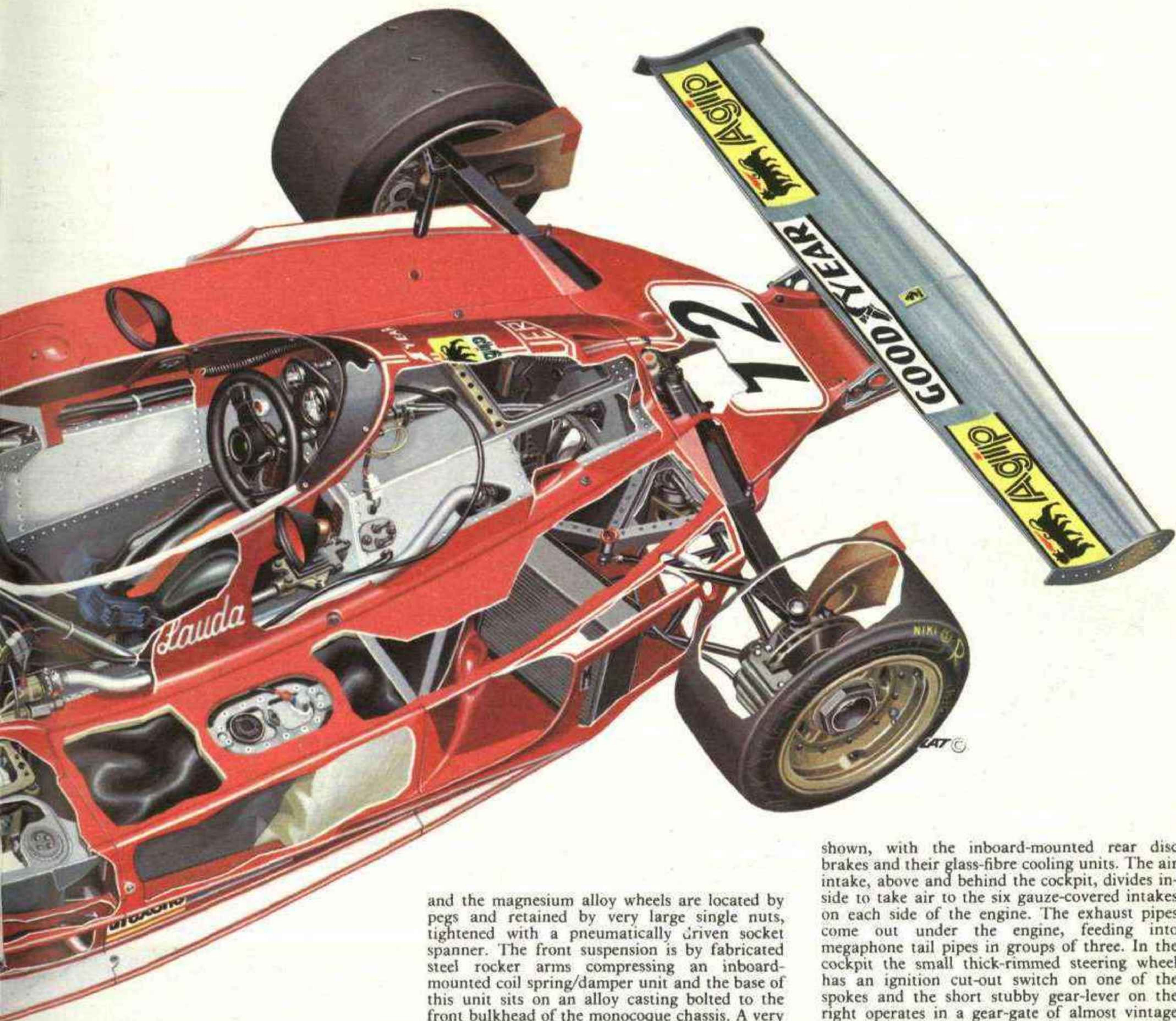
the input side and the final drive through spur gears. The 1975 Ferraris were known colloquially as *Transversale*. Although the cars looked superficially like the earlier models, at every point there was new design and a lot of new thinking by the Ferrari engineers.

After a hesitant start in the South African GP, where Niki Lauda finished a poor fifth and Regazzoni retired with throttle linkage trouble, the cars got into their stride when Lauda won the non-Championship *Daily Express* International Trophy at Silverstone. From then on the T-series of 312B3 Ferraris set the pace throughout the season, with Lauda being nine times fastest overall in practice and winning five Grand Prix races. Regazzoni won one major Grand Prix and the small non-Championship Swiss Grand Prix and between them the two Ferrari drivers won

the Formula One Manufacturers' Championship for Enzo Ferrari.

Throughout the season the two works drivers have used a total of five cars between them, with countless engines and transmission aggregates. The engines were designed with a very limited life, the complete unit invariably being changed between practice and race, as was the gearbox and final drive, nothing being left to chance in the quest of victory. The horizontally-opposed 12-cylinder engine with two camshafts to each bank and fuel injection develops in the region of 475 b.h.p. at 11,500 r.p.m. and has a good torque range, while the weight distribution of the





complete car is very advantageous for the transmitting of the power to the road.

The road holding of the *Transversale* with its low Polar Moment of Inertia is very neutral and it was not the normal thing to see Lauda or Regazzoni with the tail hanging out in a power-oversteer stance. The cars could be driven through the corners with similar cornering forces being generated front and rear.

The accompanying cut-away drawing shows the car number 312B3/023, the fourth in the T-series, and is the car Lauda used to win in Monaco, Belgium, Sweden and Watkins Glen in the United States. In the illustration can be seen the glass-fibre air ducts to the front brakes, which feed air to the centre of the hub, from where it is centrifuged radially through the drilled disc. The front hubs are mounted on very large diameter ball races on hollow stub axles

and the magnesium alloy wheels are located by pegs and retained by very large single nuts, tightened with a pneumatically driven socket spanner. The front suspension is by fabricated steel rocker arms compressing an inboard-mounted coil spring/damper unit and the base of this unit sits on an alloy casting bolted to the front bulkhead of the monocoque chassis. A very short anti-roll bar is located on this casting as well. In the sides of the monocoque chassis are the rubber-bag fuel tanks and at the forward end of this side member there is a water-radiator, one on each side. The water pipes from the engine to the radiator run along the top of the monocoque, inside the double skin of the cockpit surround and a sunken duct ahead of the cockpit feeds cooling air into this space. Engine oil radiators are located at the rear of the monocoque sides, just ahead of the rear wheels. The gearbox has its own oiling system with a cooler incorporated in the support for the rear aerofoil; on this support can be seen the regulation red light, for use in bad weather conditions, and also the master-switch for the entire electrical system. Immediately behind the final-drive casing can be seen the 12-volt battery.

The transversely mounted gearbox between the engine and rear-axle centre-line is clearly

shown, with the inboard-mounted rear disc brakes and their glass-fibre cooling units. The air intake, above and behind the cockpit, divides inside to take air to the six gauze-covered intakes on each side of the engine. The exhaust pipes come out under the engine, feeding into megaphone tail pipes in groups of three. In the cockpit the small thick-rimmed steering wheel has an ignition cut-out switch on one of the spokes and the short stubby gear-lever on the right operates in a gear-gate of almost vintage conception, giving a very clear-cut and positive movement to the lever. Directly in front of the driver is the tachometer, indicating engine revolutions per minute, the dial being calibrated from 4,000 to 14,000 with numbers at every thousand.

Enzo Ferrari steadfastly maintains that as long as he lives his cars will be red (with splashes of white and yellow), and that they will never be painted like a packet of cigarettes or washing-up powder or contraceptives, or any other non-motoring commodity. He is happy to let his cars carry advertising for Goodyear tyres and Agip petrol and oil, with smaller decals for other suppliers such as shock-absorbers and sparking plugs. - D.S.J.

Specification: Bore & Stroke: 80 x 49.6 mm. Capacity: 2991 c.c. Wheelbase: 2518 mm. Track front: 1510 mm. Track rear: 1530 mm.



SANREMO RALLY

The Sanremo Rally attracted the most significant field of works cars of any event in this year's World Championship series, and the heat of the competition was such that only four of them went the whole distance. Björn Waldegård's 12-valve Stratos (*above*) took outright victory after Sandro Munari's more powerful car lost a wheel after leading for over half distance. Walter Röhrl's new Opel Kadett (*left*) was not reliable on its first outing and retired with a broken prop-shaft joint, whilst Jean-Luc Thérier's Alpine (*below*) in its new yellow livery finished a very good third behind the Fiat 124 Abarth of European Champion Maurizio Verini.



BP help another road-user.

The man in our picture is Eric Coleman. The vehicle is his 140 feet long road train. Fully loaded, it weighs 75 tons.

Eric has to drive it back and forth across some of the toughest, most rugged country in Australia.

It's unbearably hot, dusty, and many of the roads are no more than dirt tracks.

Protecting his engine is a tough job. But BP have the answer.

We've developed a special oil for extreme conditions like these, which gives his engine complete protection. In spite of the dust. And the heat.

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 Eric Coleman'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.





FORMULA 5000 LONG BEACH AGAINST MANY PREDICTIONS, the Long Beach Formula 5000 race took place at the end of September round the streets of the Californian city. Above, F5000 *debutant* Tom Pryce applies an armful of opposite lock as his Shadow-Chrysler V8 begins to slide wide on a corner. Below left, a group of cars can be seen away from their usual habitat. Included are the Lolas of Elliott Forbes-Robinson, David Hobbs and John Woodner, the Talons of Amon and Warwick Brown and John Cannon's March. On the right Al Unser's Lola, which started the final from pole position, bumps a wheel over the kerb whilst leading Oliver, Redman and Scheckter.



Here's real engine protection...

OBSERVED
BY THE



...in action Shell Marathon The Second Great

In the second Shell Marathon a single batch of Shell Super Multigrade was used in the engines of three Rally-winning Ford Escorts, transferred to three standard Escorts, then into London taxis and back to the standard Escorts to demonstrate yet again how Shell Super Multigrade gives *real* engine protection.



1 One of the Ford Rally team's Escorts on its way to victory with Shell Super Multigrade.



2 Same oil is transferred from the Rally Escorts to three standard Escorts for another 1,000 miles.



3 Shell Super Multigrade is transferred to London taxis for a further 1,500 miles.



4 The oil is transferred back to the standard Escorts for another 2,500 miles.

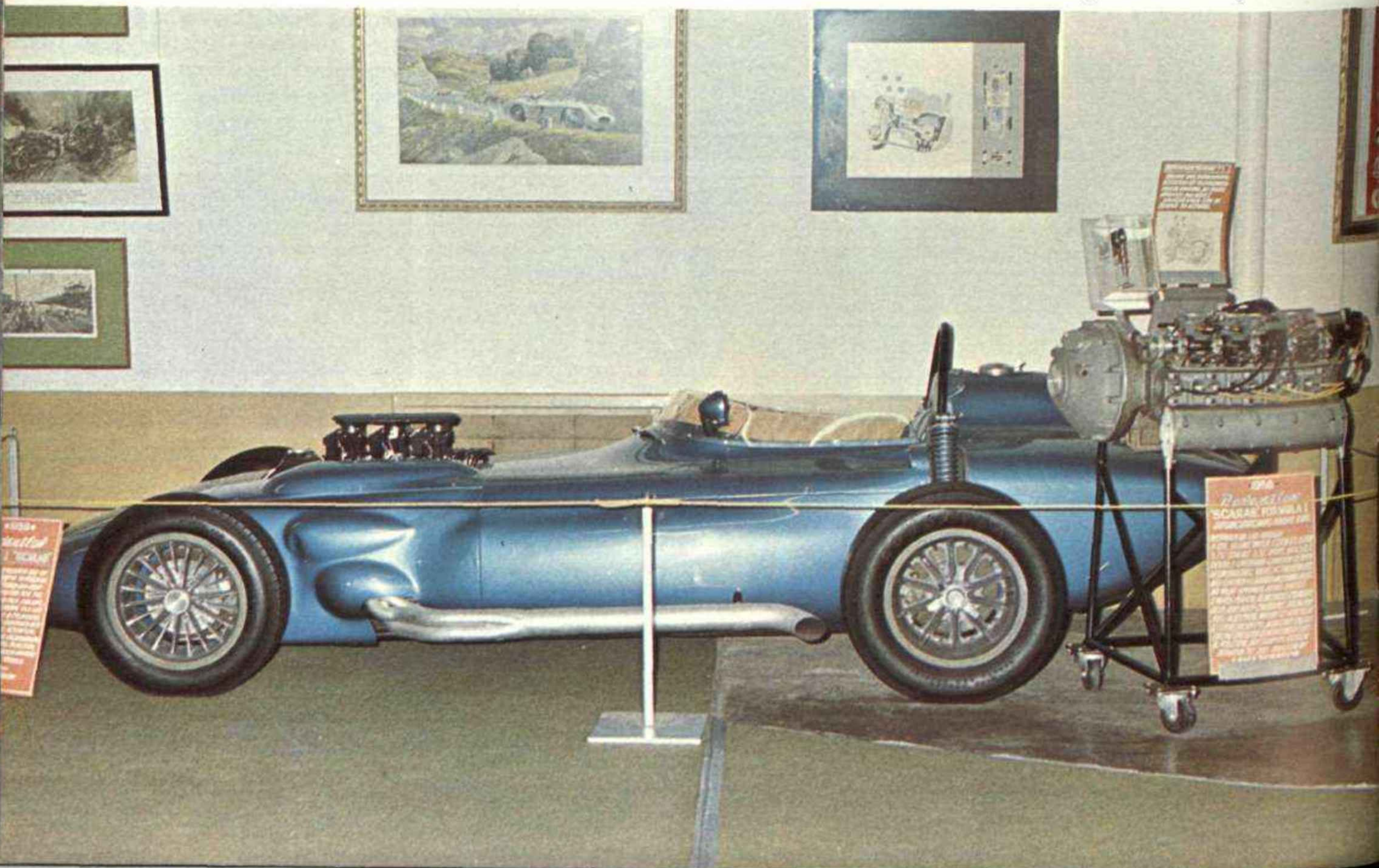
Today's highly stressed engines need high-performance oil. High temperatures, pressures, speeds and minute tolerances all work on your oil and tend to reduce its effectiveness. Shell Super Multigrade has a special additive to resist these

forces. It also fights sludge formation, inhibits rust and oxidation. It's one of the world's most advanced Multigrade oils, and one of the most reliable. The Second Great Shell Oil Marathon helped to demonstrate it.

Get real engine protection— with Shell Super Multigrade

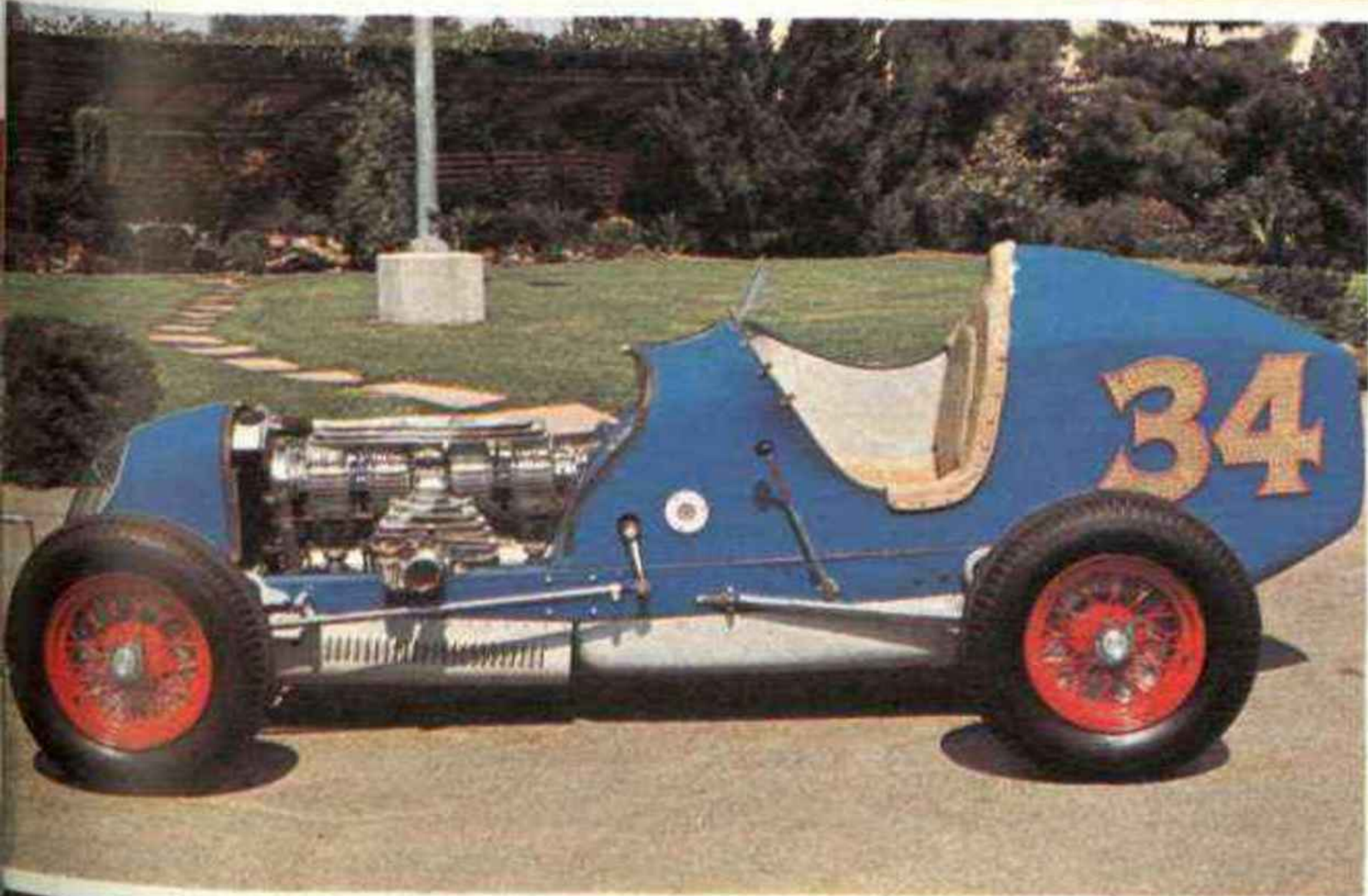
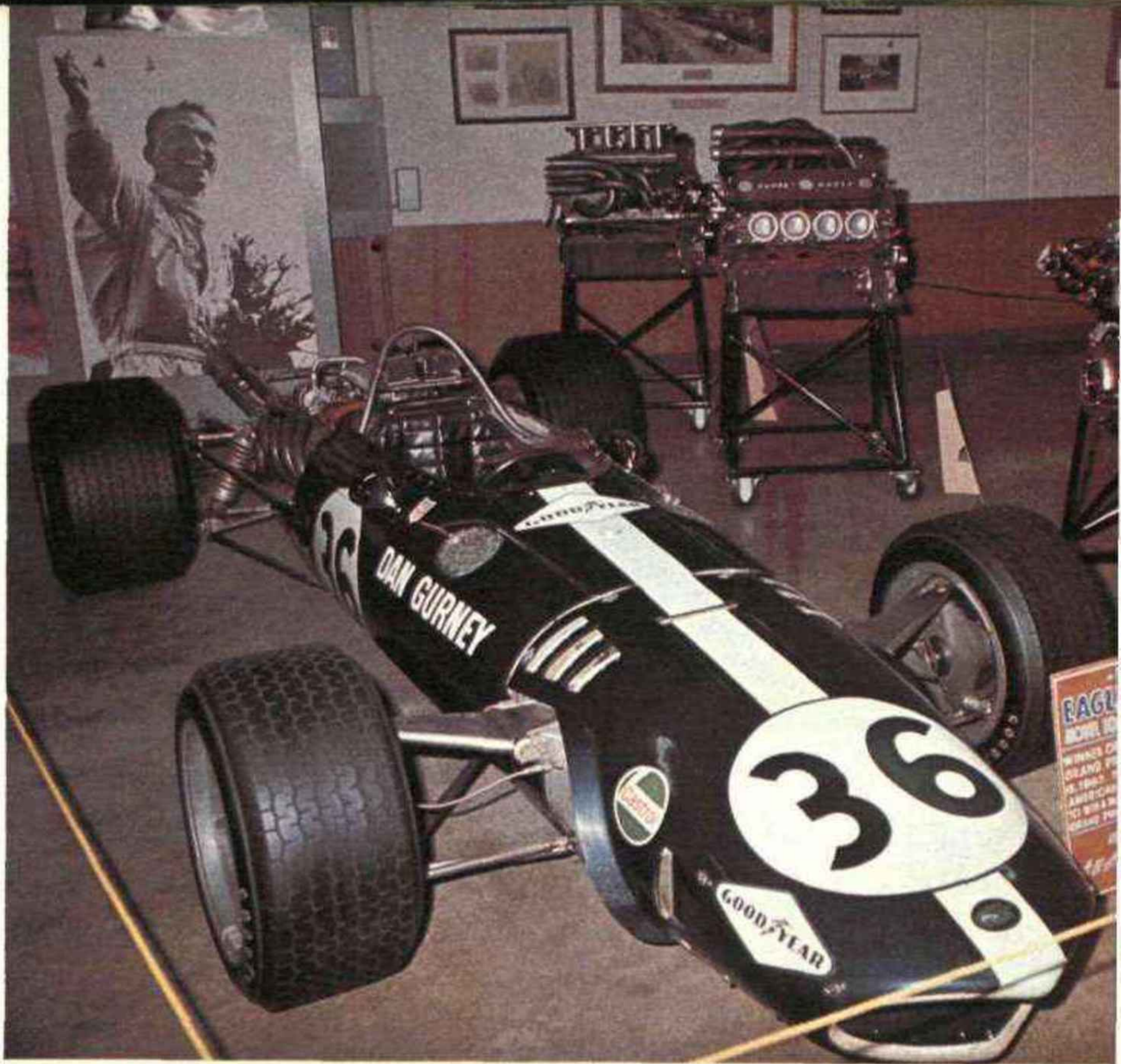


FORMER LE MANS entrant and long-time racing enthusiast Briggs Cunningham still maintains a splendid collection of historic road and racing cars at his spacious museum at Costa Mesa on the Californian coast south of Los Angeles. Above we show a general view of the collection, whilst below we show one of the Lance Reventlow financed Formula One Scarabs which were raced in Europe back in 1959. This car is fitted with a non-original Chevrolet V8 engine, but its original 2½-litre, four-cylinder double overhead-camshaft motor can be seen on the plinth in the foreground.



BRIGGS CUNNINGHAM'S MOTOR MUSEUM

DAN GURNEY'S Formula One Eagle-Weslake V12 (right) won the 1967 Belgian Grand Prix driven by Gurney himself, and is now on loan to the Cunningham collection. The Duesenberg single-seater (No. 34, below) dates from 1929 and is powered by a straight-eight-cylinder supercharged motor. It was driven into second place in the 1929 Indianapolis 500 by Fred Frame. The black and red "sweep panel phaeton" to its right is one of several Duesenbergs in the Cunningham collection, this distinguished straight-eight-cylinder 7-litre machine being built back in 1930. Cunningham also adds modern-day classics to his collection from time to time, the bottom left photograph showing a Lamborghini Miura alongside a Ferrari Dino coupe. The bottom right photograph shows two of the collection's most interesting exhibits, the 1914 Indianapolis Peugeot which finished second in that race back in 1914 and the 1919 Ballot straight-eight-cylinder Indianapolis team car, one of two survivors of this four-car team.





The Lotus Esprit and Eclat

Hethel secures its future with a spectacular new mid-engined sports car and a sportier Elite derivative

THOSE OF US with any concern for the declining British specialised car industry have been worried about the future of Lotus Cars since the company placed 100% reliance in the expensive Elite earlier this year. Not surprisingly in these fraught times registrations of this £6,493 to £7,970 2-litre car have been poor—though picking up recently—and the company desperately needed a second, cheaper, higher sales potential sports car to produce an economic output and profitability from the modern Hethel plant. On the Ital Design stand at the Paris Motor Show last month Colin Chapman eventually revealed his essential trump card, the mid-engined two-seater Lotus Esprit, the most exciting, attractive, series production British sports car to appear since the E-type in 1961. On performance and specification at its price of £5,844, this 138 m.p.h., 0-60 m.p.h. in 6.8 sec. Esprit currently has few serious sports-car rivals below the level of Porsche and Ferrari. The closest comparisons are the Lancia Beta Monte Carlo and the less futuristic, probably more expensive, AC 3000.

A further encouragement for Lotus survival should be the Eclat, a coupé version of the Elite introduced at the London Motor Show.

The Lotus Esprit

The production Esprit stems from the design exercise of the same name created by Ital Design's Giorgio Giugiaro for the 1972 Turin Show. The mechanical and chassis side of this mostly steel model was largely Twin-Cam Europa. In production form the Esprit body is glass-fibre-reinforced plastic produced in two halves, by Lotus' well-protected method of low-pressure injection moulding in an identical method to that of the Elite. Like those of the Elite, the two body halves are joined together along a prominent waist-line by Chief Engineer Tony Rudd's "belt and braces" method of bonding and bolted bracketry. A new, but familiar style, backbone chassis carries the Elite's 160 b.h.p. version of the Lotus-designed and built, 1,973-c.c., four-cylinder, 16-valve, twin-cam engine first produced for the Jensen-Healey. In this mid-engined application this Lotus 907 unit is positioned in-line, with its clutch to the rear, and is canted over at 45 deg. to the horizontal on its exhaust side, as in the Elite and Jensen-Healey/Jensen GT.

Giugiaro in Turin was responsible for "productionising" his original theme for Lotus. Apart from the change to glass-fibre, which the designer had never before worked with, major modifications were to decrease the rake of the screen by 3 deg. to comply with US roll-over strength legislation and to dispense with the fully-opening rear-end in favour of a lid which is little larger than the big, sloping rear window. This gas-strut-supported lid, with a release in the driver's B-post, covers 7 cu. ft. of upholstered luggage space, separated from the cockpit by a shallow, almost vertical window immediately behind the seats. Routine engine access is through a lid in the centre of this "boot" floor. Additional space for soft luggage can be found around the spare wheel beneath the wide front "bonnet".

Essentially wedge-shaped to the point

where the rear window tumbles down to the small spoiler on the tail, the Esprit lines have much in common with other contemporary Italian mid-engined sports cars. As such it is not the evocative trend-setter which the E-type represented in 1961. Wind tunnel tests resulted in the adoption of a prominent front spoiler. Essentials to the Esprit's very low drag factor are retractable headlamps (four in two pods), raised electrically like those of the Elite, and the almost flat, 27½-deg.-raked, single-pantograph-wiper-swept, Solbit-bonded windscreen. The side windows are electrically operated, normal Lotus practice, and behind these are two small, fixed, side-windows, part of the boot sides, which help three-quarter rear vision.

The wide, roomy, passenger compartment is encapsulated in a "safety cell" structure, notable for pioneering two novel features. Side impact protection is provided by very strong extruded aluminium side beams in the doors, saving 5 lb. per door compared with steel of comparable strength. Between the occupants and the engine Chapman has utilised a lesson learnt from his boat construction activities: the bulkhead is made from marine-ply, said to be stronger under most strain conditions than steel tubes. Additional strength comes from a box section running across the scuttle area of the Esprit.

Interior appointments are splendidly attractive, ultra-modern, comfortable and practical. Most prominent is the big, separate binnacles

Continued on page 1293



**XKSS XK120 XK140 XK150
C TYPE D TYPE
LE MANS 1951, 1953, 1955, 1956, 1957.
E TYPE XJ6 XJ12**



Some claim heritage. Others have truly earned it.

Almost every new Jaguar has been a breakthrough in design or performance. Or both.

The XJS is no exception. It has been designed to be the definitive Jaguar.

Which makes it, in almost every way, the definitive high-performance luxury car.

More than five years and £5 million went into its design and production.

With the result that no other car currently made offers a comparable combination of safety, luxury and performance. At anywhere near the price. (£8,900. 19p. inc. VAT, Car Tax

and front seat belts, but not delivery charges or number plates.)

The list of technical innovations in the XJS is impressive. As is the list of luxury and safety items which are fitted as standard equipment.

And it goes without saying that the performance is startling.

Zero to sixty takes under seven seconds.

The top speed, where permissible, is in the region of 150 mph.

Yet this level of performance is achieved in levels of silence and safety that will astonish

and delight you. As will the mpg figures.



Admittedly, because of the export demands for the XJS, you may have to wait a while before joining the elite few who own one.

But the wait will be well worthwhile.

So let patience bring its reward.

The Jaguar XJS.

The car everyone dreams of. But very, very few can ever own.

 **Jaguar** 

From Leyland Cars. With Supercover.



LEFT: Fast, but often fragile, Tom Walkinshaw shows the determined style that has made him and the Capri II a favourite with the European Trophée de L'Avenir crowds.

Where is saloon car racing going?

"BUT, but, I thought saloons were rather dull production things like Broadspeed Triumph Dolomite Sprints, or Toyota Celicas or Hillman Avengers?" Doubtless you recognised the quotation from D.S.J., who was commenting on the inventively engineered super saloons at Silverstone for the supporting race to the farcical Grand Prix. Unfortunately these products of untold hours of individual toil provided an even worse spectacle than the hapless GP machinery, Gerry Marshall's 480 horsepower Firenza V8 pulling out an enormous lead. Those opening remarks would apply far more to the processional specials, rather than the Manufacturers' skilled Group 1-modified machines, contesting the RAC British Saloon Car Championship. At present the future of Super Saloon car specials is in the balance as a separate Championship formula, so we thought this might be an opportune moment to look briefly into just where all kinds of European saloon racing is headed.

First, we had better dispose of what is going on in Britain at present, and the answer is, as usual, rather too much racing for all formulae to survive. When I came to count up the Championships involved, it was astonishing just now many kinds of saloon cars currently enjoy the debased status of a British Championship. Starting from the bottom in costs there is the original one-marque series, that for Mini 7 Club 850s, the later 1000s (Mille Miglia) and, next year, there is to be a series for slightly modified roadgoing 1275 GTs.



Ford were the next ones into this way of selling their products, and they came up with the ferocious Escort Mexico (now includes the 1600 Sport) Championship, sponsored this year by *Penthouse*. The early years were marked by big prizes scrapped over by the likes of Jody Scheckter, and there has been something of a revival in the series this season. Ex-F5000 pilot Steve Thompson stylishly won a series that is as full of bent panels and airborne motor cars as stock car racing was, before the latter was cleaned up. Finally there are rolling, lurching, and virtually silent—save for the screams of drivers and tyres—Renault 5s. At this point I wonder, is that motor racing? That remark also applies to the celebrity races in Shell-sponsored Escort Sports, unless they are driven well, and that is rare enough for me to wonder if spectators really like these events?

Now we progress into the general Club racing events, where we find that all the attention is concentrated on the BBC Radio 1 races, catering for FIA Group 1 (over 5,000 units per annum) cars, picking their way unsteadily on road tyres, but attracting sponsors hoping for a BBC mention. There is a parallel series sponsored by staunch racing supporters Britax, and that attracts plenty of support too. In both series the race order normally reads—Camaro, Camaro, and then, either Jock Robertson heading the squad of Mazda RX3s, one of the fleetier Capris, or the inevitable Marshall in a Vauxhall Magnum. Cars are divided by price in both series and this results in some very close struggles at the lower end of the field between such unlikely mounts as the Lada (successors in racing success to the Moskviches), a Honda Civic, Mini 1275, Imp or Simca Rallye. To me that sums up the ingredients that ought to be present in a good saloon-car event, variety and close competition. Unfortunately I also like sheer speed and some-

LEFT: This is the first racing Sprint to appear, and be entered under, Leyland factory colours. Note the twin fuel fillers for the Tourist Trophy. **RIGHT:** Sprint unit in L'Avenir trim. Twin 48DCOE Weber carburettors are amongst aids used to realise 235 b.h.p. and 160 lb. ft. torque. For Group 2 next year, Broadspeed are assessing Lucas fuel injection, utilising butterfly throttles. Internally the major reciprocating components are based on production parts, including the steel crankshaft, which can withstand 8,500 r.p.m., and is protected by shot peening and Tuftriding.

thing that looks a little different from the car I can see duelling desperately around Hyde Park.

Here the British progress into an absolute plethora of Club racing Championships for Special Saloons. These are the less modified lightweights from which Super Saloons sprang in recent years, and to which category that exotic formula may well be forced to return next year. In fact, you'll often find that one, or perhaps only two, circuits are used in the acquisition of these titles, some of which are run under a regional title, while others are rather deceptive, and really only useful for presenting to prospective sponsors as a testimonial. Cars for these Championships tend to be either Minis, Imps, Escorts, Vivas



ABOVE: BROADSPEED'S interpretation of the Trophée de L'Avenir rules applied to a Dolomite Sprint.

or Capris in advanced racing tune. A few years back, when there were less titles, a driver could progress through these Club saloon formulae and earn an International or RAC Saloon Car Championship drive. That seems more likely to happen for the Radio 1 and Britax contestants today. Rather a shame, for the Group 1 machines demand little more than the good road driver can give, and an awful lot depends on how much engine power you have, rather than skill.

Sitting at the top of the British tree this year have been the Super Saloons, and the British interpretation of Group 1, applied to machines contesting the Southern Organs-RAC British Championship. The Super Saloons boast some truly incredible machinery, but the people running them often do not have the resources to sustain a competitive and reliable car. This has led to the situation where Dealer Team Vauxhall have constructed the virtually invincible slab-sided Firenza. The



RIGHT: *Weird and wonderful Super Saloons, emphasised by the front row at Silverstone. It reads 5-litre Vauxhall Firenza V8 (Gerry Marshall), 8.1-litre Chevrolet Corvair V8 (Ian Richardson) and 2-litre Skoda-Ford Cosworth BDG (Alec Poole). Further back Arthur Collier's Skoda Chevrolet V8 can be seen, accelerating by John Pope's double-turbocharger-equipped Aston Martin V8 Vauxhall.*

parody of a Vauxhall shape is constructed in glass-fibre, there's a monocoque central tub, front-mounted Repco- Holden 5-litre engine, massive GM four-speed gearbox and extremely sophisticated independent suspension, connected to massive alloy wheels. It took a couple of races for Marshall and the DTV machine to understand each other, but now it is driven with the kind of opposite lock abandon that Marshall applies to most of his mounts. In turn this means that nobody has been able to offer a consistent challenge. That does sound dull, but it really is fun to inspect



ABOVE: *NORMAL RAC Championship Sprint lacks the L'Avenir car's big wheel arches and some 45 b.h.p.*

the opposition when it comprises devices like Skodas with either 5.7 V8 or 2-litre (Cosworth 275 b.h.p.) power; a VW 411 with Formula One Cosworth 3-litre DFV (Chris Craft has driven this 450-b.h.p. hybrid into much better form of late); two Capris with varying amounts of Chevrolet V8 impetus; a Capri II carrying the 440 horsepower Cosworth 3.4-litre V6, and a Vauxhall Viva with double turbocharger installation for its Aston Martin V8. Much more rarely seen is the Richardson 8.1-litre Chevrolet Corvair (a very close relative to a McLaren Can-Am car) and the recently completed Jaguar-Chevrolet V8 of Tony Hazelwood, neatly christened XJ8. If the Tricentrol-sponsored series for these and some others is abandoned next year, these hulking monsters will share races uneasily with their rather more restricted Club specification brethren, as they always have done, prior to this season. Certainly it seems that the place for these examples of what can be

called a saloon car is probably out of International limelight, unless you want an appropriate accompaniment to a British GP! This is not to disparage the category, for it is nice to find a class where the majority are there for the fun of it. Where a skilled man can shine in a reliable car, driven to its absolute limit . . . but there simply doesn't seem to be enough money and expertise to lay on an International status Championship.

Recently there has been a lot of discussion over the form that next year's British Saloon Car Championship should take, and it is rather sad to report that the RAC have been pressured into backing the adoption of a 3-litre limit. The object is to eliminate the easy dominance of the American Camaros, and introduce three-way scraps for outright victory between such honourable European marques as Ford, BMW and Opel . . . so much better than those vulgar American cars, now that we have to toe the EEC line! Otherwise the regulations stay as the 1975 series, which means they have a little more power and little more suspension freedom than FIA regulations demand, carrying alloy wheels to show that they really are racing cars. 1976 classes will be: Up to 1,300 c.c., 1,300-1,600 c.c., 1,600-2,300 c.c., and 2,300-3,000 c.c.

A bit more exciting from the driver's viewpoint should be next year's European Group 2 (over 1,000 cars produced per annum) European Touring Car Championship. These new Group 2 regulations amount to a determined attempt to provide closer racing *via* weight limits based upon a car's cubic capacity; also included are fuel and rim width restrictions. These regulations had not received their final stamp of official approval as we went to Press, though it was not thought that anything more than minor changes could be made to the proposals.

Next year's Group 2 regulations are very similar to those governing the *Trophée de L'Avenir* races this year. This series has attracted excellent support from well-sponsored "semi-factory" teams with hot disputes for outright victory between a British-based Capri II team, a pair of Belgian Luigi BMW 3.0 CSis and Opel Commodore GS/Es

backed by Levis in Holland and BP Belgium. In essence these cars are Group 1 homologated models that are allowed free carburation (but not fuel injection, unless it is already fitted) and hand finished engines, coupled into a body shell that carries wheel arch extensions, of no more than 5 cm., front spoilers, plus wheels and tyres that will fit under such arches.

The result of these rules can be seen in a new British Leyland Dolomite Sprint which was produced to take part in the final round of the series, the TT at Silverstone in early October. *Trophée de L'Avenir* regulations have allowed the double Weber-carburated engine to produce 235 b.h.p. at 7,750 r.p.m., and the car sits on 9-in. wide wheels. Compared to a British Dolomite racing in the RAC series there is around an extra 45 horsepower, much better brakes (ventilated 10.3 in. dia.) and a rear axle located with the normal four links, plus a Panhard rod. Interestingly the push-rod 3-litre Capris are generally no more powerful than Broadspeed's *L'Avenir* Dolomite and the Ford is badly handicapped by poor braking, even with non-standard ventilated units installed. Kings of *Trophée de L'Avenir* power races, aside from the occasional American interloper, are the injected BMWs (295 b.h.p.) and Opels, which normally have some 10 horsepower less. The reason that the Ford is competitive with its German rivals is the old one of light weight and, it must be said, some exceptional driving from regular pairing, Tom Walkinshaw/John Fitzpatrick. The Capri IIs had actually led every round of the series prior to the TT, and recorded pole position plus fastest lap as well. That is not enough for victory though, and the Capri has only won twice, again prior to the TT, owing to breakdowns, often of the gearbox yielding under the strain of trying to help out the brakes!

The practical effects of the new Group 2 over the present *L'Avenir* machinery will be to allow the use of fuel injection, much higher compression ratios (Dolomite will go from

Continued on page 1294



LEFT: *Three downdraught Webers feed the Racing Services-modified 3-litre Capri II V6. RIGHT:* *Oof! British series is full of moments like these, which is why sponsorship is so important!*



As Marcel Duguet used to tell his grandson:
“When you’re making casks for the Martells, it
doesn’t pay to rush things.

Seven years over one cask is quite fast enough.”

“The Martells have always
been a demanding lot.

Even when it comes to
making the casks for their
cognac.

They’ll only ever use a
special kind of oak.

And they won’t let you
touch it till it’s been left out to
weather for seven years.

Only then will you get to
use your skills on it.

And when you do, you’d
better make no mistakes.

Because a bad cask can
make for bad cognac.

And that is not a business
the Martells are in.”



MARTELL.
THE FAMILY OF COGNAC SINCE 1715.

mounted atop a vast, sloping acreage of padded fascia. The wrap-around ends of the instrument pod carry the switch gear. Cloth upholstery comes in any colour so long as it is green with tartan inserts for the luxuriously body-hugging, high-back bucket seats, which are separated, as is to be expected, by a console over the backbone chassis. The entire fascia is covered in green cloth. Lotus are developing their own air-conditioning to encourage Esprit sales on the US market.

The sheet-steel backbone chassis follows much the same lines as previous Lotus examples. Arms at the front of the chassis support the coil-spring/damper front suspension units. The 907 engine is carried in a tubular space frame at the rear of the sheet-steel chassis. The chassis box section is used to carry the water pipes from the long, shallow, Covrad aluminium radiator behind the air dam, a type of radiator first used on the Elite. Behind each seat, ahead of the subframe, is mounted a separate fuel tank, each of 7½ gal. capacity, with separate fillers.

The engine/transmission unit is rubber-mounted to the chassis at four points. The nature of the gearbox is something of a surprise: no less than a Citroën SM unit mounted at the rear of the car, mated to the Lotus engine by a special bell-housing and driving through an 8½-in. clutch. Yes, the Maserati-engined Citroën SM has gone out of production, but Citroën are continuing the low-volume gearbox production for Chapman's company. The linkage to the box is a lengthened version of the SM's rod and cable system, and precision is assisted by a cast alloy gate at the base of the central gear-lever, hidden beneath the gaiter. All five gears are indirect, with 5th designed as an overdrive, offering 21.85 m.p.h./1,000 r.p.m.

Front suspension is by unequal-length wishbones borrowed from the Opel Ascona, as are the anti-roll bar and 9.7 in. outboard front brake discs, of non-ventilated type. A modified Elite steering rack is fitted. At the rear the layout is again modified Elite, with independent diagonal trailing arms and lateral links, fixed-length driveshafts, coil-spring damper units. Rear disc brakes are inboard and of 10.6 in. diameter. Wolfrace alloy wheels are fitted (as they were on Giugiaro's



The new Lotus Eclat, an Elite-based 2+2 coupé. This is the basic 520 model, with 4-speed gearbox and narrow-rim wheels. Sportier performance and handling is said to result from some 300 lb. reduction in weight.

original prototype), 6J × 14 in. front, 7J × 14 in. rear. Initially tyres are to be exclusively Goodyear G800 Supersteel Grand Prix "70" steel belt radials, 195/70HR × 14 at the front, 205/70HR × 14 at the rear.

The Elite-specification all-aluminium engine has cylinder dimensions of 95.2 mm. bore × 62.9 mm. stroke, has five main bearings and produced 160 b.h.p. at 6,200 r.p.m., 140 lb. ft. torque at 4,900 r.p.m. with the aid of two twin-choke Dellorto DHLA 45 carburettors, a 9.5-to-1 compression ratio and those 16 valves operated by twin overhead camshafts. This is sufficient to propel its 17.8 cwt. to 100 m.p.h. in 20.7 sec. and to the end of the standing quarter-mile in 15 sec., excellent figures for a 2-litre, four-cylinder production sports car, so long as they are more accurate than those quoted by Lotus for the Elite at its introduction.

Truly, Lotus have excelled themselves with the Esprit, at last producing another true enthusiast's car to replace the S130, Elan and Europa, though far removed from the cheap kit car idea which took Chapman to his millions. Today's Lotus enthusiasts will have to be pretty well heeled to afford the Esprit—which should at least be economical to run—but at its price this beautiful machine fills a wide-open gap in the market. It's a shame that the open Elan could not have survived to

complement the Esprit at the bottom end of the range.

The Lotus Eclat

The Eclat is simply a coupé version of the Elite, sharing the same mechanical components, except that the cheapest version, the 520, utilises a four-speed gearbox instead of the Elite's five-speed unit, which is, however, included in the dearer option packs. Lotus see the Eclat as the true successor to the +2S 130, a 2+2 high performance sports car.

It shares too the luxuriously-upholstered Elite interior, its comfortable seating and the "ring of steel" safety protection for the cockpit. In place of the Elite's hatch back, the Eclat has a conventional rear window, sloping steeply towards a conventional boot lid above a boot which is much more capacious than that of the Elite. The rear bucket seats are identical to the Elite's, but have been moved through an arc, making their back-rests more upright and reducing head-room (hence the 2+2 designation) to enable the boot to be enlarged by moving the fuel tank forwards.

At the Paris Motor Show Colin Chapman and Lotus Managing Director Richard Morley were at pains to point out to me that the Eclat doesn't just look different to the Elite, it drives much more sportingly too. This is the result of something like 300 lb. less weight in its cheapest form, in which form there is also the benefit of lower unsprung weight from 5½J × 13 in. steel wheels shod with 185/70HR G800 Grand Prix tyres in place of the Elite's big 7JK × 14 in. alloy wheels shod with 205/60VR × 14 Dunlops. These big wheels are standard on the more expensive Eclats, the 521 (which also has the five-speed gearbox and Philips 314 radio), the 522 (big wheels, five speeds, air-conditioning and Philips 462 stereo/cassette radio), and the 523, a 522 plus power steering.

The main benefit so far as Lotus marketing is concerned is that the Eclat is much more attractively priced than the Elite: the 520, initially the only model in production, is £5,729, whereas the cheapest Elite, after last month's 3.8% price rise, is £6,493.

Released at the London Motor Show along with the Eclat was the Elite 504 with automatic gearbox and luxurious new marcasite interior. Now the top of the Lotus range, this Borg-Warner transmission model is a rather hefty £7,970.—C.R.



The Eclat's conventional boot has more room than the Elite's "glass-house". Less rear-seat space results from tilting the seats to increase boot volume.

VSCC Welsh Weekend

Oct. 4th/5th

THIS ANNUAL EVENT followed the traditional pattern but will be remembered as "30/98 Year", because 13 of these splendid sporting cars took part, or 14 if the driving-test entry is included. They comprised the E-types of Samson, Tony Mitchell, who bought his at a recent auction, Townsend, Jeddere-Fisher, Templeton and Rowley and the OE-types of Bendall, Grey, Bullett, Ghosh, Tony Jones and the Marsh brothers, the latter pair C.P.'s Wensum and D.R.'s 1923 Velox discovered with a Bentley radiator and other astonishing chassis mods., but rebuilt so that it looks like a new car. This inspiring turn-out of the finest of vintage cars was beaten numerically only by the presence of 16 Austins, two of which were driving-test entries.

In the Knighton driving frolics Brett's Morris-Cowley bull-nose saloon rolled round the pylons at a fine pace, on its Goodyear wheels (made in Dudley), perhaps aided by a brass ram-tube on its SU. Morgan drove a late-model OE 30/98, Warburton his 20/70 Crossley, Diffeys his 8/18 Humber two-seater, on 23 x 3 tyres and inhaling through a Cox Atmos. Moore's Lea-Francis was impressive, the Triumph Super Seven darted about, but Brooks' Darracq 12 tourer spat at its driver, although apparently quite untroubled by having 775 x 145 balloons at two of the corners, 780 x 150s at the others. Williams' bull-nose Morris hasn't given up smoking but was quick, the Swift emitted an awful graunching noise but lived up to its name, and without benefit of the results we agreed that Neale's 1911 two-seater Rolls-Royce Silver Ghost, with his own immaculate coachwork, must have won the beauty-show.

It is impossible to pick out who made the better performances in Sunday's trial, as one cannot watch all the hills (most of which were easy), but the results are appended. It seemed that there was more mechanical mayhem than usual. Ridley's 12/50 Alvis had a back-axle seizure early on, but "Pa" Windsor's "8/28" Humber Chummy waited until the last hill, which it nearly conquered, before discarding something vital in the transmission, that rendered it brakeless. Barker went so well

SALOON CAR RACING

Continued from page 1291

10.75 to 1 to 12.2 to 1) and the re-location of the engine in the frame. The 16-valve engine of the Dolomite can be moved backwards, and downwards, to produce considerable handling benefits.

Next year, while the Europeans bask in the glamour of the more expensive and faster Group 2, which their prosperity can apparently support, we will have what the promoters tell us we want. A formula designed to fit no International regulations and minus the big American machines that took over as outright winners from Jaguar in the early 60s. Leyland will not be taking the Group 2 battle directly to the Europeans, for the prototype car illustrated here is meant to develop ideas ready for others to use, not herald an official Leyland factory team, despite its BL Corporate livery and factory entry (the first time) at the TT.—J.W.



A pair of vintage four-seater tourers on the VSCC Welsh Weekend—Dighton's 1928 Humber 9/20 (left) and Brooks' 1924 Darracq 12/32.

in his Model-A Ford that we never saw him but Threlfall's sister car (actually two years older) broke its crownwheel, and received no help from a Model-A van in the car-park. Stoyel's Frazer Nash lost a chain on the first hill, Phillips' Alvis SE Special broke a halfshaft but carried a spare, and on the road section Hill was lucky to get a replacement rotor-arm for his AJS, Holbrook less lucky, as his wife developed a temperature in the open M-type MG and they had to retire. Mellish's 1914 Crossley was aided by twin tyres on each back wheel and Roger Collins had his 1903 Sixty Mercedes in the trial, stripped as if for a Gordon Bennett. Rosemary Burke rode in Danaher's Austin 12 tourer and primed us with Press items, including a contribution from Ghosh in the form of a label "Trial Offer 5p" which suggested that Cadbury's were sponsoring the event; on closer investigation this proved to be associated with solidified cocoa, not motor sport.—W.B.

Results:

Harry Bowler Memorial Trophy: M. B. Bullett (1927 Vauxhall).

Presteigne Trophy: R. Admans (1927 Austin).

First Class Awards: N. Arnold Forster (1925 Frazer Nash), H. F. Moffatt (1923 Bugatti), H. Spence (1930 Lea-Francis), M. D. Riley (1927 Lea-Francis), A. D. Jones (1923 Vauxhall), J. W. Rowley (1921 Vauxhall).

Second Class Awards: B. M. Clark (1924/8 Austin), N. S. May (1926 Frazer Nash), R. G. Winder (1924 Austin), B. Gray (1924 Vauxhall), A. G. Templeton (1922 Vauxhall), M. U. Hirst (1928 Alvis).

Third Class Awards: F. G. Giles (1928 Frazer Nash), N. J. W. Stoyel (1928 Frazer Nash), M. J. Joseland (1926 Frazer Nash), J. F. Brake (1926 Alvis), A. Jeddere Fisher (1921 Vauxhall), C. Lee (1927 Alvis).

Postscript: Since writing the above I have heard from the authoress of "Odious Child", who tells me that her father was one of the first car-owners in Russia (make not remembered) but that her grandfather had no associations with Ettore Bugatti, simply buying the electric Bugatti as a present for his grandson. In 1920-21 her father, while in Holland, had a De Dion Bouton with all-weather body, equipped with flower vases and companions of bottles and decanters in the back compartment. This, and the Hotchkiss that he owned later, were declared by her father to be the best cars he ever owned. The Hotchkiss had been custom-made for the Head of the Hotchkiss Company and possessed headlamps that swivelled with the front wheels and a horn that could play two tunes, both, alas, found to be illegal. As far as is remembered, the De Dion Bouton was replaced by a Panhard-Levassor, with splendid brass headlamps and a body equipped like that of the De Dion and finished in black-and-yellow, picked out with cane-work.—W.B.

Cars In Books

I HAVE been saying recently how one comes upon references to cars in the most unexpected places. This is borne out by something I found in "Odious Child" by Taya Zinkin (Chatto & Windus, 1971), which I should probably not have read had a MOTOR SPORT reader not drawn my attention to this autobiography. Not only does the authoress refer to her young brother possessing one of those model electric GP Bugattis but there is a photograph of it in the road outside her father's nursing home in Neuilly, Paris, in the 1920s, with its proud owner at the wheel.

This Russian family was wealthy, as indicated by the present of a 30-room villa set in a park by a lake at Enghien-Les-Bains made by the grandfather to his eldest granddaughter in 1925 and a smaller one of 12 rooms on three floors, with two gardens which the authoress, as the youngest granddaughter, was given at the same time. But whether the model Bugatti was bought because they knew Ettore Bugatti or because they owned a full-size Bugatti, or simply because it was deemed a nice plaything for a four-year-old boy (Ettore intended them for children of six to eight years of age), I do not at present know. The last-named reason seems the most likely, as it was a present from grandfather Diedouchka when the children went to the traditional Beaulieu Passover family reunion. It is described as "... an electric model which could run for two hours before the batteries had to be recharged and it could go as fast as 20 k.p.h." [A very fair description, although I believe only one accumulator was used and that top speed was 10 to 12 m.p.h.—Ed.] It is noted as being bright red, instead of the traditional Bugatti blue, and there is an amusing reference to an aunt making snide remarks about the child showing off: "... she would not, for anything, let her children drive racing cars, even model size, and she forbade her daughters to go near it." But the authoress and her brother played games with the car, she pretending to be a policeman stopping him for speeding, as he raced over the private roads at Beaulieu (the French Beaulieu, that is). Presumably after this the Bugatti was taken back to Paris and as the nursing home existed up to 1939 it may well have been there then. I wonder if this is a new Bugatti reference, even to H. G. Conway?

Alas, the book credits the first attempted crossing of the Atlantic by air to Nungesser and Coli, who were lost, and then successfully to the American Lindberg, overlooking the fact that the first crossing was made in 1919 by Alcock and Brown in the Rolls-Royce-engined Vickers Vimy biplane. There is mention of drives with a governess to whom posters advertising Texaco, Ferodo (rendered as Ferrodo), Panhard-Levassor and De Dion Bouton were pointed out to help the woman improve her French pronunciation. But unfortunately we are not informed as to the cars used by the family in those pre-war days.—W.B.

Letters from Readers

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

Graduates from Two Wheels

Sir,
The days when a top racing motorcyclist could switch to four wheels and slot straight into the front ranks of a Grand Prix grid belong to the past. Mike Hailwood, who is the subject of an article in your September issue, might well have progressed further on four wheels had he sacrificed the years spent on two.

It was not always so, right up to the second World War some of the truly outstanding racing drivers had graduated from two wheels. The Italians were particularly keen on this progression: Tazio Nuvolari, Achille Varzi and Luigi Arcangeli had all won motorcycle classics in the twenties and became works drivers, Arcangeli unhappily being killed at Monza in 1931, the other two becoming even more successful with cars than they had been with bikes. Then in the thirties Piero Taruffi, Giordano Aldrighetti, Dorino Serafini and Alberto Ascari made their names as works riders. Aldrighetti was killed in 1939 at Pescara but the other three were works drivers in the post-war years, Ascari becoming one of the most successful of all Italian drivers.

Similarly in Germany Rudolf Caracciola had a smattering of motorcycle racing in his early years and his Mercedes-Benz teammate, Hermann Lang, had been sidecar champion of Germany. The rival Auto-Union team, whose racing experience prior to 1934 was gained with DKW motorcycles, drew strongly from the ranks of motorcyclists. Besides Varzi and Nuvolari, on whom they relied heavily at the beginning and end of their era, they recruited Bernd Rosemeyer, Hermann Müller and Georg Meier direct from international motorcycle racing and pitched them into GP motor racing without any intermediate stages. Rosemeyer, who had been a great all-rounder as a competition motorcyclist, was surely the only man to completely master the 16-cylinder Auto-Union. As for the other two they notched up 1st and 2nd places in the GP of the ACF at Reims in 1939 in the 12-cylinder, 3-litre cars.

In this country we were not so GP-orientated then as now, our *Grande Epreuve* being the RAC Tourist Trophy. In this classic series the names of Caracciola, Nuvolari and Varzi featured prominently and the list of winners included three other former racing motorcyclists, namely: Norman Black, Freddie Dixon and Charlie Dodson, until it began to look as though motorcycle experience was a prerequisite of success. [Still the same today in its watered-down saloon car form, apparently. Former motorcycle racer Stuart Graham has just won the TT for the second consecutive year.—Ed.]. Although the French have not produced so many big names in international motorcycle racing, two of them, Jean Behra and Jean Pierre Beltoise, made their mark in Formula One since the war.

Johnny Cecotto of Venezuela has just won his first motorcycle World Championship at the age of 19. Perhaps he has the time and the talent to switch to cars and make it to the top.

London W3

JOHN DEACON

Used Morgan Inflation

Sir,
You probably know that the waiting time for a new Morgan from the date of ordering is approximately three years. The good part about this is that many cars are being exported (cheers) which helps our balance of payments and even Japan is included in this.

The bad thing is that if one is an enthusiast, not to say obsessed with the *marque* as lots of people are, this means that a great deal of patience is required. The position is exacerbated by non-genuine orders from persons who will immediately sell their new machine at a profit.

When one considers that the price of a new 4/4 1600 2-seater without extras is roughly £2,300 it is rather depressing to note in October's MOTOR SPORT one firm offering a 1970 version (admittedly a 4-seater and with only 5,020 miles on the clock) for not less than £3,000!

With exploitation of this kind going on it pays to be patient. As you mention elsewhere the price of Morgans in many of your advertisements is conspicuous by its absence.

I will not eulogise as much as some of your correspondence about your magazine; it has all been said and I endorse it.

Tunbridge Wells B. G. W. JAMIESON

Two Years With An MG-B GT V8

Sir,
Having owned one of the much-maligned MG-C GTs for 54,000 miles, the handling of which was transformed by the fitting of Michelin XAS tyres, and which gave minimal trouble, I concluded that there were two schools of thought about them. On the one hand there were those who had read the scathing motor press reports and wouldn't touch them with the proverbial pole, and on the other there were the people who had actually owned one!

After a period with a rather troublesome 4.2 XJ6, I bought a new MG-B GT V8 in October 1973, which has now covered 35,000 almost trouble-free miles.

I paid £2,350 for it, at which figure some motoring correspondents declared that it was expensive, because they compared it with the normal MG-B, instead of with other sports cars in the 130 m.p.h. class.

Surely this was phenomenal value when one considers the economy of 24 m.p.g. on 3-star fuel, to match the 0-60 in 7.5 seconds performance of which the car is capable?

And yet there are so few of these cars on the road! Can it be that the rather luke-warm press reports have stifled another potential world-beater?

True, the body shape has been around a

long time, but it still looks attractive, and mine doesn't suffer from the oft-reported wind roar we've all read about.

Even the 24 m.p.g. figure is pretty conservative, because on long Motorway journeys at a steady 70 or so, the car does very nearly 30 m.p.g. whilst the motor is purring along at little more than tick-over revs.

The main black marks it scores are for an awful overdrive switch, which is all mixed up with the wipers on a left-hand stalk (I like the switch on the gear-knob as on the XJ6 and Stag); some clumsy heater knobs which can't be seen in the dark, because the dash lights don't shine in the right places; and the original G800 tyres were rather poor, being scrubbed out in 14,000 miles, whereas the replacement XAS Michelins have already done over 20,000, and still have some meat left on them. There also seems to be a dearth of distributor contact points for the model, which could be a nuisance. All trifling criticisms when balanced against the model's virtues, and it's cheaper than its Jap equivalent, the Datsun 260Z!

Despite some pretty hefty use, the original discs pads are still serviceable after 35,000 miles, and the engine uses so little oil, that I have become bored with pulling out the dipstick, and have got into the dangerous habit of ignoring it for about 5,000 miles at a time!

I should be interested to read of other V8 owners' experiences, and pleased to read some really enthusiastic press reports, before the model suffers the fate of the MG-C.

Thanking you for a fine magazine.

(No BL or Michelin connections!)

Rowberrow, Somerset STEPHEN DEAR

Misguided Legislation

Sir,
As one who has over very many years' readership of MOTOR SPORT, noted many worthy editorials in defence of the harassed motorist, I now write expressing alarm and despondency about the new measures which make compulsory the use of headlamps at night on all roads.

Successive motoring legislation has tended, unwisely I think, to restrict the prowess and the experience of the keen driver, and displays a general policy of rounding everyone down to the minimum statutory skilled level. The latest misguided and irrelevant outpouring from this cornucopia of legislation removes from the driver the decision, taking into account the weather conditions, the quality of the street lighting, and the volume of traffic and pedestrians, whether or not to switch on his headlamps. I am convinced that the motoring public have not yet come to realise the full potential impact of this Orwellian gesture.

Dazzle, always a major contribution to road accidents, is now going to increase significantly, as is the manifestation of badly adjusted lights. Likely hazardous situations are numerous, but to take a common one: Two motorists are approaching a zebra crossing from opposite directions. To observe any pedestrian attempting to cross from right to left in front of "our" car, "our" driver's line of vision must pass across the headlamp beam of the approaching car not once, but twice. In the raining situation, reflection almost

doubles the hazard, and the pedestrian may not be clearly discernible.

When will those who mould our legislation ever realise that in the long term driving standards will never be allowed to rise with negative measures of this kind on the Statute Book. A more advanced test and a wider range of experience is needed to promote skill in driving, and to inculcate that vital ability to discriminate and to choose a course of action appropriate to differing circumstances.

The mind boggles at what the next well-meaning but totally ineffectual suggestion is going to be, and the burden of enforcement it will place upon the police whose job is a noble though thankless one, but one which would enjoy a better public image if they were allowed to concentrate wholly upon the stamping out of serious crime rather than the pursuit of technical offences. The licences of normally law-abiding citizens are at stake with such continuing trivialities, and I invite anyone who shares my concern to write to me with information and/or a petition which I am prepared to transmit to the Department of the Environment.

Wigan

DAVID CULSHAW

Buying Secondhand Dinos

Sir,

It seems great interest is now being shown in the Dino 246 GT as a reasonably priced exotic car. Mr. Cotterell in your July issue said he did all his own servicing due to high garage charges by the specialists in his *marque*. Mr. Lewis in the September issue then quite correctly stated the point that knowledgeable servicing costs money but probably in the end saves money. Now in the October issue Mr. Handley of Southport wonders, before finally deciding to buy a Dino, whether the high service and spares costs will in fact prohibit him from buying such a car.

I hope what I write below will help Mr. Handley make up his mind. I am in the fortunate position of being able to indulge in my hobby, at work, for some parts of the year. My hobby, since I could drive, has been fast road cars.

Maranello Concessionaires of Thorpe were kind enough to let me test all their 1975 models, including the Boxer, and I have just finished trying the Turbo Porsche.

Two years ago I tried a 246 Dino for a couple of days and I think it was that trial and subsequent conversations with owners of the 246 that persuaded me that the only meticulously finished, superbly built grand touring car on the roads today that can be confidently bought secondhand (after, of course, suitable enquiries into the actual car's state of health) is the Porsche 911.

The 246 is a highly tuned piece of machinery and being mid-engined is not ideal to work on. As with Porsche, spares are VERY expensive, to give examples from current models, a new rear bumper on the Ferrari 365 GT4 2+2 is £90.80, and on the Turbo Porsche £84.43. Similarly a 365 GT4 silencer is £245.72 for the complete exhaust system and £180.98 for the Turbo. Michelin XWX tyres for the Dino will cost well over £50 each. If Mr. Handley hunts round he will be able to find such items as replacement windscreen, which after all may be needed

at any time, for about £70 (which is about £45 over what his insurance company will pay out). It is therefore items such as tyres, windscreens, wiper motors etc., which may need replacement at any time and with the exception of tyres cannot be examined at the time of purchase as to their possible durability.

Another thing which should be borne in mind when buying an unusual car, such as the Ferrari or Porsche, is "where is the nearest dealer and spares stockist?" If you have to go by train 100 miles to pick up a new wiper motor or take the car that distance to get something fitted it is annoying, but it just depends whether Mr. Handley is a Ferrari fanatic or just likes the look of the 246. If he is the latter he may soon wish he had never thought of a 246. If, however, he is truly keen on the *marque*, distance and inconvenience will be no object.

Insurance on Ferraris and especially mid-engined cars can be very, very high so he should get a firm quote.

My main advice however is do not buy any kind of exotic car through anyone but a dealer in the *marque* you are buying. And check the guarantee—does it include labour as well as parts? A friend of mine who has quite wide experience of Dinos once advised me never to buy one that had had more than one owner and it should not have more than 20,000 miles on the clock. Apparently, he said, 25,000—35,000 was the maximum mileage you would expect out of a Dino before big engine overhaul expenditure was needed. And this is where I would advise Mr. Handley to consider a Porsche 911 instead. 100,000 miles is nothing on the fabulous flat-six Porsche engine. There are examples on the road with well over 200,000 on the clock and without having had major overhauls.

I spent eighteen months looking for a good 911. I found one at Malaya Garage, Billingshurst, Sussex, main Porsche distributors for Sussex and Hampshire. Their guarantee must be one of the best in Britain. 5,000 miles, labour and parts irrespective of time and you get the work done at your nearest agents if that suits you best. And I have not had a quibble from them for any of the work I have had done. (I have no connection with them, of course, other than being a satisfied customer.)

So to summarise for Mr. Handley, if he *must* have a Dino, make sure it is one owner, no crash damage, full service records with a Ferrari agent, and buy it through a Ferrari Dino dealer with a proper guarantee, or better still, buy a Porsche!

Shaftesbury, Dorset

N. J. EDWARDS

Multiple Insurance

Sir,

I am a regular reader of MOTOR SPORT, and a classic car collector, and often have in my possession as many as six or seven cars, all taxed, and ready to drive at any time. I insure my cars third party and owner-driver only, thus only one car can be on the road at any one time, but I have to have every car insured, or keep changing the insurance from one car to the other. This is impossible as I may wish to drive as many as three or more cars in any one day, and how does one change the insurance from

one car to another three times in one day?

I have had a clean licence for 37 years, and also a HGV licence, served my time as a motor engineer, and have driven over a million miles.

I have approached many insurance companies to insure me to drive any car "that is mine", third party and owner-driver only, but they refuse to "play ball". I am prepared to pay their maximum risk, I think it's group 7; most of the time I will be driving minimum risk cars, so what have they to lose as I am only one risk?

I feel sure that if MOTOR SPORT took this up, for and on behalf of their readers, not only for me, but many others who have the same problem, you will be remembered by classic car collectors for a very long time.

Stanmore
F. C. IRISH
[A problem which afflicts many of us. Any ideas?—Ed.]

Jensen CV8s

Sir,

Further to the letter entitled "Better Buy Bigger" in the June issue of MOTOR SPORT from Mr. P. Fredrick de Frere, and to Mr. Malcolm J. Ratcliffe's letter regarding Jensen CV8s in the August issue.

I can endorse the remarks of both these gentlemen, for having had to-date 40 Jensen CV8s, I am fortunate in having had some experience in the running and maintenance of these cars, I have heard of little or no trouble.

Most owners of these cars have become members of the Jensen Owners' Club, of which I am vice-president, and members are offered special insurance rates through Lloyds.

I would be happy to offer my experience and advice regarding these fine cars to any of your readers. Congratulations to the Editor and staff of MOTOR SPORT on their Golden Jubilee. Incidentally I have advertised in MOTOR SPORT since 1928.

Northampton

J. ASHFORD-FLEET

Poor AA Service

Sir,

There has been some correspondence in the Press recently relating to AA membership. Possibly my own experience with the AA may interest your readers.

My membership was due to expire during the course of my annual holiday last year, and as I was to travel abroad under their "5-Star" Scheme, I made sure all would be well by renewing my subscription some three weeks in advance of the due date. The cheque was sent off, together with this explanation. Some two months later, in November, I received a letter to say that my sub. was now overdue. I replied, reminding them of my payment in advance of the due date. No reply. A further reminder was received, saying that the sub. was now much overdue; would I please remit within seven days. I now replied heatedly, with the same tale, specifically asking for acknowledgment. No reply. I now sent a letter, stating that my Bank reported that the cheque had been presented by the AA, and honoured, eight days after it was drawn by me. Still no reply.

To add insult to injury, in June this year I received a letter stating that as a "lapsed member", I was being offered the chance to

re-join the AA at a reduced subscription. I again replied, giving all the facts, pleading with them for just one letter in acknowledgment to all mine. So far, no reply.

In the previous year I made the only claim in 11 years of "5-Star" travel, for £70.00 for a lost suitcase. My claims were ignored, until I threatened legal action 13 months later. What confidence can there be in such an organisation? Thank God I had no accidents abroad—if members are ignored from the distance of Sussex, what hope when stranded in Europe. In my submission, none. Is the RAC any better?

Sussex F.B.

(Full name and address supplied)

[The Assistant Editor reports that he has had similarly confused service from the AA and his handbooks for the last two years have failed to materialise.—Ed.]

Priced by Computer

Sir,

In January of this year, I had the good fortune to purchase an Aston Martin DB5 in beautiful condition. Since when I had Connollys to give the leather the full treatment, (a magnificent job, spurred on by your article, done punctually and at very reasonable cost). I have also had call to purchase brake and servo parts from Paul Backhouse Ltd. of Manchester, a firm whose staff are really so efficient and courteous that it makes one feel that all is not lost in Britain after all.

Early in August, however, I called to order a left-hand rear brake caliper, the first time, incidentally, that they have not had a part I required in stock. However, this was promptly ordered from Girlings and they telephoned three days later to say that this was ready for collection. Having paid the fair price of £25, I found on arriving home that Girlings had, in fact, supplied them with the wrong side, i.e. right-hand side; back into Manchester, Backhouse apologised most profusely, and at the same time showed me that they had ordered the correct part number, offered to send it back and make sure that Girlings send the correct one. A few days later they telephoned to say that the replacement had arrived which, on picking it up, found that once again they had been sent the wrong one; now becoming frustrating! Third time lucky I thought, until Backhouse rang to tell me that yet another wrong one had been sent.

Now we come to the classic—on MY instructions, they then ordered (fourth attempt) the right-hand side, i.e. the opposite to what I wanted, and "hey presto" success, the wrong one arrived, i.e. left-hand side, which was what I wanted in the first place. Unbelievable, wouldn't Esther Rantzen just love this!

The best bit was still to come, however, when on ordering the final time, I also ordered a handbrake caliper which I thought would be approximately £10, until I came to collect it from Backhouses, who suggested that I sat down while they informed me that the invoice from Girlings was £33. I must add here that Backhouses, in all fairness, were absolutely staggered and full of apologies and had already been on to Girlings before contacting me to argue the price, but to no avail.

By this time the whole thing was becoming a joke, so I then rang up Aston Martins at Newport Pagnell, and asked their price, "£11

Sir, and we have them in stock", a difference of £22. I then rang Girlings who admitted that as the main caliper had cost me £25, "a handbrake caliper at £33 didn't seem quite right"—however, having spoken to three different "cogs", the only answer I received was, "Well Sir, you see it's our computer, and we cannot alter the system". In other words I got precisely nowhere. Result—bought the same thing for £11 and returned the original to Girlings.

End of saga, except to say that I cannot speak too highly of Paul Backhouse Ltd., who were put in some very embarrassing positions by this giant supplier in Birmingham. Incidentally, I have no connection with Backhouse's whatsoever—just an appreciative customer of a firm who "try harder".

Have recently purchased an Alfasud TI for everyday use—what a fantastic motor car. Macclosfield D. E. J. LOMAS

Coach Drivers

Sir,

My father was the coach driver killed in the Dumfries A74 accident in June of this year. On his behalf and that of other coach drivers I refute the "menace" allegations of Mr. E. Downer in the September MOTOR SPORT. Coach drivers, and bus drivers too, display great responsibility every time they take a vehicle with passengers on the road and are grossly underpaid into the bargain compared with their more sophisticated contemporaries, airline pilots.

My father was not at fault in this particular accident and none of the other recent serious coach accidents have been attributed to driver error. Obviously there are bad drivers of coaches as of any other vehicle but such a general condemnation is most unjust.

On a happier note I wish continued success and prosperity to your excellent magazine. I drive an example of the excellent MG-B and am reassured that somebody somewhere is standing up for those of us who consider motoring a pleasure to be encouraged, not a drudge to be shackled at every opportunity.

Haywards Heath COLIN M. VARTY

No Sunday Grand Prix

Sir,

I feel that I must come to the support of the 1975 British Grand Prix. I, like most of the spectators there, was disappointed by the premature end to the race, and I suppose that the ending is the thought that sticks in one's mind more easily than does the thoughts about the rest of the race, but what a race it was up to that point. There were many changes of leader, much skilled driving during the first wet period; who will forget the roar as Regazzoni went into the lead, or Pryce or Hunt; and what about Jody Scheckter's driving when he had the proper tyres in the first wet period, and when he changed back to dries. It was an inconclusive ending, but surely not the complete shambles which your excellent magazine reports that it was.

May I also make a plea through the columns of your magazine that Brands Hatch is not allowed to run next year's Grand Prix on a Sunday. There are many people, myself included, who would be unable to attend because the complete day that is demanded if you are to get full value for your money from

the Grand Prix is impossible for those people whose first duty is to be in Church on a Sunday.

Chichester

DAVID FISHER

[I am pleased to print this letter and sincerely hope that Webb will arrange the Grand Prix for Saturday. 55 years ago and many times since I have been derided for stating that the gradual introduction of a Continental Sunday would do nothing but harm and finally bring us down to Continental standards. The Empire has gone, the standards are down, dismally down, at work, at play, and morally, and our influence in world affairs practically gone. The Christian Socialists who formed the Independent Labour Party would break their hearts to see the mob operating their Party today.—Managing Director.]

F1 Tyres

Sir,

May I with due modesty agree with everything you wrote in your September editorial on contemporary F1 tyres, except when you suggest that it should be permissible officially to flag in "all drivers who are running on incorrect tyres". Surely even the "aces" of the circus must be left some judgement of their own; balancing the risks of running on not ideal tyres against the certain loss of time at a pit stop and pitting their meteorological intuition against that of any outside observer. The solution you suggest would probably have lost James Hunt his rightly deserved victory at Zandvoort as the Clerk of the Course there, with his better knowledge of local weather conditions would almost certainly have judged that Hunt was driving on "incorrect" tyres. Likewise, at Silverstone when Pace, Hunt and Fittipaldi were "tip-toeing round on 'slick' tyres on a wet track" in the middle laps. A Clerk might well have flagged them off, thereby changing the entire complexion of this race.

For the good of the sport, let us hope that Goodyear and the authorities concerned will take up your other eminently sensible suggestions and the similar plea made in this month's edition of your French equivalent *Sport-Auto*. At the same time they might try to do something about the puncture problem which so spoils this year's German GP.

Tervuren, Belgium MICHAEL JORDAN

Tailpiece



It is rumoured that all F1 cars will be made to run on a mixture of rain tyres and slicks as an all-weather compromise until Goodyear develop an all-round tyre. In case of inclement weather, driver protection will be provided. Sir Nicholas Williamson has been testing these advanced ideas in hill-climbing. Production "canopies" will be transparent.

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MG J2 1933. Rare model. Austin engine, recellulosed, rewired + other work completed. In daily use. Offers or consider exchange any pre-war car. Box No. 4876. (67106)

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1946 STANDARD "Flying 12" convertible. First-class and original condition. For the collector. Genuine mileage and current MoT certificate. Offers around £900. Telephone: Cheltenham 37108 after 6 p.m. (67213)

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REWARDING BUY for impeccable DIY enthusiast. 1968 Lancia Rallye 1.3 Fulvia. Not immaculate but only needs wheel bearing and exhaust manifold to make test-worthy. £250. Coggeshall (0376) 61217. (67118)

MINI 1275 GT. 1975. "P" registered. Metallic blue, 700 miles only. Polished walnut interior, reclining bucket seats, £100 Radiomobile stereo "8", 10 months tax. Obviously immaculate, must sell. £1,650. Consider exchange. Sheffield 660135. (67113)

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FOR SALE—continued

1958 SUNBEAM Mk. III saloon. Sunshine roof, daily use, MoT. Needs attention to wing edges and sills. £150 o.n.o. Guildford 04825 evenings. (67124)

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CLAN 1972. Sunroof, alloy wheels, stereo, radio, 100 m.p.h., 45 m.p.g. Superb car, great appeal. £1,350. Northampton 870334 Wed., Thurs., Fri. after 7.00. (67115)

BMW 2002 1968. Excellent condition. Air horns, radio, Motolita wheel. Long MoT. Sensible price for quick sale. £495. 01-904 9850, evenings. (67105)

SUNBEAM STILETTO "F" registered, 1-litre engine, many extras. Immaculately maintained. 12 months MoT. £400. Worcestershire. Tel: 068 43233. (67126)

LOTUS SEVEN 54 1970 (J) 1600 GT. 19,000 miles, Yellow, heater. Family expansion forces sale. Offers around £875. Chesterfield 6151. (67123)

SUNBEAM TIGER 4.7 Mk. II, 1967, RHD. MoT. Extremely rare and fast. Finished in Carnival Red. H/S tops, tonneau, Radlomobile. Meticulous condition and must be seen. £1,200. Tel: 021-777 8525 (daytime). (67125)

1935 MG PA four-seater. Has been stored for some time. £850. Telephone daytime: Meopham (0474) 813239; evenings: Maidstone (0622) 813121. (67128)

1973 ALFA ROMEO 2000 GT Veloce. White with black trim. Tinted glass. Sunroof. Push-button radio. New tyres and exhaust. Beautiful car. £1,950. Telephone daytime: Meopham (0474) 813239; evenings: Maidstone (0622) 813121. (67128)

RILEY 1954 1½-LTR. RME. Excellent condition throughout. £500. Worcester 830805. (67258)

TR4. RED. Overdrive. TR6 wheels. Stage Two head, servo. MoT. First £200. Hem-yock (Devon) 628. (67114)

MG YA SALOON BRG, running order, unused this year, £170 o.n.o. Staines 51107 evenings. (67116)

NEW UN-REGISTERED Unipower GT. 80% complete, built from mostly new components. Fitted with new BL 1300 GT engine on Cooper "S" gearbox. Only requires plumbing, wiring, trimming and side windows, most parts supplied. Not cheap, bills for over £1,000. Offers in the region of £1,300 for this vehicle which for a little hard work will be worth far more. Genuine reason for sale. Further details on request. Box No. 4878. (67111)

ALVIS 4.3 CROSS and Ellis Tourer 1937. A very original car, running well with MoT and tax. Offers around £2,500 or possible part/exchange. Phone Watford 24912 or write to James Andrews, Watford House, Nascot Wood Road, Watford, Herts. (66273)

CHEVROLET STINGRAY Convertible 1972. L. Finished in silver with matching red trim. Huge alloy wheels, radio/stereo. Low mileage. The whole car in gleaming condition. £2,750. Phone Sheffield (0742) 57922 or Wicksley (070984) 3540 evenings. (66900)

DAIMLER/BARKER Sports Special Convertible. Alloy body on the 2½-litre chassis. Completely original and fastidiously maintained with bills for £1,200 retained for inspection. Looks and drives like a Rolls-Royce, is in two-tone navy/purple with navy leather interior. An investment at £1,565 for someone who phones Rulsip 73296. (67214)

RARE PIPER P2, 1973. Green factory built, £1,750 o.n.o. Ascot 20161. Serious buyers only. (26255)

FACEL VEGA—6½-litres, 1960 model. Manual gearbox, over £400 spent in last two years bringing it to superb condition. 10 months MoT. £1,500 o.n.o. Worplesdon 2600. (68360)

ROLLS-ROYCE 20/25 chassis, few bits missing, but engine complete and 95% original elsewhere. £650. No offers. Freckleton 633320 (Lancashire). (67109)

LANCHESTER "TEN" 1951. Good condition, MoT. £480. Hayer, "Elmcroft", Holmfild Avenue, Thorley, I.O.W. (67110)

BENTLEY S1 SALOON 1959, £1,600. Excellent condition, electric windows, radio, etc. 67,000 since new. Managing Director's car. Retired to Spain. The Associated Travel Group, 14 High Street, Pinner, Middx. on 866 9902. (67237)

1964 ASTON MARTIN DB5 Superleggera Automatic in Fiesta Red with black hide interior, electric windows, tinted glass, electrical aerial, radio, re-shod, CP wires, very nice condition. Taxed. MoT. Price £1,075. Telephone Dennis Hubble, Rickmansworth 77821, or daytime: Rickmansworth 75232. (67239)

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FOR SALE—continued

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MARCOS 3-LITRE. Lime, 1970. Sunroof, Mag wheels, stereo cassette/radio, etc. Beautiful condition. £1,345 o.n.o. Details: ring Lincoln 30217. (65830)

LANCHESTER LA 14, 1939. Needs work. £50. Watford 24912 evenings. (66273)

JAGUAR 420G July 1967. Almost 58,000 miles. Power steering, automatic, radio, heated rear window. Extensively renovated, bills available. Long MoT, 2 new tyres. Finished in metallic grey with grey upholstery. No rust whatsoever. Owner emigrating, so must sell, hence £250 o.n.o. Telephone Beaconsfield (Bucks.) 5670, 6-9 p.m. (67342)

MG J2 1932. Minus engine and gearbox, otherwise complete. Original except mudguards, dash. Bodywork needs some attention. Driven last 4 years till engine died completely August. Offers: Nigel Bragg, 24 North Park, Gerrards Cross, Bucks. All letters containing SAE answered when I return England 27th October. (67344)

ARMSTRONG SIDDELEY 346. 1954. Collector's item. Almost immaculate. Ivory body, new rear wings, new exhaust, underseal, re-set springs, good engine 53,000 miles, six good tyres. Sensible offers only. Telephone Walton-on-Thames 23366—emigrating. (67345)

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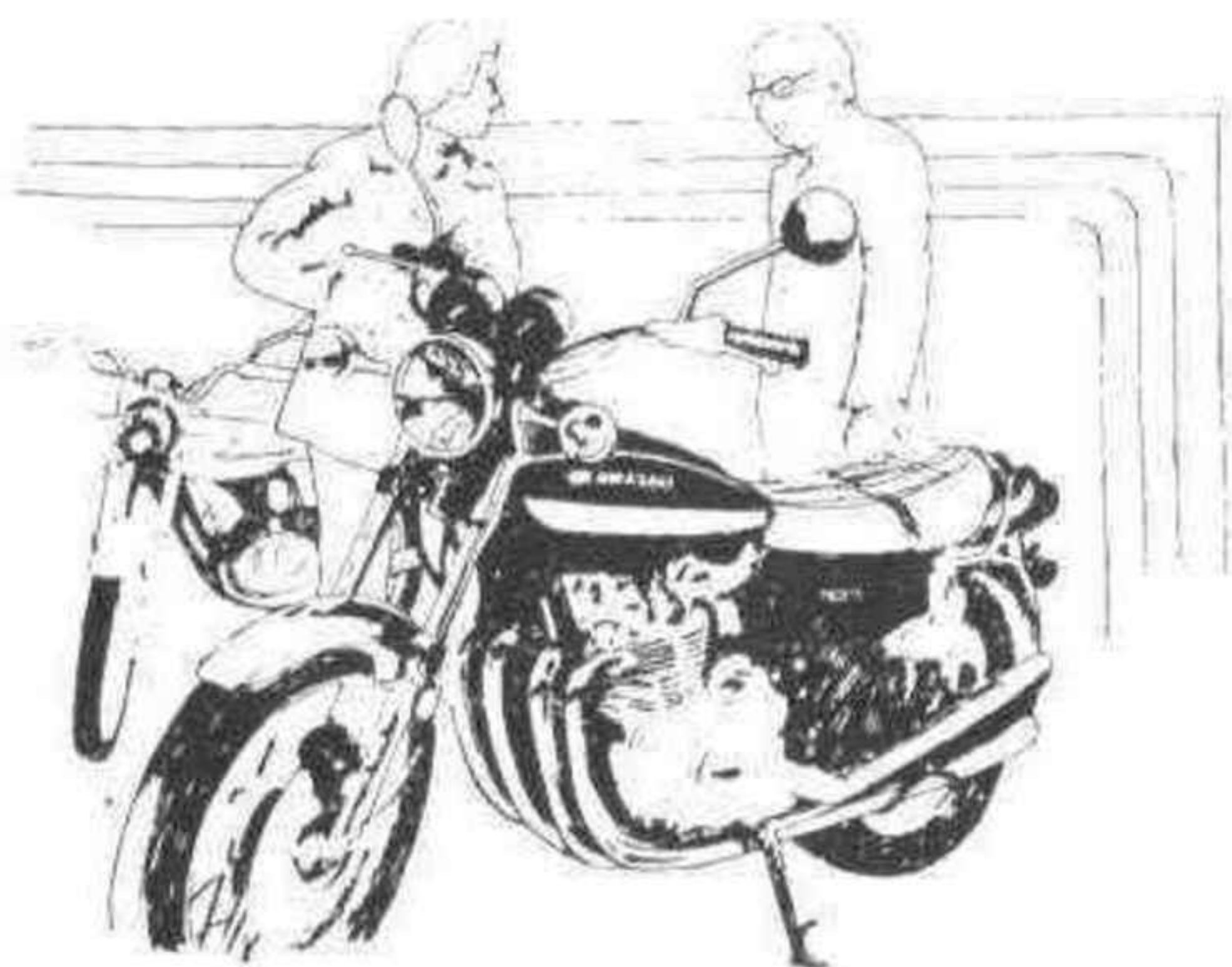


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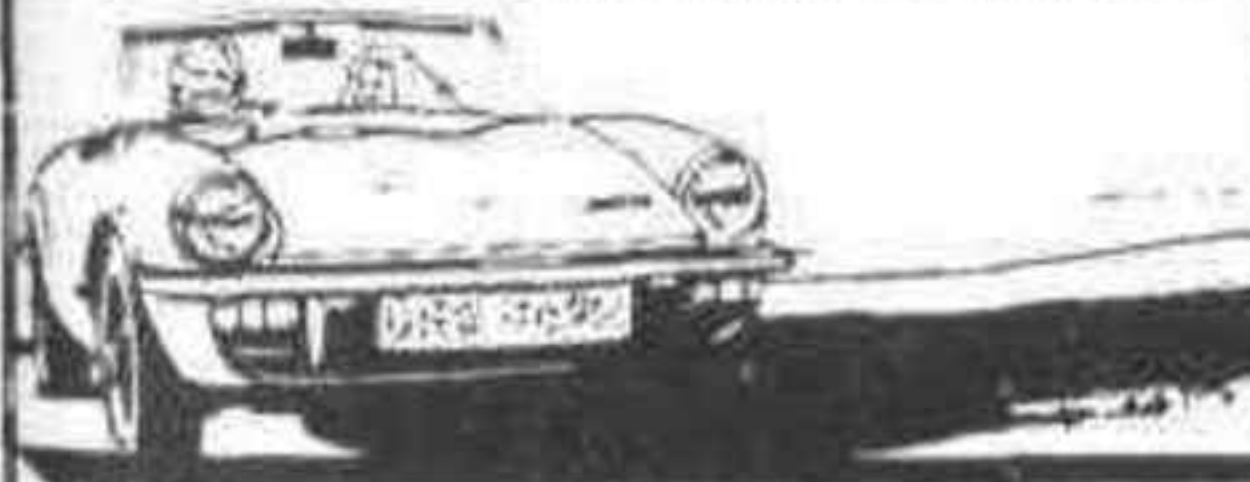
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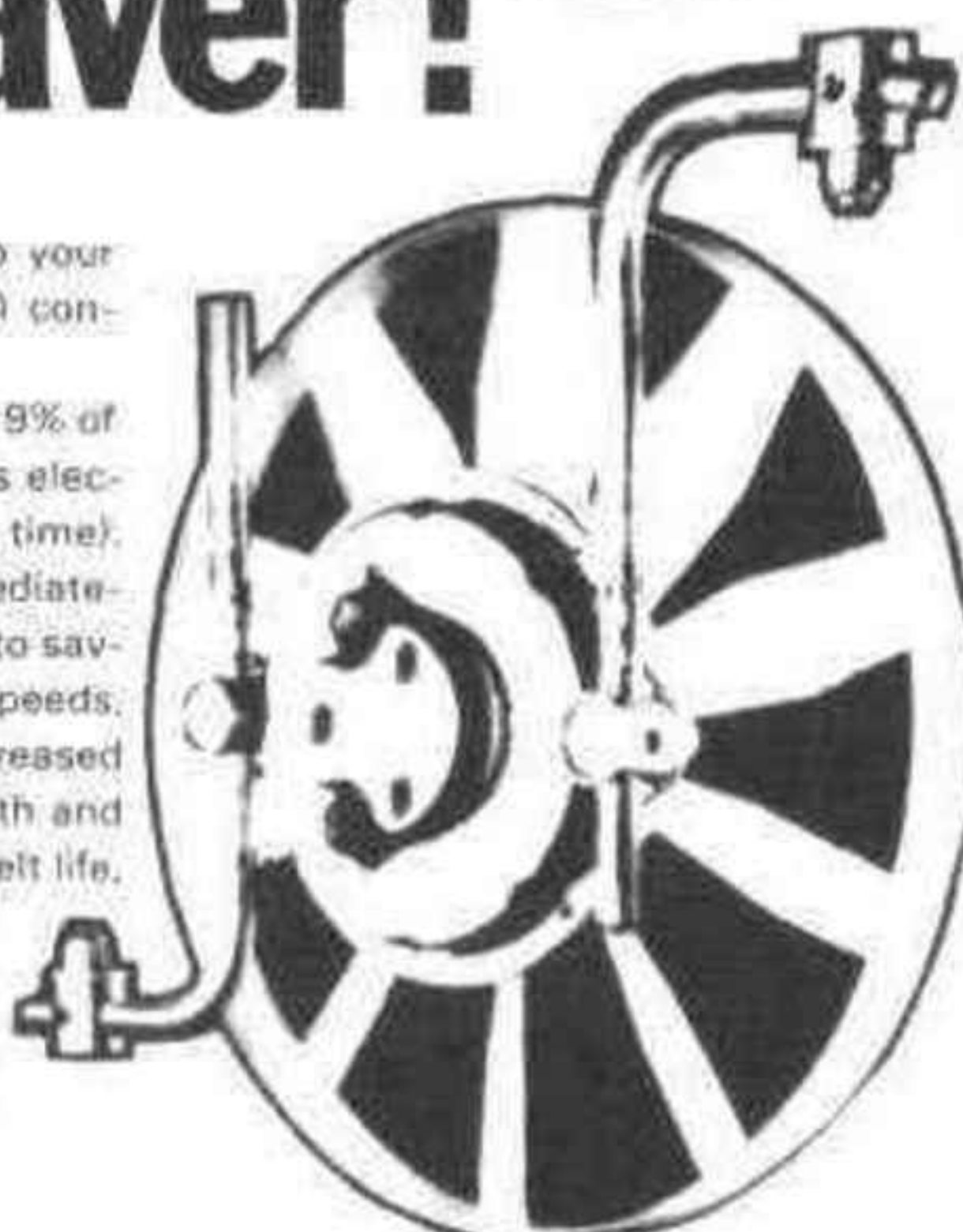
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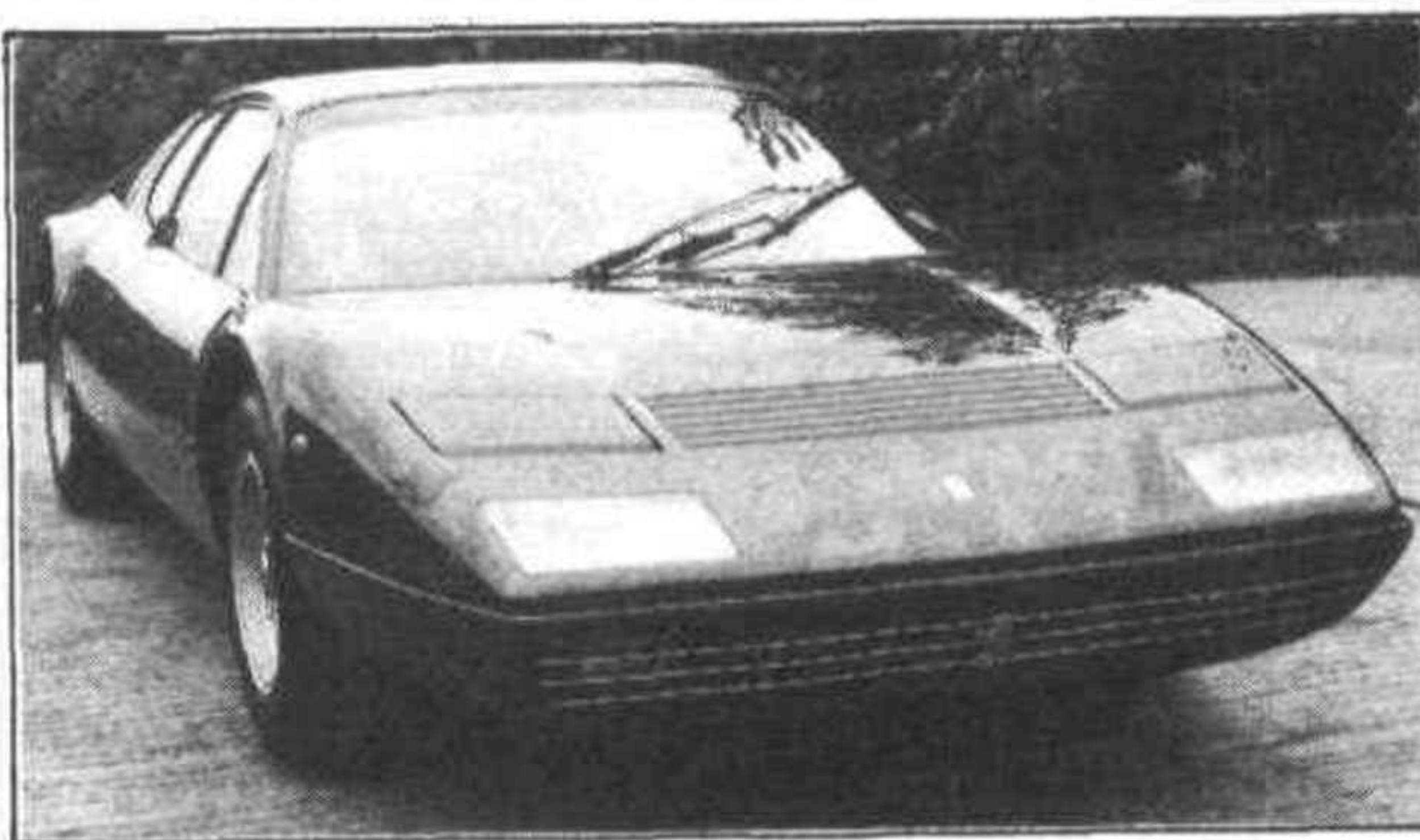
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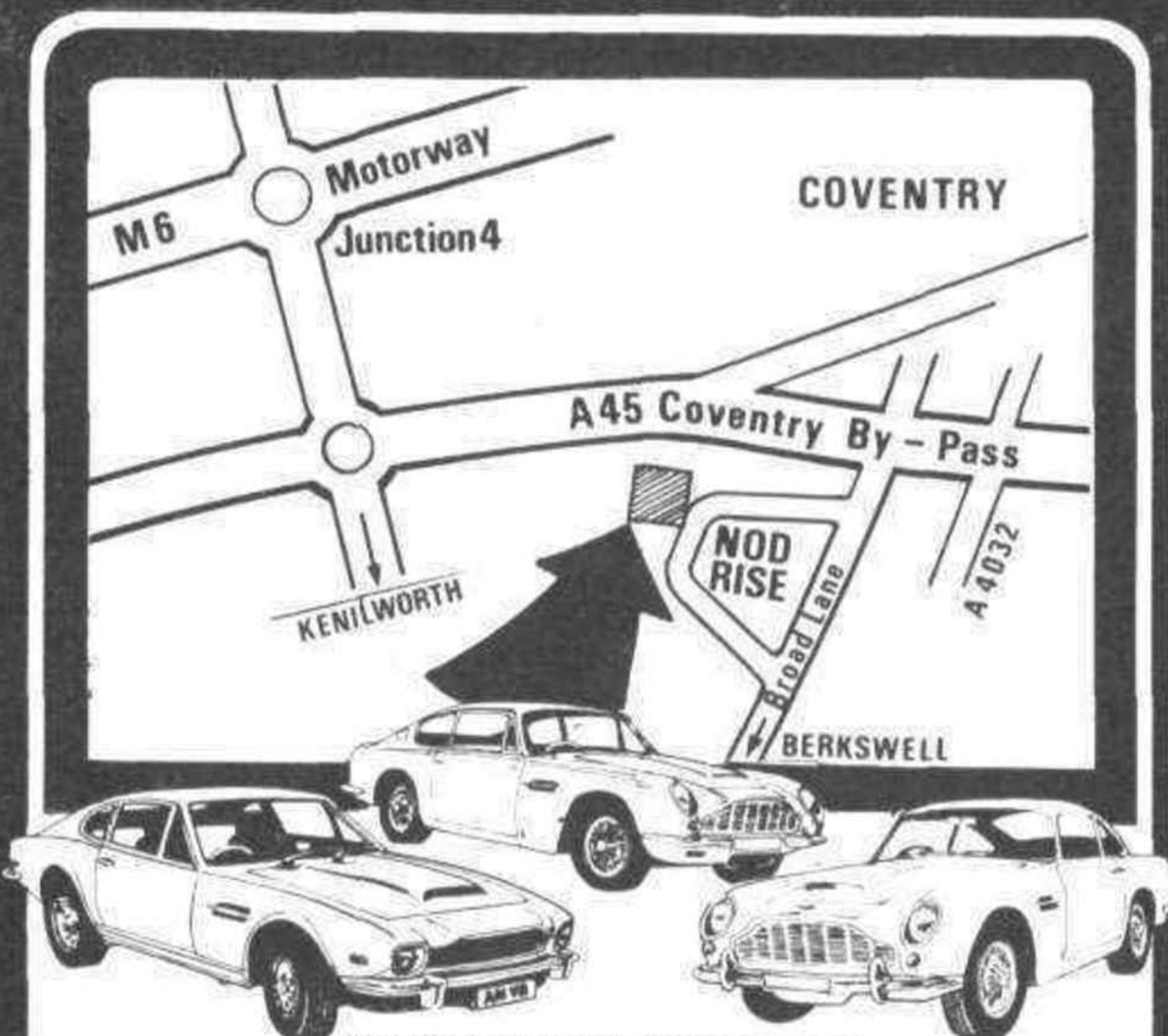
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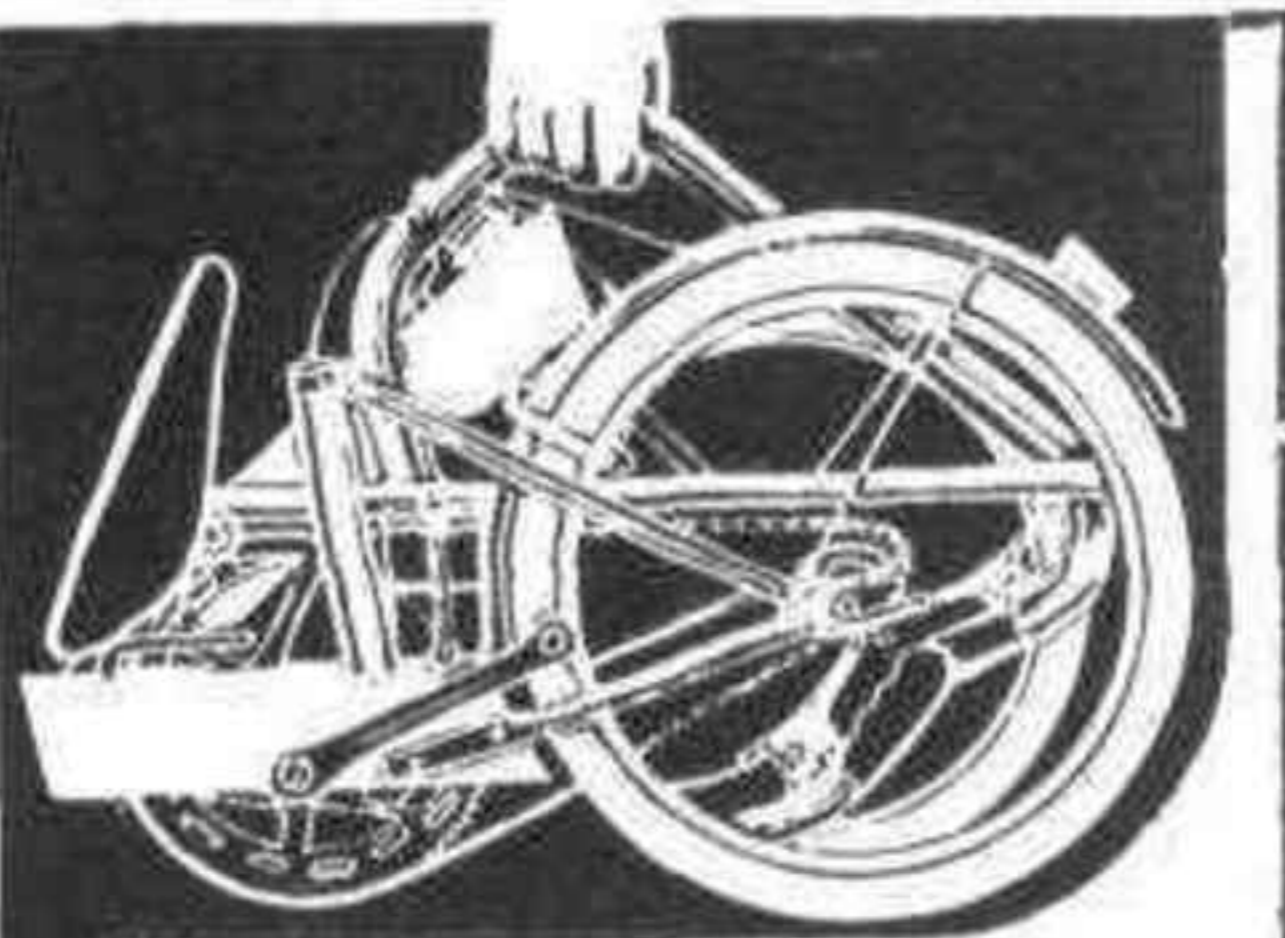
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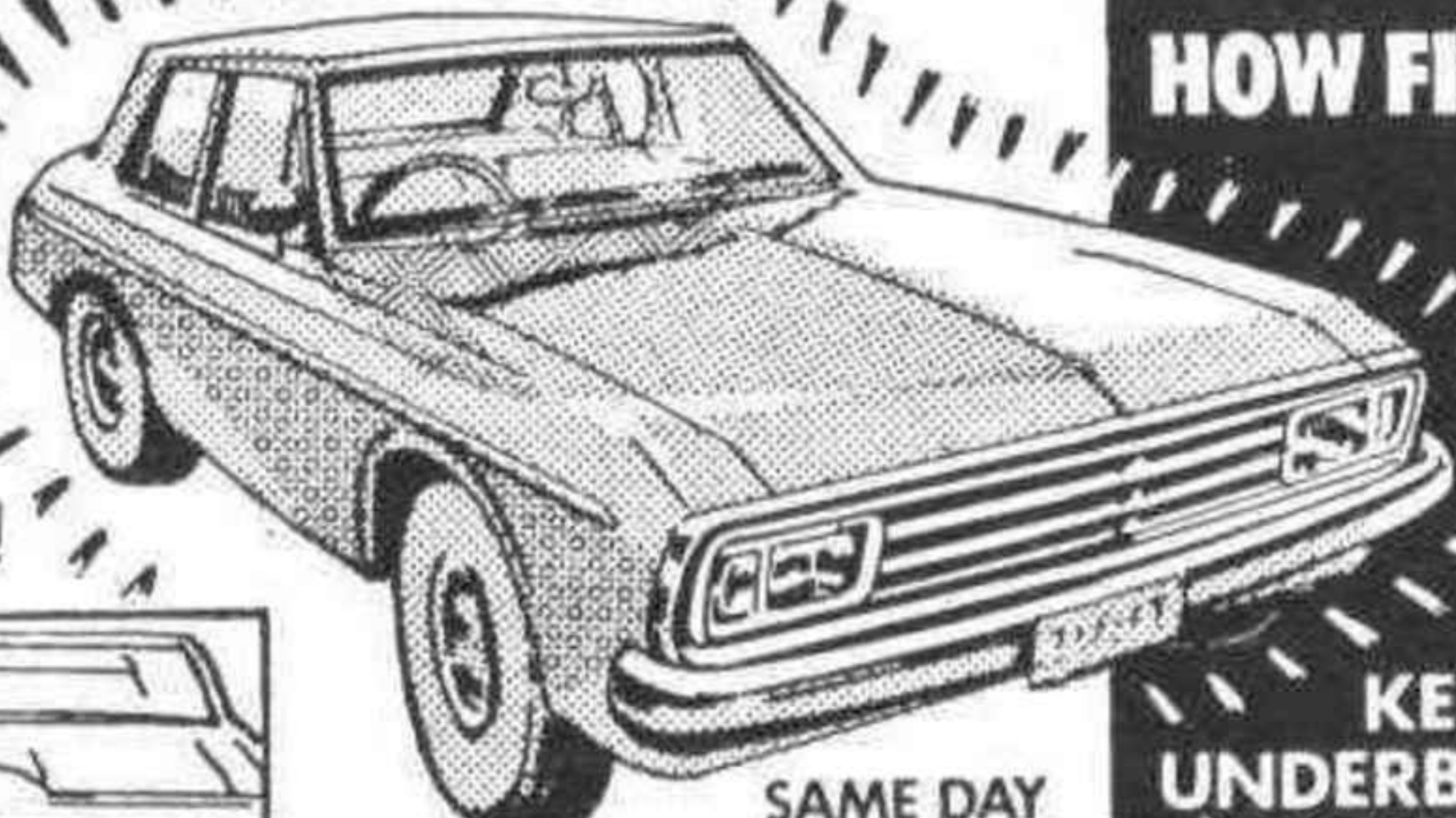
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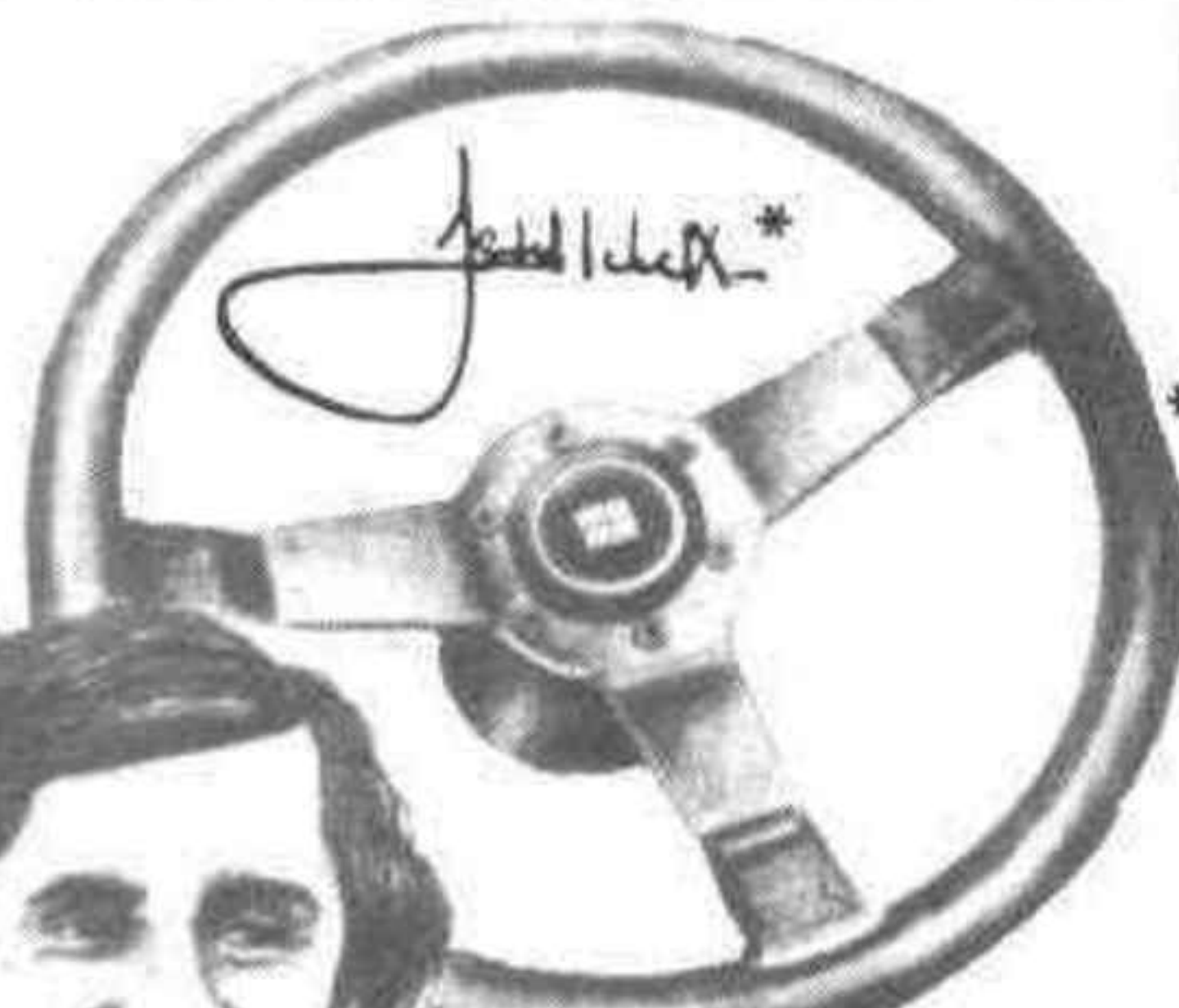
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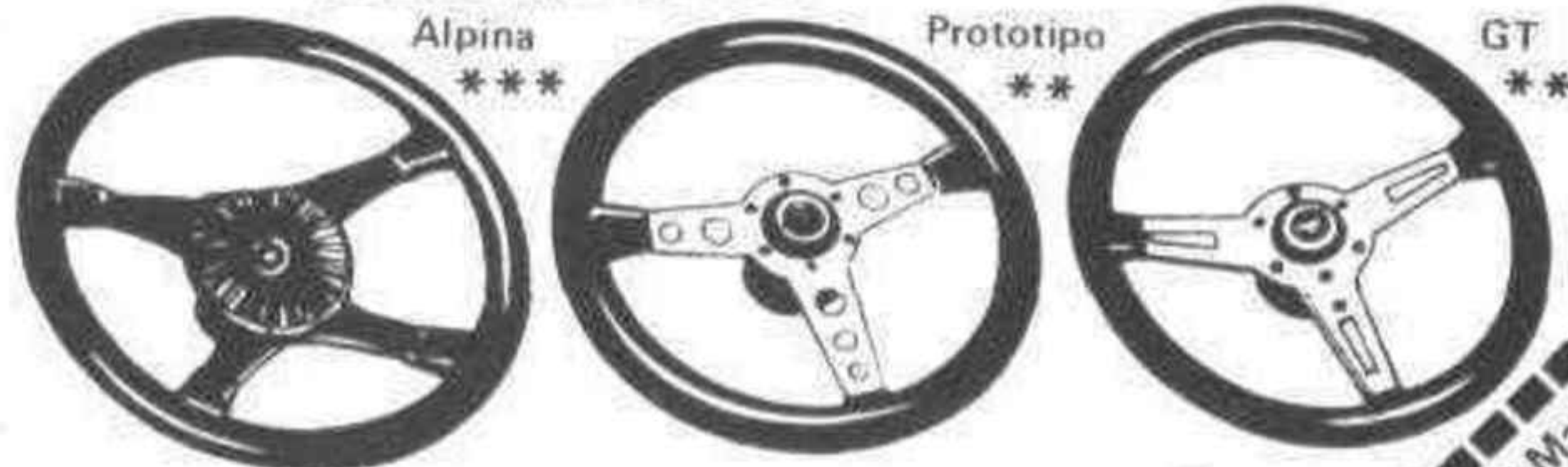
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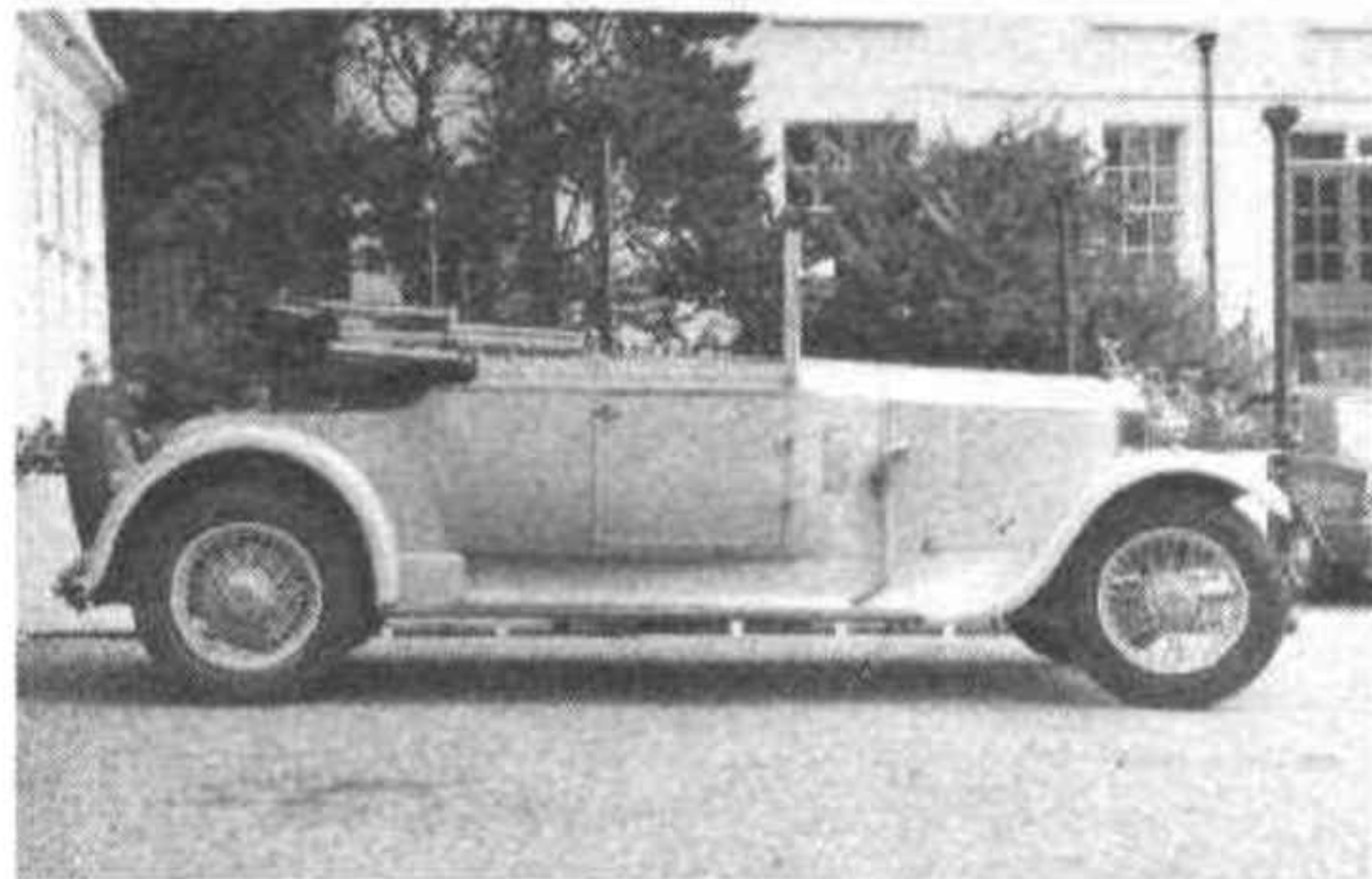
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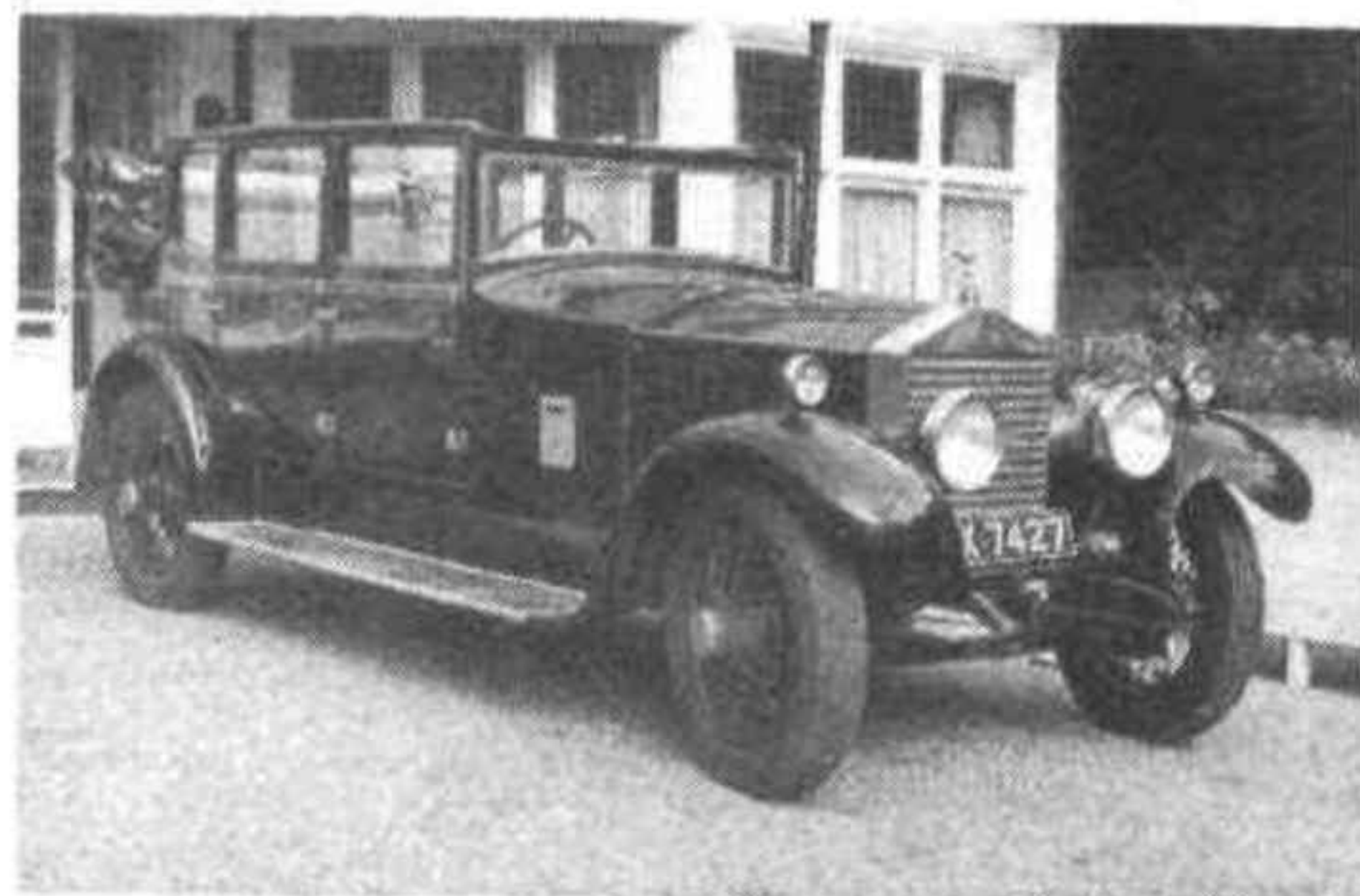
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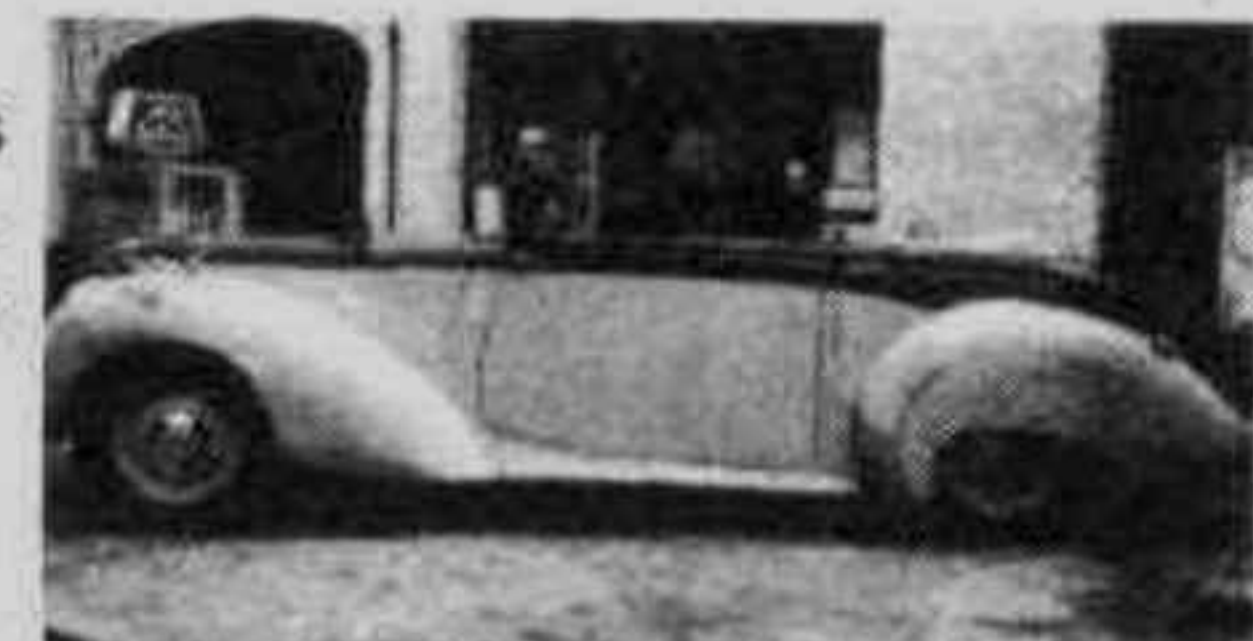
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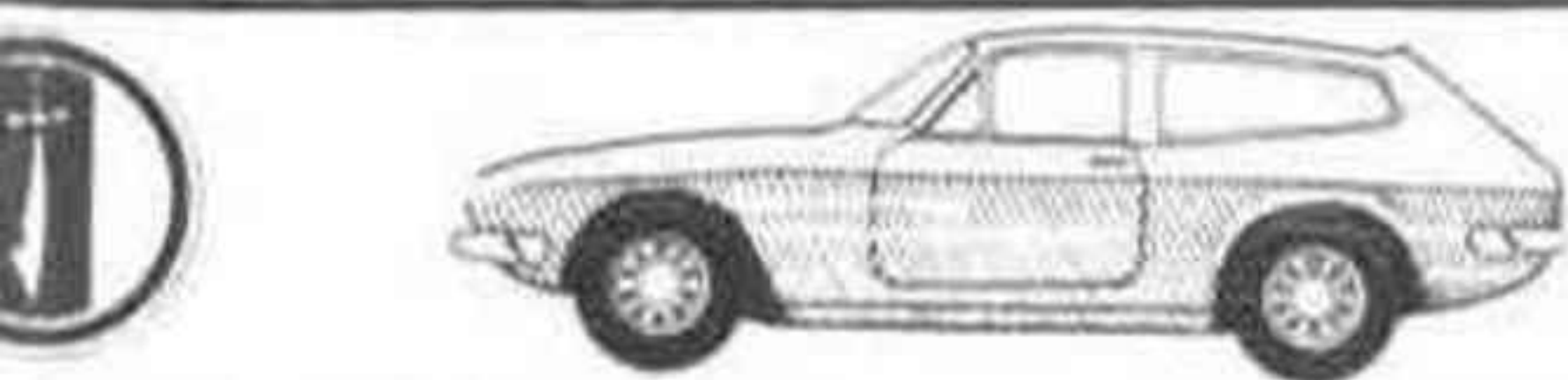
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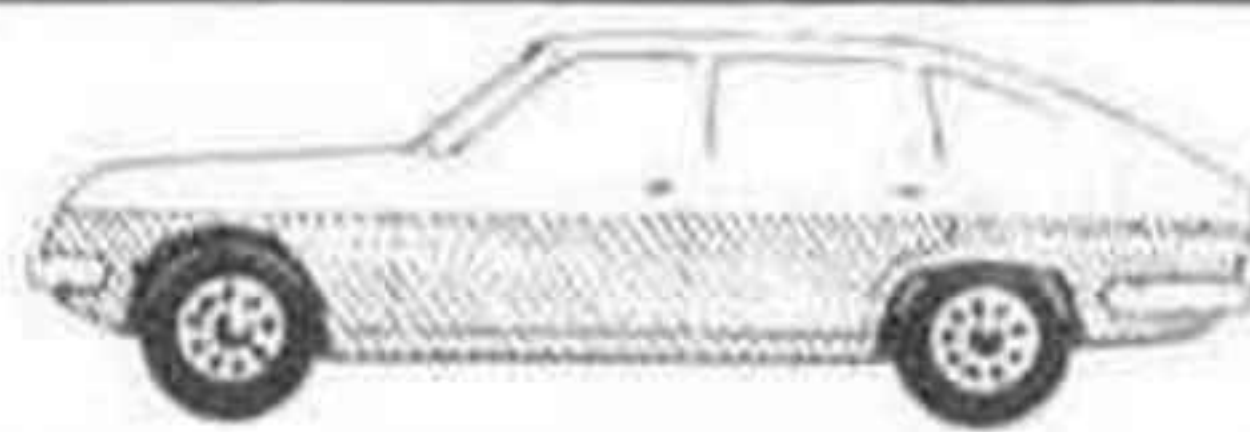
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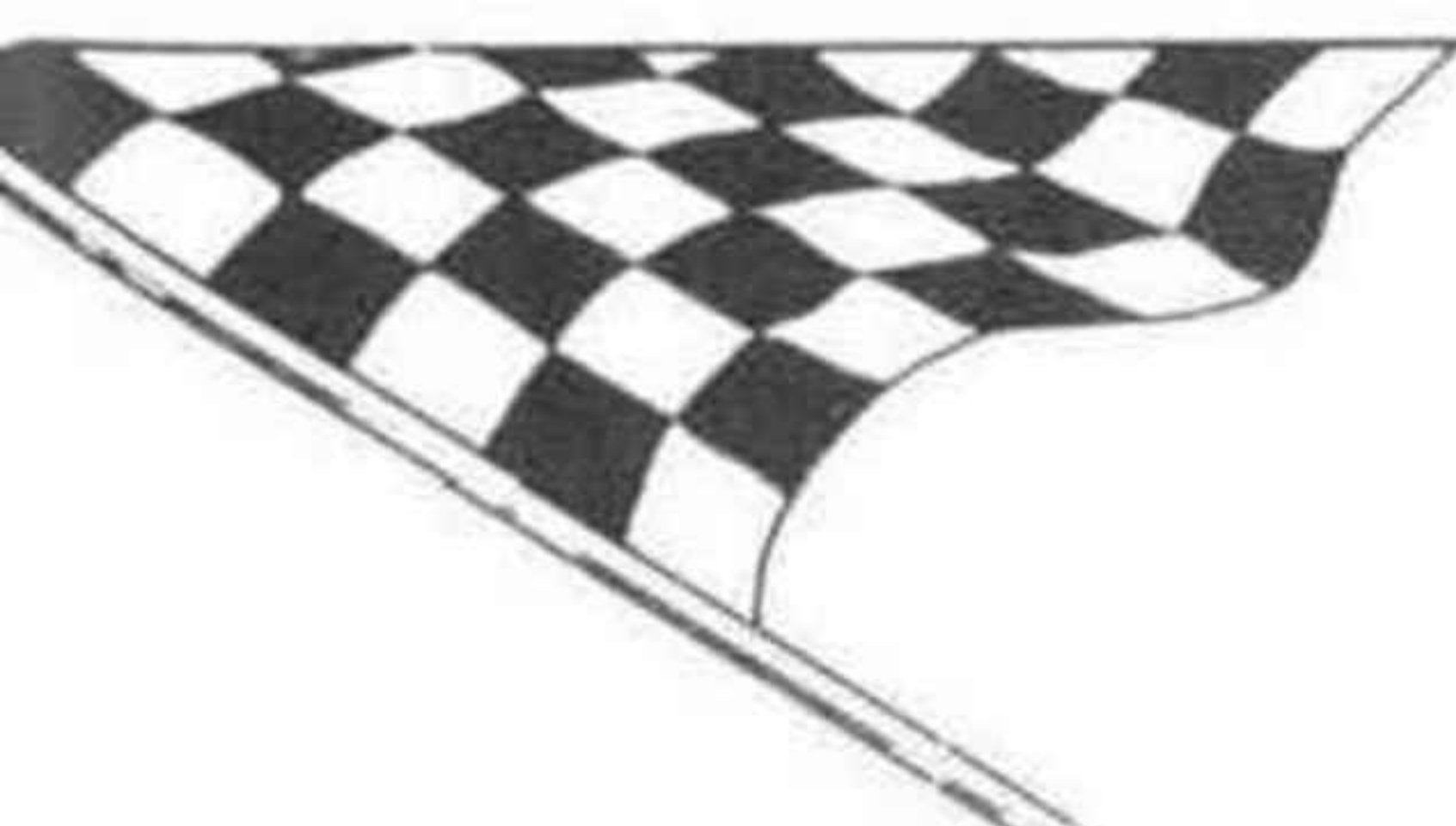
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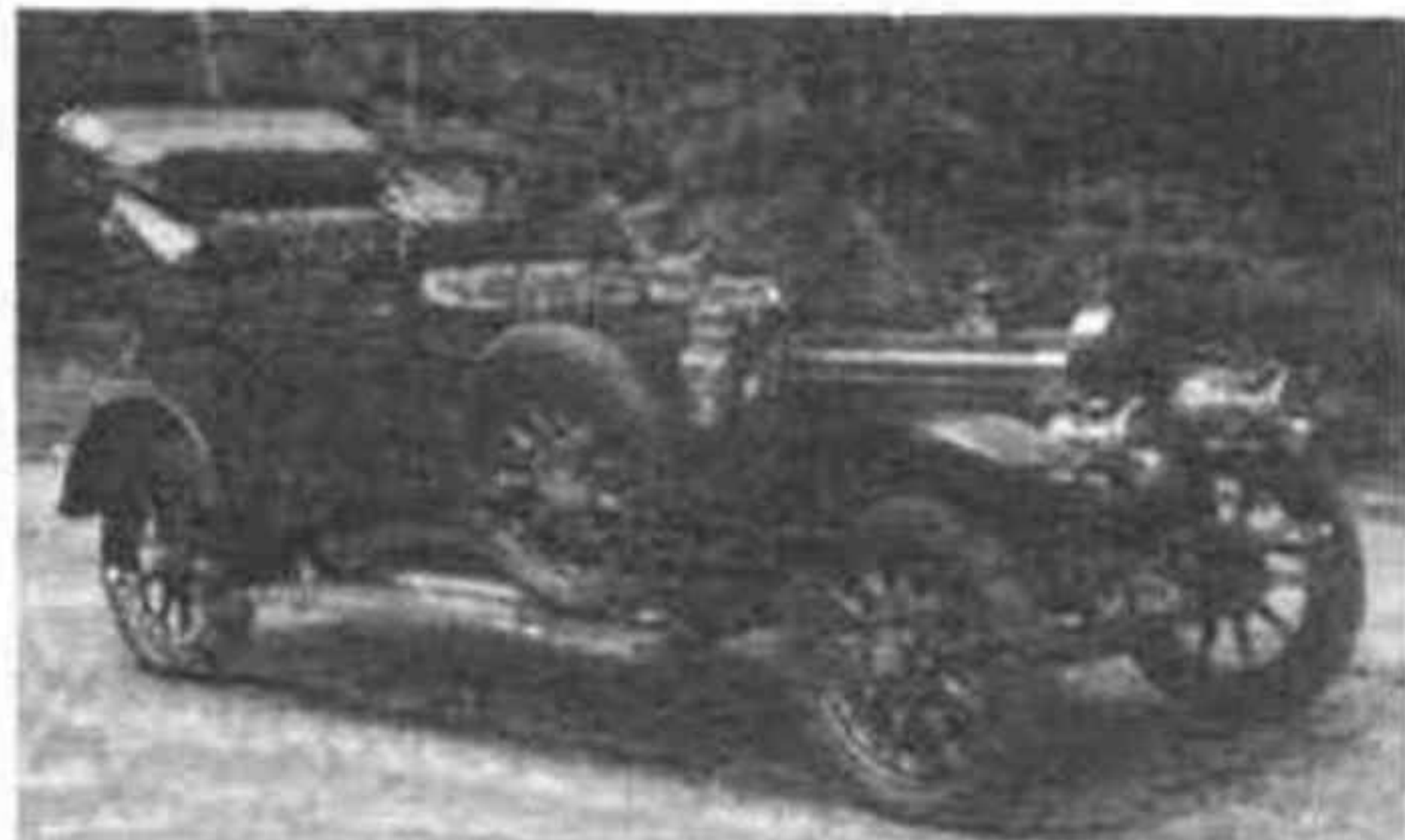
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1928 BERLIET 4-door tourer, 1,480 c.c.
 Completely original with hood, trim, head-
 lamps, wooden wheels, screen, etc. Ideal
 restoration subject. £875. Tel: Barham
 (Kent) 666. (68072)

TRJ: EXCELLENT mechanics, a little
 body rust, many spares. Cash offers or
 exchange MG-B TR4 or similar. Phone
 Royston 71569. (68073)

GINETTA G15 October 1972. Yellow, Cos-
 mics, tinted windows, radio, £800. Buck-
 minster (Leicestershire) 504 evenings/
 weekends. (68074)

ASTON MARTIN DB6 Vantage '66. Only
 48,000 miles, almost faultless, £1,395.
 Higham (Nr. Colchester) 248. (68075)

CITROEN LIGHT 15. Long boot model.
 Black, cloth upholstery, excellent condi-
 tion. Steeton (Yorks) (0535) 53333. (68076)

1928 ROLLS-ROYCE Phantom I. Replica
 Barker bodied boat-tailed tourer in dark
 green. Concours condition throughout.
 £6,000. Newton Abbot 3815 (day); Brixham
 3001 (evening). (68077)

FERRARI 250 GTE V12, FH Coupe, LHD.
 Grey. Borrani wheels. Recent complete
 engine rebuild by specialists. Excellent con-
 dition throughout, £2,500. Newton Abbot
 3815 (day); Brixham 3001 (evening).
 (68077)

CONTINENTAL BENTLEY 1957 51. Mull-
 liner Fast Back. The finest Bentley ever to
 be made. Vast amount of money spent in
 last few months to bring up to concours
 condition. Low mileage. Only offers in
 excess of £7,000 considered. Triumph Spit-
 fire Mark IV. Hard and soft tops. Over-
 drive, 1973. Registered genuine mileage,
 15,000. Sienna brown, £1,150. Phone: Wel-
 lingtonborough 650588, 9 a.m. to 5 p.m., ex-
 cept weekends. (68078)

MG TWINS: A unique opportunity to
 acquire two most beautiful ZB Magnettes.
 Both cars in two-tone grey. Examples of
 this quality are very rare. Must be seen to
 be appreciated. £750 and £650 respec-
 tively. Phone Reading 65241. (68079)

SUNBEAM RAPIER Mk. IV 1964. £750.
 A unique opportunity to acquire a genuine
 16,000 mile motor car. This car is like
 new in appearance inside and out and runs
 as well as it looks. Tools and spare tyre
 unused. Just serviced. Full MoT. Probably
 finest example in existence. Reading 65241.
 (68079)

ROVER 12 1938. Good original condition.
 Spare engine, gearbox and numerous other
 items. Offers around £300. Phone Worksop
 771447. (68083)

1928 CLYNO 9. Fabric saloon. Low mile-
 age. Original car. 12 months' MoT. Full
 Engineer's report. Perfect condition. Offers:
 Telephone 0734 56193. (68084)

1926 3-LITRE BENTLEY Red Label Speed
 Model, 4-seater Tourer. Good tyres, chas-
 sis, brakes. Completely rewired. Engine
 reasonable, new MoT. Offers around
 £6,000. Further details Box 4888. (68086)

1946 MG TC. Red with black upholstery.
 Completely rebuilt with new ash frame
 1972. MoT, in daily use, £1,500. Reading
 (0734) 65351. (68087)

PORSCHE 356A, RHD, body interior
 v.g.c. Chassis plating required. Engine
 stripped to rebuild. Urgent sale, space re-
 quired. £250. Foy, Locks Heath (Hants)
 (04895) 3550 evenings. (68088)

1934 ROLLS-ROYCE 20/25 HP. Owner/
 driver saloon by Barker. Mechanics just
 fully rebuilt by specialists and body repain-
 ed. Excellent condition throughout and
 same owner nine years, £2,350 o.n.o. John
 Little, "Holly Lodge", Danesbury Park
 Road Welwyn, Hertfordshire. Tel: Welwyn
 4350. (68089)

COLLECTOR'S ITEM Daimler Sovereign
 4.2. Registration VYF 1 (1968). A superb
 example of this fine marque. Scrupulously
 maintained, 49,000 miles. Maroon coach-
 work with cream hide interior. Emigration
 reluctantly forces sale. Offers on £1,695.
 Tel: James, Marlow (Bucks) 71021. (68090)

M-TYPE MG 1929. Used for weekend
 touring. Highly suitable for full restoration.
 Best offer accepted. Tel: Llandudno 75525.
 (68091)

FOR SALE—continued

1967 ASTON MARTIN DB6. Black pearl,
 red trim, 67,000 miles, CWW, HRS, sun-
 roof, Sundym glass, radio, stereo cassette
 player. Excellent condition throughout, as
 seen in concours, Fort Belvedere October
 1975. £1,995 o.n.o. Telephone Bishops Wal-
 tham (04893) 3189. (68086)

RILEY RME 1954. Generally sound. A
 little work would make really good. About
 £225. Birtsmorton (Worcs.) 476. (68092)

MG-C GT 1969. FHC. Overdrive, transis-
 torised ignition, excellent condition, many
 extras. £700. Tel: Weston-super-Mare 26066
 (after 6 p.m.) (68093)

JAGUAR MK. II overdrive saloon. Gen-
 uine 60,000 miles from new. Concours
 winner. Unused last twelve months. Com-
 pletely recellulosed, bodywork rust-proofed,
 interior woodwork re-venered. Mechanically
 excellent. Original tools, genuine 26
 m.p.g. All rubbers, etc. replaced, lights,
 etc. No expense spared. Full documented
 history from new. A dream to drive and
 a good investment. Arrival of other car
 forces sale. Serious enquiries to: Newcastle
 (Staffs.) 563268. (68094)

1974 (JULY) DATSUN 260Z 2+2 sports.
 One owner, metallic blue, tinted glass,
 8-track stereo, self-seeking radio. Truly
 superb condition throughout. Exciting Jan-
 spend engine conversion comprising triple
 Weber 40DCOE carbs, six-branch free-flow
 exhaust manifold, straight-through exhaust
 system, modified head, etc. Breath-taking
 performance, £2,290. Ring Clark, Swains-
 thorpe 589 (Norfolk) evenings. Reason for
 sale—disqualification. (68095)

ALFA ROMEO 2000 GTV. Registered 1972.
 Red. Excellent body and mechanicals. 29,000
 miles. Offers around £1,500. Jones, Bath
 63277 evenings. (68096)

XJ6 4.2 AUTOMATIC, 1969. P.a.s., HRW,
 p/b radio, new tyres, 52,000 miles, taxed,
 MoT. Specimen example in regency red,
 beige trim, £1,075. Stamford, Lincs. 4312.
 (68097)

1972 GILBERN INVADER, new clutch,
 electric windows, o/drive, radio, sports
 tyres, etc., £995. 01-876 4108. evenings
 (KEW). (68098)

GILBERN INVADER Mk. 2, K Reg. Blue,
 overdrive, electric windows, good condition.
 £1,050. Redcar (06493) 74965. (68099)

1932 CITROEN 14 HP Saloon and 1959
 190SL Mercedes Benz drophead. Both cars
 in very good condition. Offers to: Mac-
 adam Bromfield Manor, Ludlow, Salop.
 Tel: Bromfield 279. (68100)

MORGAN 4/4 4-seater, 1959. TRS engine,
 Racing Green, wire wheels, rebuilt 3 years
 ago. Engine reconditioned. Offers £1,800.
 Tel: Bampton Castle 209 after 6 p.m.
 (68101)

MG TC 1947. Recently restored to superb
 condition. Red with fawn trim. £2,250. Tel:
 Coventry 77587 (evenings). (68102)

MG-C 1968. Hard-top, two hoods, tonneau,
 wires, Radiomobile superb, £490 o.n.o.,
 Partridge Green (Sussex) 710236. (68103)

MARCOS MANTIS 1971. Silver blue, elec-
 tric windows, radio, alloy wheels, £2,000.
 Cardenden 720315 (office hours). Cowden-
 beach 510064 (evenings). (68104)

"WON 380" on Velocette Viper, 1957. In
 good condition, MoT. Could deliver. Bike
 value £190. Telephone 0761413422 (Aven)
 after 6 p.m. (68106)

SIMCA 1000 SPECIAL, "L" Reg. Sporty,
 40 m.p.g. on long European trip, £575.
 Stone (Staffs.) 3307. (68107)

AUSTIN SEVEN Ulster 1930. The ultimate
 in Seven racers. Built from all new parts
 for VSCC racing. An eternity of modifica-
 tions. Every detail in mint condition. Im-
 mediately competitive at a realistic price or
 readily convertible to road use. With
 trailer. Stourbridge 73174. (68108)

MORGAN 1938 CLIMAX 4/4. Excellent
 condition throughout. Recent hides retrim.
 Taxed April 1976. £1,275. Car on view
 North London. Phone Stourbridge 73174.
 (68109)

MG TD 1953. BRG. Excellent in all re-
 spects. Worth £1,750, but offers and inter-
 esting p/ex invited. West Coker 2774 (day-
 time and weekends). (68110)

BENTLEY MK. VI 1948. Black, brown
 leather, MoT. Some paintwork needed.
 Drives well. £660. Bournemouth 760800.
 (68111)

1961 HARRINGTON Le Mans Sunbeam
 Alpine. MoT May, taxed Nov. Only 50,000
 miles. Good mechanical order. Body some
 rust. Extremely rare car, must appreciate.
 £550 o.n.o. Tel: Denham 4266. (68113)

ROLLS-ROYCE Phantom II, 1934 chassis,
 front wings, bonnet, radiator, P100s, petrol
 tank, in excellent condition, £600. Martin,
 Bratton 262. (68114)

TRIUMPH GT6 Superb 1974 car. 7,000
 miles, overdrive (120 m.p.h.), Ziebart,
 radio, Sundym, HRW, headrests, £1,500.
 Cowes 4025. (68124)

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Also offered:

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- SPITFIRE 1974. White, o/drive £1,395
- SPITFIRE 1974. Magenta, h/top £1,395
- SPITFIRE 1974. White, 12,000 m. £1,365
- SPITFIRE 1973M. Mimosa, h/top £1,235
- SPITFIRE 1973. Blue, o/d., 12,000 miles £1,235
- SPITFIRE 1973. Mimosa, o/drive £1,235
- SPITFIRE 1973. Mimosa, 16,000m £1,185
- SPITFIRE 1973. Blue, h/top £1,175
- SPITFIRE 1972L. Saffron, radio £925

- SPITFIRE 1972. Saffron, o/drive £895
- SPITFIRE 1972. White £865
- SPITFIRE 1971. Red £825
- MG-B 1972. Blaze, o/drive £1,055
- MG-B GT 1970. Antelope, w/w, one owner £935
- MG-B GT 1969. Grampian grey, w/w £695
- MG Midget 1500, 1974N. Citron £1,395
- MG Midget, 1973M. Mirage, 14,000 miles £1,095
- MG-C GT 1970J. Lime green, w/w £895

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SPITFIRES

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Alert the Morgan T-Shirt. The keen new thing to wear. Gaze at the picture on the left and imagine yourself with a Morgan on your breast (£2.50 + 50p P & P short sleeve; £3.10 + 50p P & P long sleeve). For those of you who don't require a shirt but are desperate for the *marque*, let your eyes feast upon the following. Before getting carried away with enthusiasm remember that the post is not recommended as a way of delivering your choice, driving is better. Wearing a coat of red is a Morgan + 8, 1973 (L), rear bumper, luggage rack, bonnet strap, one owner from new. In order to stop your neck from breaking



under acceleration the seats are also fitted with head-rests, these are detachable in case you go off your passenger or wish to ask your mother-in-law out for a drive. A coat of white is always bright. 1975 Morgan 4/4 which will be 43 Mogdays old on publication and therefore has all the latest specifications to do with windscreen de-misting. Yes, no longer do you need to wear a glove continuously. This particular little Morgan also has bucket seats. No madam, that does not mean that they're useful if the car fills up with water. By mixing the first two Morgan coats up we come up with a flame red 1972 Morgan 4/4 with white interior, the bonus being that it is finished out in leather. 3,000 miles ago we fitted a reconditioned engine and it also has a tonneau cover which has white piping round its edges. Although standard now, it is also fitted with a louvred bonnet. Another Morgan + 8 in black with polished Wolfrace wheels and registered in 1970, what a vintage year that was! Perhaps there is a connection between the great Chateaux of France and the Morgan Chateau of Worcestershire. This Morgan + 8 has had two owners from new, been driven 33,000 miles, but with its wide wings and wheels it looks more like it's flown the distance. 1968 Morgan 4/4 two-seater in green with black interior, according to the last owner the car blends well with the countryside in the evening—quite why this was so important we fail to understand! Another Morgan but a + 4 of '68 vintage, that's the one with the Triumph engine, black with red interior, only two owners from new, the second of which had it for one year. Like a record, another 1968 Morgan but a four-seater with the Ford 1600GT engine. This car has been completely rebuilt, even the floorboards are varnished. Seats need upholstery but this probably will be done by the time you read these elegant words. For every book sold we also supply Morgan Club entry forms, but even if you don't require the riveting reading of the Morgan book we will still send you the entry form. Don't forget—we like buying Morgans.



REECE MEWS LONDON SW7 TEL: 01-589 6894

FOR SALE—continued

RS2000 ESCORT 1975. 4 mths. old, professional couple's second car, 4,000 careful miles, as new condition. Carefully run in, oil and filter change at 1,500 mls. Metallic stardust, cloth reclining seats, HRW, full body and cavity sealing, radio/cassette player, £1,950. Might exchange GTE or good Healey 3000. Bacup (Lancs.) 5866. (67922)

DROPHEAD COUPE RILEY 2½-litre, 1950, very rare and beautiful, £1,650. Saffron Walden 27246. (67923)

DAIMLER CENTURY Mk. 2 2½-litre twin carb saloon. One previous owner, speedo now reads less than 40,000. Black with beige hide interior. Whole car in very nice order. £325. 0920 870353. (67925)

TR4. SIGNAL RED. Fitted hard-top, w/wheels; radio, all steel panels in first-class condition. Cheap part exchange taken. £450 o.n.o. Phone Redditch (Worcs.) 65207. (67926)

DAIMLER SP250, hard and soft tops, recently factory reconditioned engine, gearbox, clutch axle, brakes. Silver grey. Superb condition £1,150 o.n.o. Hawkins, Tawleat. Tel: Sticklepath 256 Okehampton, Devon. (67927)

1973 CORTINA 2000 GT. Yellow, black interior, radio, HRW, 21,000 miles, £1,050 o.n.o. 1966 Fiat 850 coupe. Red, black vinyl roof, 39,000 miles, new MoT. Beautiful car, £250 o.n.o. Phone Blackburn 0254 50451. (67928)

MERCEDES BENZ 190 SL 1957. Green, an outstanding car in good condition, radio, two new tyres. Must be seen. £995. Smallfield 2970. (67930)

LAND ROVER Searle Carawagen, 4 berth, diesel engine, cooker, awning. Free wheel hubs. New cost now £4,500. Engine a bit rough, hence £1,900 or exchange vintage car. South Benfleet 4174 Essex. (67931)

ROLLS-ROYCE Cloud I. 35,000 miles, service history. Shell grey over tudor grey with grey interior. Two owners, power-steering, electric windows, radio. In pristine condition. £5,500. Phone: Wooding, Ripley (Surrey) 3334 evenings or daytime 2485. (67932)

CONNOISSEURS 1948 Austin 16. Fawn Saloon. Sliding roof, wireless, heater, spot, fog lamps. Excellent condition. Same owner last 18 years. Long MoT. Offers. Tel: Newport, Gwent 65716. (67933)

LOTUS EUROPA JPS 5-speed, 20,000 miles. One owner. Special black interior. Alloy wheels, radio/tape player. Cibie headlights. Motolita steering wheel. Absolutely immaculate. £1,995 o.n.o. Tel: Overseal (Staffs.) 305 evenings. (67936)

JENSEN CV8 MK. III. 1966. Burgundy/white leather. 77,000 mls., virtually new engine fitted. Impeccable condition throughout and completely original. Appreciating asset. £1,500. 01-681 1588. (67945)



FOR SALE—continued

1938 STANDARD 12 Saloon. Black with red leather upholstery. Laid up since 1969 but kept clean and engine turned over. No MoT. Treasured possession of owner, recently deceased. Sensible offers please. Phone: 021-550 4096. (67921)

BMW COUPE 3.0 CSA, 1974 (October). Electric windows, tinted glass, automatic, p.a.s., metallic paint, low mileage, £5,250. Would take Rolls or Bentley in exchange, cash either way. Telephone Esher (Surrey) 64032 or write: Roy Spiers, Oak-Trees, Stevens Lane, Claygate, Surrey. (67954)

HILLMAN HUNTER GL5 1972. V.g.c. Metallic green. Black cloth trim. Sunroof. Wolfrace wheels, part exchange considered or £900 o.n.o. Harlow 38990 (Essex). (67937)

MG-C GT. First-class throughout. Under-sealed, no rust. New clutch, O/D recently. Manual, £650. Bedford 711 538 (or 01-935 7119). (67938)

1970 MINI COOPER 998 c.c. Standard and original. Very good bodywork. Regularly serviced. Low mileage. One previous owner. Owner has new transport. £470 o.n.o. 051-727 1579 day; 051-427 1360 night. (67939)

GILBERN 1800 GT 1965. Overdrive, engine reconditioned, balanced, etc. Still under guarantee. C/ratio g/box. Kenlowe, MoT and tax until Sept. 1976. £695 o.n.o. Wanted; p/exchange Gilbern Invader Mk. 3. Phone Bedford 852526. (67940)

1965 E-TYPE 4.2 Convertible. Long MoT. Good condition, apart from seats, front bar, etc. £395. Also 1965 Mark Ten 4.2 Automatic. Long MoT. Average condition. £145. Tel: Colwyn Bay 31195. (67942)

PORSCHE 356SC RHD 1965. Yellow, 56,000 mls. Sunroof. Completely rust-free structure, excellent mechanics, flawless coachwork and interior. Collector's item. Reluctant sale due storage problems. £1,250. 01-681 1588. (67945)

MORGAN +4 two-seater. 1,991 c.c. TR2 engine. Dark blue cellulose, black upholstery. Completely restored both mechanically and bodily from chassis upwards. Now in better than new condition. £2,200. Derby 810862. (67946)

TRIUMPH TR5 1968. Good condition, overdrive, radio/tape, tonneau/hood cover, taxed, £550 o.n.o. 8, Bowood Rd., Taunton. Tel: 74894. (67947)

FERRARI 250 GT "Tour de France" 1958 Scaglietti lightweight Berlinetta. Documented Italian racing history. 2,000 miles since comprehensive rebuild. Entirely original specification. £6,000 firm. Summer Cottage, Turville Heath (Tel: 305), Henley, Oxfordshire. (67948)

1931 AUSTIN SEVEN 2-seater Replica body, taxed, MoT, £500. Randall, 4, Kings Avenue, Eastbourne, Sussex, BN21 2PF. (67933)

FOR SALE—continued

MORRIS 10/4 Jan. 1935. Licensed and in excellent running order. Collector's car in fine original condition. £465. Corfield, Lymington 73530. (67949)

TVR 4.7 V8 long wheelbase special equipment. Metallic blue, Minilites, sunroof, £1,500. Phone Kettering 710083. (67952)

ROLLS-ROYCE Cloud III. 40,000 miles. Full history. 1964 long wheelbase (no division). Mushroom with green interior. One owner, radio, electric windows, in pristine condition, £6,500. Phone: Wooding, Ripley (Surrey) 3334, evenings or daytime 2485. (67953)

BENTLEY SI SPECIAL Mulliner aluminium saloon 1958. One of three manufactured. Illustrated page 273 Johnnie Green book. Very good condition, £3,250. Delivery to USA or Continent arranged. Telephone Esher (Surrey) 64032 or write Roy Spiers, Oak-Trees, Stevens Lane, Claygate, Surrey. (67954)

"BRITANNIA" a rare chance to acquire a unique car! Designed by John Tojeiro, styled by Cavendish Morton, alloy body by Panelcraft, 130 m.p.h., 0-60 in 9 seconds, 2-seater FHC, IRS, discs all round (inboard rear). Recon. engine (160 b.h.p. Straight Six Zephyr) 12-port alloy head with triple 450 H6 SUs, Stage 2 cam, etc. Close-ratio Jaguar box with overdrive. New R55s, driveshafts, steering, brakes, etc. Chassis-lube, electric jacks, £675 (some work required. 29 (Biggin Hill, Kent) 73789. (67955)

SPRITE MK. III (28-7-65). Wide mag-alloys, four branch manifold, good condition throughout. £250. Rickmansworth 71610. (67956)

A CLASSIC SPORTS CAR, 1967. White Volvo Sports. New tyres, new brakes, bottom ball joints need renewing on steering. Exchange for smaller, slower, full four-seater. Snape, 19 Moor Avenue, Penwortham, Preston. (67981)

ALFA ROMEO Giulia Sprint (Giulietta shape), 1963, LHD, year's MoT, engine rebuilt. Bills for £250 available. Smart bodywork. £280. Sevenoaks 57724. (67958)

DELAGE D8 SPORTS Tourer. Rare and elegant. Vauxhall 30/98 O/E Tourer, rebuilt and unique. Large stock of Delage D8 spares to be sold as one lot. Only callers genuinely interested. Letters or telegrams for appointment to view, no phone calls to Phoenix Inn, Bob Chamberlain, Phoenix Green, Hartley Wintney, Hampshire. (67959)

RILEY 1½-LITRE, 1955. 69,000 mls. Superb and original. Black/red. Two meticulous owners, £800. 10 Oathills, Valley Road, Corsham (Wilts.) after 6 p.m. (67987)

ALVIS 1937 SPEED 25 Charlesworth saloon. Body and interior need attention. £650. Chaddesley, Corbett 309. (67950)

FOR SALE—continued

MG TF. Sound basis for renovation. Accept £995. Box 4886. (67961)

1962 TR4. Rebuilt over last two years. Almost everything new. Regal red with coachstripe. Valuable registration number. A fast appreciating car for £600 o.n.o. For further details ring 01-639 9646. (67984)

TIGER SUNBEAM V8. Really beautiful example, engineer enthusiast owned. £395 spent on under-carriage, new seats, carpets, radio/stereo, Drives like new. All bills, history. £750. Phone 028-885 304. (67986)

LOTUS 6. Black bodywork, polished aluminium wings and bonnet. Fitted recon-1500 Ford engine and rear axle, also hydraulic brakes fitted. Immaculate. £650 o.n.o. Phone Offton 736 (Suffolk). (67982)

MASERATI GHIBLI 4.7-litres. 15,000 miles. Metallic maroon. "M" Reg. Excellent condition. Owner prepared to transfer insurance, £3,600, or part-exchange considered. Southend 588568. (67988)

ALVIS TA14 1948. Quoted in Alvis Bulletin as "the most immaculate saloon in existence". Winner of many "concours d'Elegance" trophies. £1,850 o.n.o. Tel: 061-336 3612. (67989)

MG MAGNETTE "ZB" 1957. Reg. 708 LME. 4 good tyres and battery. Engine partially stripped. Body requires attention, worth restoring. No time to complete. £50. Maidenhead 25300. (67990)

LOTUS SEVEN Series IV 1972. Big valve twin-cam, 14,500 miles. Orange/black. Definitely one of the best available. £1,400. Ring Farnham Common 4563 (evenings) or Maidenhead 25791 for full specification. (67991)

1946 AUSTIN 8 four-door saloon. Good running order. 57,000 miles. Taxed, tested. £200 o.n.o. 051-608 4841 (Merseyside). (68080)

1969 JENSEN Interceptor. Blue, power-steering, radio & stereo, electric windows, aerial, automatic. MoT taxed till July 1976. 57,000 miles only. Very good condition. £1,800 o.n.o. Brockenhurst 2407. (68081)

1934 3½ BENTLEY with outstandingly pretty close coupled sports saloon coachwork. Engine overhauled. Magnificent condition. £3,450. Box No. 4887. (68082)

DAIMLER SP250 (DART) 1960. Superb condition. Professional respray, new chrome 5 new radials, new battery, hard and soft tops, tonneau cover, etc. Enthusiast's car. Must be seen. £895 o.n.o. Tel: Aston 406. (Nr. Nantwich). (68085)

FIRST PRODUCTION Bristol. Unique history. Taxed. MoT July. In daily use. To good home only. £450. Wotton-under-Edge 2663. (67960)

TVR VIXEN S3. September 1971. White, owner. Good condition. Just MoT'd. £799. Luton 597767. (67952)



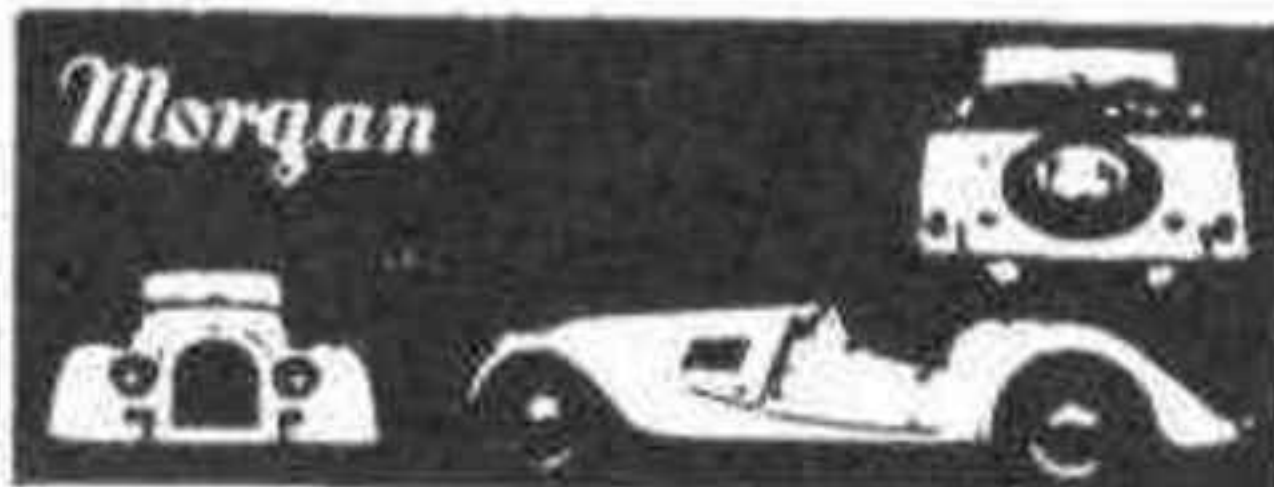
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John Britten



Into first gear and tweak the throttle; and off you go like rocket from bottle! In case you imagine that the first line of our couplet suggests an irresponsible method of making a smooth start from rest in a Morgan Plus 8, the words are actually taken verbatim from the 1976 Morgan brochure (which of course we'll send you upon request). **Morgan Plus 8, 1974 "N" reg.**, Westminster green (NB—not deep Brunswick), piped black, rear bumper, one aeronautical antiquary owner. **Morgan 4/4 4-seater, 1969H**, indigo blue, dark brown leather, country owner. **Morgan Plus 4, 1960**, red, wire wheels. **Morgan 4/4, 1970 "J"**, late-type engine, light orange, wire wheels, tonneau cover and as well looked after as you would expect from

Plus 8, 1971, primrose yellow, reclining seat and many other things to be taken into consideration. **Morgan 4/4 4-seater, 1970**, orange, alloy body (more alloy than usual, including wings), leather interior, two owners. **Morgan Plus 4, 1954**, green, black leather, ivory knobs and dials, fold-flat screen, twin spare wheels, TR power unit. **Morgan 4/4, 1970**, indigo blue, bucket seats. **Morgan Plus 8, 1974**, indigo blue, red leather interior (a popular colour scheme in France, according to Morgans). Might receive some more s/h Morgans by Nov. 1st. Possibility of a **Lotus Elite**, not the wedge variety but the 1,220 c.c. Coventry Climax-engined one. **TVR Tuscan V6, 1970**, metallic blue, overdrive, one owner, 10,000 miles. **Marcos 1600,**

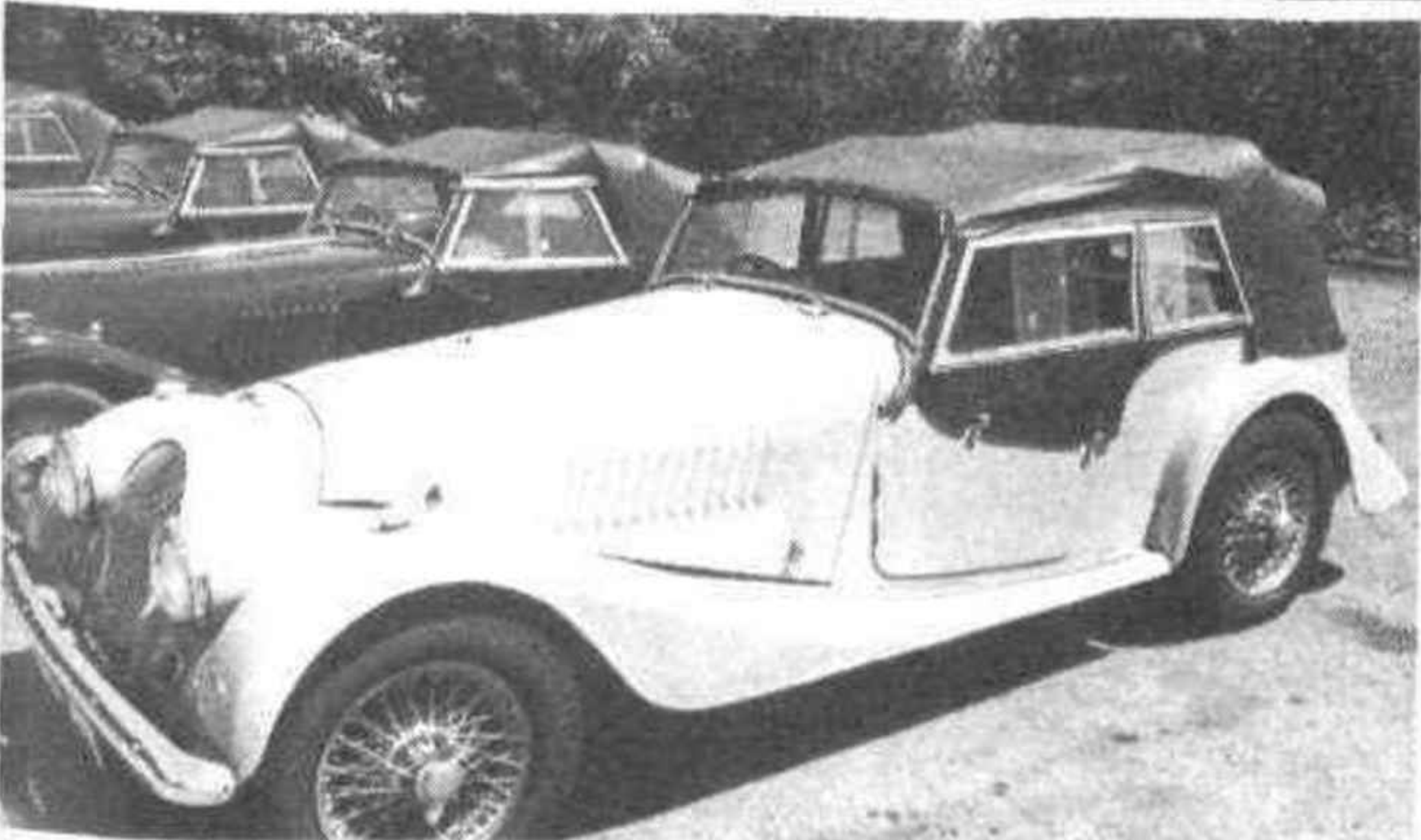
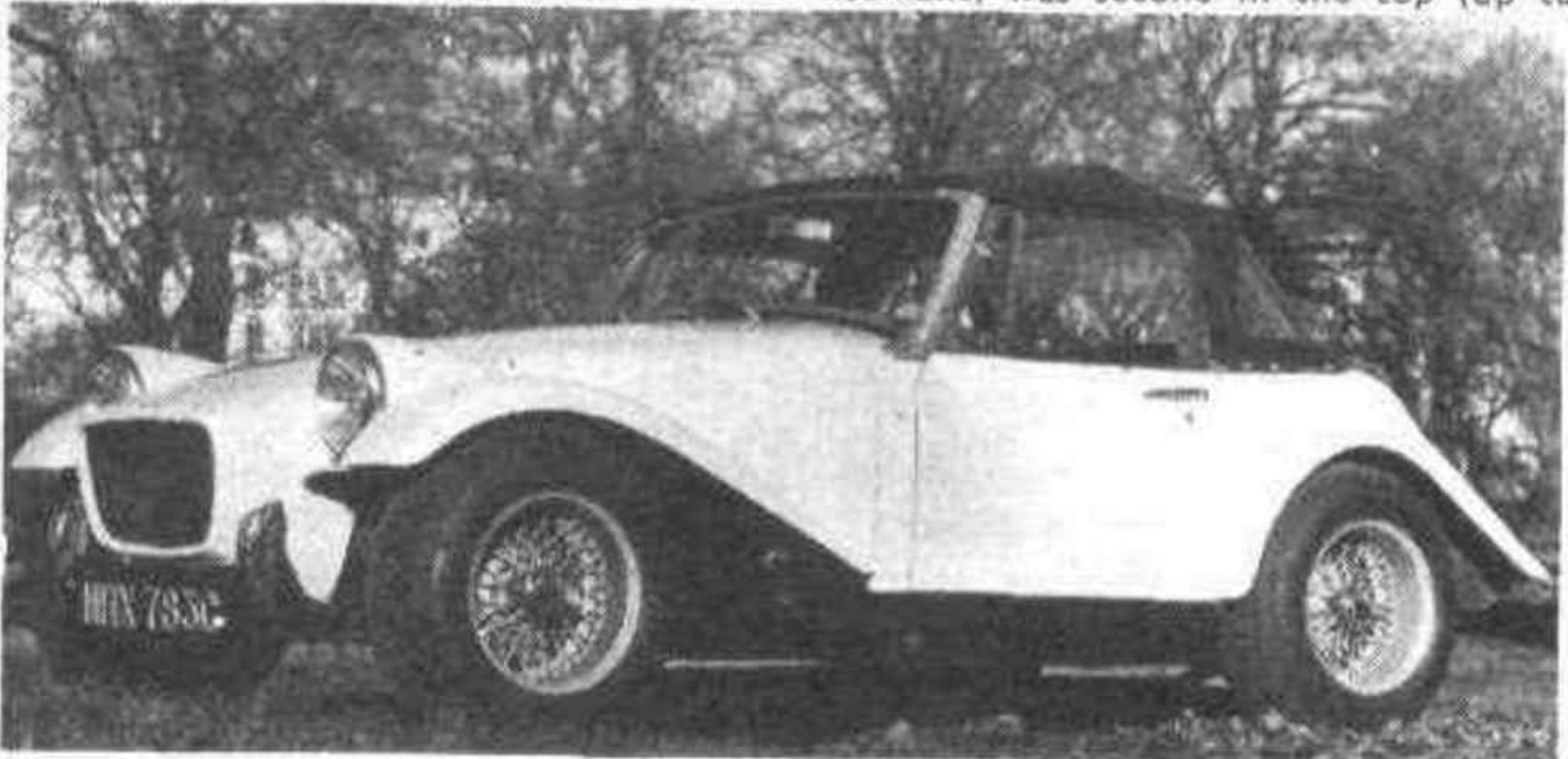
TVR
panelled bodywork (including wings), low-profile radials on 14" alloy wheels with 6" wide rims, and a pleasant little package of engine modifications. No doubt existing orders which have not reached too advanced a stage of construction (i.e., most) could be changed to the new model if desired. Morgan's are nowadays quoting at least three years delivery on all models, so be warned and lay your plans well in advance. We have a demonstration fleet at your disposal. News from the **JOHN BRITTEN ALL-BRITISH RACING TEAM**: Subject to confirmation, our Prodsports



the name of the previous owner, one Dr. Mogg. On the subject of Morgan owners with doctoral qualifications, we recently found the name of Dr. Harvey Postlethwaite among the previous owners in the log book of a somewhat elderly Morgan 4/4. If next year's 308D Hesketh is revealed as having sliding pillar suspension, an ash frame and louvres all over the place, one will know why. **Morgan 4/4 2-seater 1938**, green, Climax engine. **Morgan Plus 8, 1969**, signal red, rear bumper, spare wheel cover. **Morgan Plus 4 Super Sports, 1967**, very dark racing green, ivory leather interior, wide-rim wire wheels, twin DCOE Webers with appropriate manifold. **Morgan 4/4 4-seater, 1970**, flame red, clock, tonneau cover, rear bumper, belt (fan! safety? bonnet??). **Morgan Plus 4 Coupe, 1963**, was laid up for a few years and is now being refitted and prepared for its 2nd maiden voyage. **Morgan 4/4 2-seater, 1970**, indigo blue, wire wheels, stereo, tonneau cover. By the way, not to be outdone by Leyland Cars and their new Supercovers sales promotion, we are having our own little campaign. It's called "Supertonneaucover". **Morgan**

1968G, yellow, wire wheels, sun-roof. **Jensen Healey, 1974**, Malaga blue, black interior, stereo. **NEW MORGAN**: We can now take orders for the new version of the Plus 8 shown at Earl's Court (as an additional model to the ordinary Plus 8). For an extra sum one receives an improved specification: aluminium-

Morgan 4/4 2-seater driven by Chris Alford is outright winner of the BRSCC Production Sports Car Championship 1975, with 15 class wins out of 15 starts, and humbling on occasion such exotic cars as Lotus Europeas, V12 E-Types, TR6s, etc. Our Plus 8, driven by the author of this advertisement, was second in the top (up to



£4,000) price class. The 4/4, resplendent in indigo after an incident-free season, was exhibited at the Motor Show. **NEW TVR**: A Broadspeed turbocharged Tuscan V6 is now the flagship of the TVR fleet; heavily feature-laded it costs about £6,900. Other TVRs are much less costly and we have them in stock at Arkley. The **ARKLEY SS** kit is also in stock again. Simply exfoliate the outer parts of your tatty Sprite/Midget, apply the Arkley remedy from end to end and, Hey Presto! we have a stubby purposeful 10ft. 4in. piece of sporting machinery with no wasted space, no useless overhang, 25p and an addressed envelope will get you the illustrated brochure on the Arkley SS. Our workshops managed by the very conscientious Roger Davies are equipped to carry out servicing and mechanical repairs on Morgan, TVR, Leyland and Jensen Healey. Best to phone a week or so ahead. Open to 7pm weekdays, 6pm Sats., closed Sundays and Bank holidays.

FOR SALE—continued

COLLECTOR'S ITEM: E-Type 2+2 Series II 4.2. Last one made before V12, manual, chrome wires, 38,000 miles, year's w.o.l. Offers invited. Godstone 2829 (Surrey). (68120)

ASTON MARTIN DB6, November 1967. Genuine 31,000 mis. from new. Automatic. Metallic silver, CWW, radio/cassette. New stainless steel exhaust system. Full factory service history. Truly concours throughout. £2,850. Day 01-300 4316; evening 01-300 3468. (68121)

BENTLEY 1938. Original aluminium 4-door saloon by Mulliner. Engine, body and work. work restored and repainted. Rechromed. £2,950. Goring-on-Thames 2432. (68122)

LOTUS SUPER SEVEN S2 1500. Smart, reliable, weather equipped, heated. Marriage forces sale, £675. Bedford 67520. (68123)

CITROEN-MASERATI. Air conditioning, leather, stereo, very argente, immaculate £2,500. Part exchange considered. Leather-head 73119. (68125)

LOTUS ELAN S4 Sprint, 1971. Yellow over white. New hood, 126 b.h.p. big valve. Financial crisis. Bargain, £1,100. 021-422 5052. (68126)

BENTLEY 51. Continental Fastback. Mulliner. Auto. Bronze and red interior. Completely detailed history of most careful maintenance by three owners; £4,300. 01-373 4249 after 6.30 p.m. (68127)

ASTON MARTIN 1967 Automatic. Power steering. Usual refinements. In above average order throughout, £1,275. Wembury 862655. (68128)

1972 LOTUS Europa. 39,000 miles, alloy wheels, £1,500. Phone Monmouth 4233 evenings. (68130)

ALVIS SPEED 20 Saloon. Sound, original condition, but tatty. Must sell, £570. Stourbridge 73174. (68132)

AUSTIN 7 1931. Special body, one-seater used by disabled person. Offers. Phone: Woolston Nr. Coventry 2157. (68134)

AUSTIN MINI MOKE Mk. I 1966. Rebuilt, new subframe, exhaust, tyres, battery. Re-sprayed black with new tan hood. MoT. £400 or exchange late 1920s Austin or Ford A restorable condition. SAE for photo. 83, Tilmore Gardens, Petersfield, Hants. GU32 2JA. (68135)

BENTLEY 3½-LITRE 1936 "Air-Line" coachline by Arnold. In unrestored running condition. Has great potential. Must be sold. Only £1,350. Tel.: 01-546 2027. (68136)

AUSTIN NIPPY 1934. 2-seater. Complete. Much restoration completed. Needs final finishing. £550. Tel: 01-546 2027. (68136)

BENTLEYS NEEDING restoration. Vintage 4-litre with diesel engine, 1936 4½-litre with competition bodywork. Also nearly complete 4½ chassis and other spares. Owner will sell or part exchange for good Crewe Bentley, Morgan or other thoroughbred. Box 4891. (68112)

1930 ALFA 1750 twin-cam, dismantled, 95% complete, no coachwork. Some spares. Nearest £3,000. Box 4892. (68105)

TWO RARE CLASSICS. Both 1955. Daimler Conquest Roadster and Jensen Interceptor. For details telephone Gravesend 66074. (68140)

DOLOMITE SPRINT, 1973 (M). 20,000. Mimosa. Radio, electric aerial, burglar alarm, etc. Very nice. Home 01-485 4584. (68141)

BENTLEY 1936 4½-litre Estate car. Mechanically excellent, ash frame sound, aluminium wings, etc. Sound but interior and exterior need tidying. Offers on £1,400. Telephone 01-681 3177. 10 a.m. to 12 p.m. weekdays. (68142)

AUSTIN HEALEY 3000 Mk. I, 1959. BT7, hard-top, overdrive, 56,000 and two owners only. Respray original ice blue. Excellent condition, £900 o.n.o. Telephone Guest, Thurnby 4283. (68143)

RARE 1938 BSA Scout Coupe, partially restored, many new parts, some spares, must go, bargain price £400. Redditch 23417. (67824)

JAGUAR XK140 FHC. Complete but in need of restoration. Offers. Telephone: daytime Meopham (0474) 813239; evenings Maidstone (0622) 813121. (68139)

1939 MG TB. Very rare and excellent order. £2,195 o.v.n.o. or exchange WHY? 78 Wilcox Rd., SWB. 01-828 7449. (68138)



Rolls-Royce Silver Cloud I

By James Young (1956)

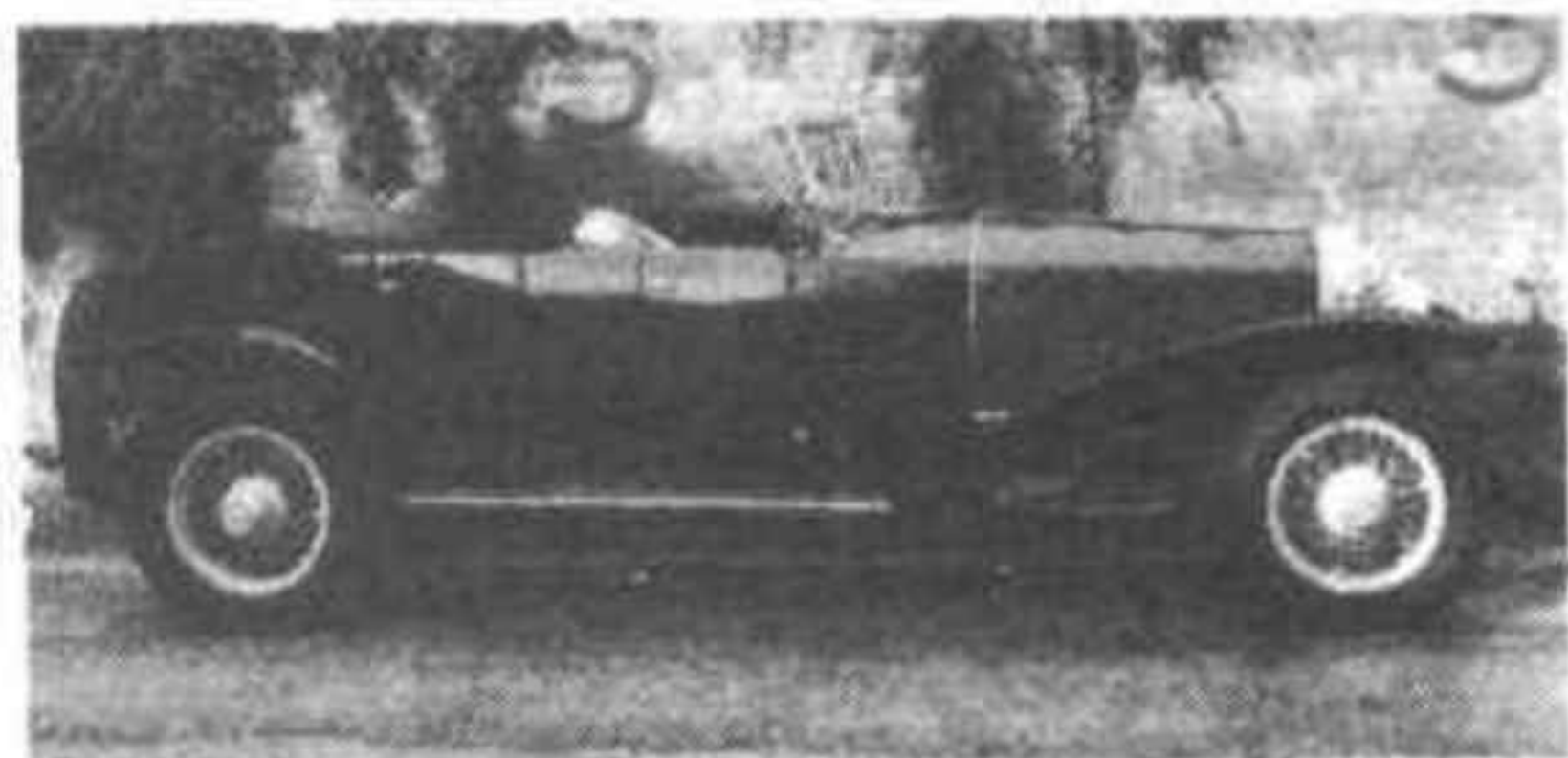
One of only nine such models ever built, this all-alloy body is in concours condition, having had effectively only one owner from new, and having covered a genuine 76,000 miles. Superb interior and mechanics. This represents a unique opportunity to acquire an appreciating investment.

Serious enquiries to:
(0203) 77431

or write Box No. 4853

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





ROLLS-ROYCE Phantom I, 1928, boat-tail tourer. Dark blue and black coachwork with beige leather. Restored to the highest standards. A magnificent car in superb condition.

P & A Wood

**CORNICHE GARAGE
GREAT BARDFIELD, ESSEX
GREAT BARDFIELD 604**



BENTLEY S3 Continental Flying Spur by H. J. Mulliner, 1965. Finished in Caribbean blue with magnolia hide. Must be one of the finest examples having only covered 16,000 miles from new. History and service records available.

WE SPECIALISE SOLELY IN ROLLS-ROYCE AND BENTLEY CARS

The Sports Car Centre

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1972K M.G.-B GT, 29,000 miles, overdrive, rebuilt and balanced at 21,000 and supercharger fitted, also Mag. wheels, radio/stereo, fully undersealed, h.r.w. Fully soundproofed, has to be driven to be appreciated. £1,445



1972K ALFA ROMEO 1300 GTV, superb condition in white, 32,000 miles, one owner, service history. Radio, reclining seats, new tyres etc. £1,295

- | | |
|---|---------------|
| 1973N M.G.-B GT, yellow, o/d., Rostyle wheels, one owner. Superb | £1,595 |
| 1973L M.G.-B roadster, w/w, radio, cassette, one owner, 20,000 miles, aqua | £1,295 |
| 1973L M.G. MIDGET, mallard, one owner, w/wheels, 24,000 | £1,095 |
| 1973L TRIUMPH SPITFIRE, white, one owner, 25,000 miles | £1,245 |
| 1973L TRIUMPH SPITFIRE, Pimento, one owner, 8,500 miles | £1,295 |
| 1973L GINETTA G15, yellow, 875 c.c. engine, radio | £1,195 |
| 1973L JAGUAR XJ6 4.2 auto, one owner, radio, elec. windows, s/roof, superb | £2,950 |
| 1972L B.M.W. 3.0 CSA, blue, one owner, service history, 34,000 | £3,950 |
| 1972L B.M.W. 2500, saloon, Biakal blue, cloth trim, manual, radio/stereo, two owners | £2,195 |
| 1972L MINI CLUBMAN GT, one owner, sunroof, Sundym glass, radio, fully rust-proofed etc. | £995 |
| 1972L TRIUMPH STAG, white, h/s tops, manual, o/d, two owners, radio/stereo, 34,000 miles | £1,895 |
| 1972K LOTUS + 2S 130, two owners, 32,000 miles, blue/silver. Mag. wheels | £1,895 |
| 1972K LOTUS SPRINT, d.h.c., black/gold, 26,000 miles. As new | £1,595 |
| 1972K TRIUMPH TR6, d.h.c., damson, radio, o/drive, two owners. Unmarked | £1,195 |
| 1972K AUSTIN HEALEY SPRITE. B.R.G., wire wheels | £845 |
| 1971J TRIUMPH SPITFIRE, white, two owners, radio, cassette | £795 |
| 1970J TRIUMPH TR6, d.h.c., light green, o/d., excellent condition | £895 |
| 1970H PORSCHE 911 'S', black, one owner, electric sunroof, elec. windows, 25,000 miles | £2,900 |

ANY CLEAN LATE SPORTS CARS WILL BE BOUGHT FOR CASH

Generous H.P. facilities and Part Exchange terms on all cars advertised

TDK Sports Cars



JAGUAR V12 d.h.c., 1974. This one-owner car, which is finished in lavender with chrome wire wheels, stereo and radio, has covered only 15,000 miles from new. Offered at **£3,395.**

RELIANT Scimitar GTE, 1970. Automatic. A really outstanding example specially finished in orange with black coach lines. Must be seen. Offered at **£1,395.**

JENSEN-HEALEY, 1973. This car has had a one-off paint finish in BMW metallic silver. An outstanding example. Recorded mileage 12,000 Offered at **£1,495.**

TVR Tuscan, Sept. 1970. Finished in red, fitted sun-roof, alloy wheels etc. A real flyer offered at **£1,195.**

TRIUMPH TR6, 1972. A one-owner car finished in sienna brown with tan interior, fitted hard-top, overdrive, radio, etc. Excellent condition. Offered at **£1,195.**

TRIUMPH TR6, 1971. Finished in saffron, fitted overdrive, radio, etc. Offered at **£1,095.**



EUROPA Special, 1975. Finished in lagoon blue with gold coach lines. Only 5,000 miles and still like new. Offered at **£3,195.**

TRIUMPH Spitfire, 1973. A one-owner car finished in white, 24,000 miles only. Offered at **£1,095.**

TRIUMPH Spitfire, 1972. Finished in sapphire blue. Offered at **£945.**

LOTUS Elan Sprint, 1971, f.h.c. Gold Leaf colours. Beautiful condition. Offered at **£1,395.**

LOTUS + 2, 1968. This car has had a small fortune spent on it; also re-sprayed in Lotus yellow. Offered at **£995.**

MG-B GT, 1969. Automatic. Finished in white, sun-roof, radio, etc. Offered at **£895.**

MG-B roadster, 1966. Red, with overdrive, wire wheels, etc. Must be seen. Offered at **£495.**

AUSTIN HEALEY Sprite, 'H' reg. Really nice example of this model. Offered at **£645.**

AUSTIN Mini 1275 GT, Nov. 1973. A one-owner car which has covered only 14,000 miles. Real value at **£1,195.**

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TELEPHONE 01-863 6117

The Investment Motoring Company & Associates

ROLLS-ROYCE

1949 ROLLS-ROYCE Silver Wraith 'Teviot' touring limousine by Hooper. Painted black, lined gold, fitted metal sliding sunroof to front compartment, and P100 headlamps. Upholstered brown leather to front, fawn West of England cloth, piped brown hide to rear with golden brown lambswool rug, electric rear blind. All original, and only 21,363 miles from new.

1961 BENTLEY S2 Standard saloon. Original smoke green paintwork, very rare green cloth interior, electric aerial and windows, two owners and 86,000 miles only. **£2,950**

THE EARL JERMYN



1963 BENTLEY S3 Continental saloon by James Young, one of only about fifteen built. Painted Tudor grey with eau de nil furniture hide upholstery. Stereo, lambswool rugs etc., 98,000 miles. **£6,250**

We are always keen to purchase good Rolls-Royce and Bentley cars.

BENTLEY

1964 BENTLEY S3 Continental two-door coupe by Park Ward. Shell grey with green interior trim. One owner and 83,000 miles only covered from new. **£6,250**

1964 (Nov.) ROLLS-ROYCE Silver Cloud III, two-door coupe by Mulliner Park Ward finished in Regal red with beige trim, two owners and 106,000 miles covered. **£7,950**

1960 BENTLEY S2 Continental two-door coupe by H. J. Mulliner. Refinished at Hythe Road in green-grey and with a beige trim. Three times a previous concours winner. **£5,250**

PETER GEIGER

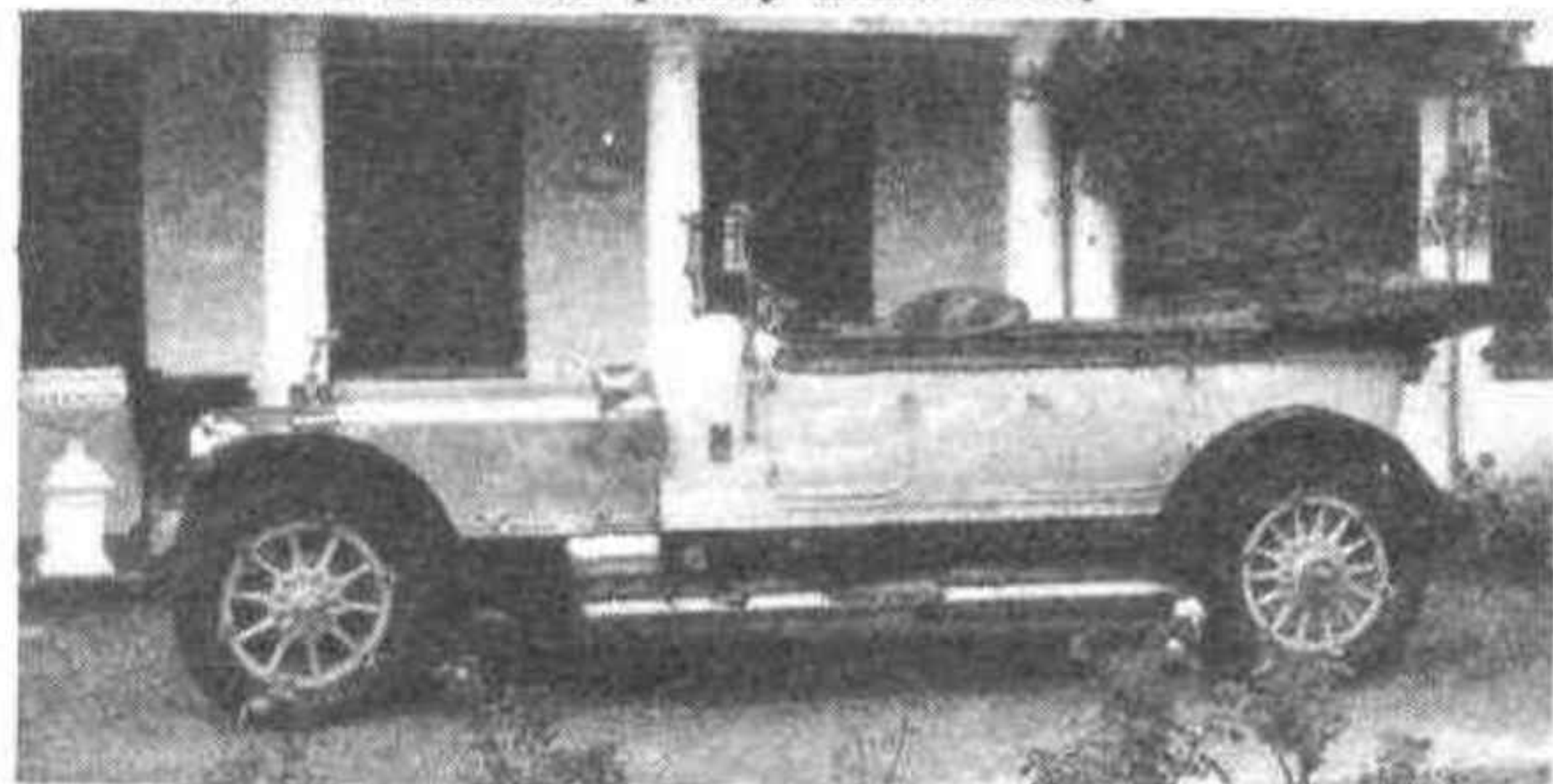
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Opening hours: Mon. to Sat. 9 a.m. to 7 p.m.
Sun. 10 a.m. to 12 noon. (Works: 8 a.m. to 6 p.m.)



1912 ROLLS-ROYCE Silver Ghost tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. £36,000

1961 AC Greyhound (Bristol engine), green, Webasto sun-roof, wire wheels, very rare. £1,495

1966 AUSTIN HEALEY 3000, metallic red, wire wheels, overdrive, radio, 4,500 miles on overhauled engine, new hood. £1,225

1964 AUSTIN HEALEY 3000 Mk. III convertible, BRG, concours, chrome wire wheels, overdrive, radio. £2,995

1972 ('71 model) AUSTIN HEALEY Sprite Mk. IV, bedouin/autumn leaf, one owner, mileage 35,661, wire wheels, tonneau, 'SP' sports. £745

1961 BENTLEY series II, 6,230 c.c., maroon over grey, electric windows, radio, PAS. £1,895

1966 BRISTOL '409' Chrysler 5,211 c.c. engine, push-button automatic gearbox, silver grey. £1,495

1963 DAIMLER SP250, C spec., blue, hard/soft tops, two owners only (one last 7 years), investment £1,100

1973 CHRYSLER Valiant V8 automatic Regal estate, silver/black, Motorola, reclining seats, electric rear window. £1,595

1970 (J) DAIMLER 2.8-litre Sovereign, white/blue, two owners only (one since May 1972), automatic, PAS, radio, electric aerial. £1,295

1972 FIAT 127, white/black, (Dr.'s car), radio, recorded mileage 25,092. £765

1964 GORDON-KEE3LE (V8), white/black, two owners only since new, reputed 40,803 miles, discs all round, radio/8-track stereo, electric windows, knock-on wheels. £1,895

1965 JENSEN C V8, metallic blue, automatic, chrome wheels, Motorola. £1,295

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

1923 LAGONDA Type KK 11.6 h.p. 2-seater with dickey. £3,500

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red, classic car, appreciating. £995

1974 MG-B, white, one lady owner, mileage 8,753, overdrive, tonneau. £1,665



1973 ALFA ROMEO 2000 GT Veloce, white, unwarranted mileage 22,987, radio. £1,895

1969 PORSCHE 911E sportomatic, (fuel inj.), blue/red, Blaupunkt radio with electric aerial, headrests, rear wiper, Golde sun-roof. £1,595



1973 JAGUAR V12 convertible, white/black, radio, recorded mileage 23,741. £2,595

1971 JAGUAR 2+2 V12 coupe, blue, automatic, radio/stereo, PAS. £1,945

1974 (M) MIDGET, bracken/tan, one owner, anti-theft, tonneau, petrol lock, delightful condition £1,095

1973 MG-B V8 GT, white/blue, one family owner, mileage 18,135, overdrive, Sundym, h.r.w., headrests, hazard warning. £1,875

1973 MG-B GT, black tulip/yellow ochre, mileage 22,849, overdrive, Cints., h.r.w. £1,575

1973 MG-B roadster, red/navy, overdrive, radio, headrests, servo, one owner. £1,295

1972 MG-B GT, white, overdrive, sun-roof, fog/spot, two owners only. £1,295

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

1971 (K) MG-B GT, blaze, overdrive, radio, servo, h.r.w., hazard warning, last owner 3 years. £1,195

1969 MG-C 2-seater, BRG, overdrive, wire wheels, radio, tonneau cover. £545

1965 BENTLEY S3, black over grey, two owners only since new, electric windows, PAS, radio/stereo £2,945

1963 BENTLEY S3, black pearl over shell grey, radio/stereo, lambswool carpets, electric windows, anti-glare windscreen. £3,500

1968 MG-C automatic roadster, white, wire wheels, anti-theft, two owners only. £575

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

1959 MG Magnette Varitone, green, radio, original log book, one owner last 6 years. £265

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

1969 OPUS Sports, fibre-glass, interesting car, full-weather equipment. £345

1968 (G) RELIANT Scimitar 3-litre, white/black, sun-roof, overdrive, radio. £795

1974 RENAULT 4 estate, beige, radio. £1,125

1971 RENAULT 6 TL 4-door saloon, white/black, delightful example. £725

1951 RILEY 2½-litre saloon, maroon. £245

1923 SUNBEAM 16/40 5-seater torpedo tourer, smoke blue and black. £6,250

1974 TRIUMPH Spitfire, sapphire blue, one owner, mileage 10,064, radio, tonneau. £1,395

1974 TRIUMPH Spitfire Mk. IV, mimosa, one lady owner, mileage 13,633. £1,345

1974 TRIUMPH Spitfire, green, one owner (Dentist), Motorola, luggage rack, tonneau, spare unused. £1,295

1973 (M) GT6, mimosa, one owner, mileage 25,122, Sundym, rear wiper. £1,345

1973 TRIUMPH GT6, mimosa, one lady owner, mileage 18,404, overdrive, rust shield underseal, headrests, Sundym. £1,425

1972 (L) TRIUMPH Spitfire Mk. IV, green mallard, hardtop, radio/electric aerial, mirrors. £925

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

1965 TRIUMPH TR4A, yellow, overdrive, hardtop, wire wheels, radio. £565

1965 VANDEN PLAS Princess 4-litre 'R', green/grey, automatic, PAS, radio. £395

MGA'S, T, TYPES, OR ANYTHING INTERESTING WANTED STAINES 55388

S. H. RICHARDSON & SONS LTD. MOOR LANE STAINES MIDDX

FOR SALE—continued

ROVER 10 1934. Taxed, MoT, 50,500 miles from new. Good condition. Offers. Chestfield (Kent) 3286. (66666)

1924 CITROEN TORPEDO 5-seater tourist. Recent garage overhaul. Excellent all-round condition. 3 spare wheels. Very, very rare car. Good investment at £1,600. Fennell, 2 Foliat Close, Wantage, Oxon. Wantage 2317. (67995)

AUSTIN 10 Cambridge Saloons (two). 1938 one sound, solid car complete. Other rough, some spares, £265 both. (Liverpool) 051-924 0220. (67996)

ARMSTRONG SIDDELEY Hurricane 1950. Rebuilt engine, bodywork, trim good, poor hood. Many spares including engine and gearbox. £450. 0302 852313 evenings. (67997)

1938 AC DROPHEAD. Rebuilt from chassis upwards, engine overhauled. Ash frame rebuilt 95%. Parts rechromed, rewired. VSCC accepted, £800. 01-690-1326. (67998)

SUNBEAM 16.9 H.P. 1928. Six cylinder OHV engine, in concours condition, having been retrimmed in leather, new fabric roof, and totally repainted. Mechanically excellent. An exquisite limousine at only £2,250 o.n.o. Tel: 01-500 3149. (68000)

SWALLOW DORETTI 1955. Registration LDN 500. Running order, complete with some spares and re-chromed parts, but needs re-building. Any reasonable offer considered for this extremely rare car. White, Byfleet 44375 (office); Cobham 5139 (home). (68002)

BENTLEY 1937 4½-litre rare sports saloon by Vanden Plas. Concours condition throughout. Offers. Phone Berkswell 32361 Works. (68003)

GILBERT GENIE Invader 1967. Outstanding condition, 12 months MoT. Recent new engine, gearbox, suspension. Extras include overdrive, sunroof, Minilites, burglar alarm. £625 o.n.o. 01-226 4718. (68005)

FOR SALE—continued

"R"-TYPE BENTLEY 1954 Automatic. Silver grey, tested April, taxed, new parts include tyres, exhaust, 100,000 miles believed correct, £1,700 o.n.o. Ecclesfield (Yorks) 61904. (67992)

1929 AUSTIN 12/4 Burnham Saloon. Excellent condition some spares, £1,500. Tel: Copthorne (Sussex) 713172. (67993)

1932 ARMSTRONG-SIDDELEY 12/6. Has only done 29,000 miles since new and is in original as new condition. The late property of single lady owner, this car is almost indistinguishable from brand new, £1,450. Ingatestone (Essex) 2422. (67994)

1915 T FORD chassis dismantled, some parts in primer, wings, lamps, bonnet. No radiator, £1,000. Tel: Copthorne (Sussex) 713172. (67993)

VERY RARE PEUGEOT 304 Gabriote April 1972. Only 18,300 miles, taxed March. Only £1,250 o.n.o. London 995 6636 evenings/weekends. (68006)

AUSTIN HEALEY 3000 for sale. Lovely condition, overdrive, radio, wire wheels, 1965 model, £1,175. Please tel: Hartlepool 66454. (68007)

PORSCHE 356C FHC, 1964. Eleventh in Porsche Club Concours this year. Faultless mechanically and bodily. Silver/black interior, radio. Sad but necessary parting, £1,100 o.v.n.o. Guildford 77754. (68008)

MERCEDES CONVERTIBLE LHD, 1968 250 SE, Auto, Power steering, electric windows, Sundym glass. Finished in white with tan leather int. Absolutely immaculate, £1,995 or exchange. 061-881 5986. (68009)

ALFA ROMEO 1750 GTV 1970. Excellent condition. Radio, MoT Oct, 1976, taxed. £790. 051-526 8660. (67010)

1949 AC 2-LITRE two-door saloon. Good condition, MoT. Reg. NPC 5 £400. Cambridge 32283. (68011)

FOR SALE—continued

TR 2A, RECENTLY restored, engine rebuilt, wires, radials, red and in original condition. Excellent throughout. Must be seen, £500. Phone 051-645 7108 Ches. (68012)

E-TYPE ROADSTER 1965. Black, v.g.c., £650. TR4 1964, red, overdrive, wires, hardtop, £285. Herne Bay 61231. (68013)

MG-A 1500 ROADSTER 1956. Used every day. Work carried out includes overhaul of brakes, electrics, propshaft and front suspension. Recent batteries, fuel pump, exhaust and carpets. Bills for £150. Some work still needed on engine and body. Extras include wires, radio, twin horns, and new luggage rack. Tax and MoT £250 o.n.o. Phone Robert Connor, Harefield 3221 evenings or West Drayton 43751 daytime. (68014)

1948 PROTOTYPE Land Rover. The world's old completely original Land Rover, chassis no. 1b of the first 50 pre-production models, restored to mint condition, £1,750. Petersfield (Hants) 3166. (68015)

1923 AUSTIN SEVEN 1½-seater "works" Replica racer OK 7095. Can be seen Syon Park, £1,750. Petersfield (Hants) 3166. (68015)

TR4A, 1966, WHITE. Surrey hard and soft tops and tonneau, w/w. Many new body and suspension parts. New gearbox, engine overhauled 5,000 miles ago. Good condition. £550 or part exchange for 4-door car. Tel: Burnley 24048 after 6 p.m. (68017)

ROLLS-ROYCE Silver Cloud I LWB 1958. P.a.s., electric division, high compression engine, sunroof. Porcelain white with natural hide interior. No expense spared on maintaining this car in Rolls condition, £4,500. Tel: 0695 422203. (68019)

1937 MORRIS 8 Tourer, in immaculate condition. Please phone Woburn Sands 583119. (68021)

FOR SALE—continued

1935 TRIUMPH GLORIA. One of pair produced for French Alpine rally, Climax engine, twin SU's, one vertical, one horizontal. In excellent cond. Manual box with overdrive device. VSCC eligible sports saloon. Original aluminium body and interior, good runner. A tatty Classic thoroughbred being reluctantly offered for sale to best offer over £400. Details 061-428 6125. (68018)

BENTLEY R-TYPE Automatic 1954 Black, shell grey/red interior. Just 100,000 miles. Service records, all tools. If you want a real Bentley all you need is £2,650. 0695 422203. (68019)

ASTON MARTIN DB5 1965. Resprayed in dark blue, tan trim. Extensive overhaul on engine, brakes and suspension, new tyres, nice example, £1,350. Daimler Dart SP250, resprayed, new clutch, exhaust system, hard top/soft top, 4 spare tyres and 5½ wheels. Must be seen, £750. Phone Oakham 2474. (68020)

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FOR SALE—continued

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MG-B GT, 1968: Finished in beige and metallic brown with black upholstery; fitted with overdrive and a radio. **£675**

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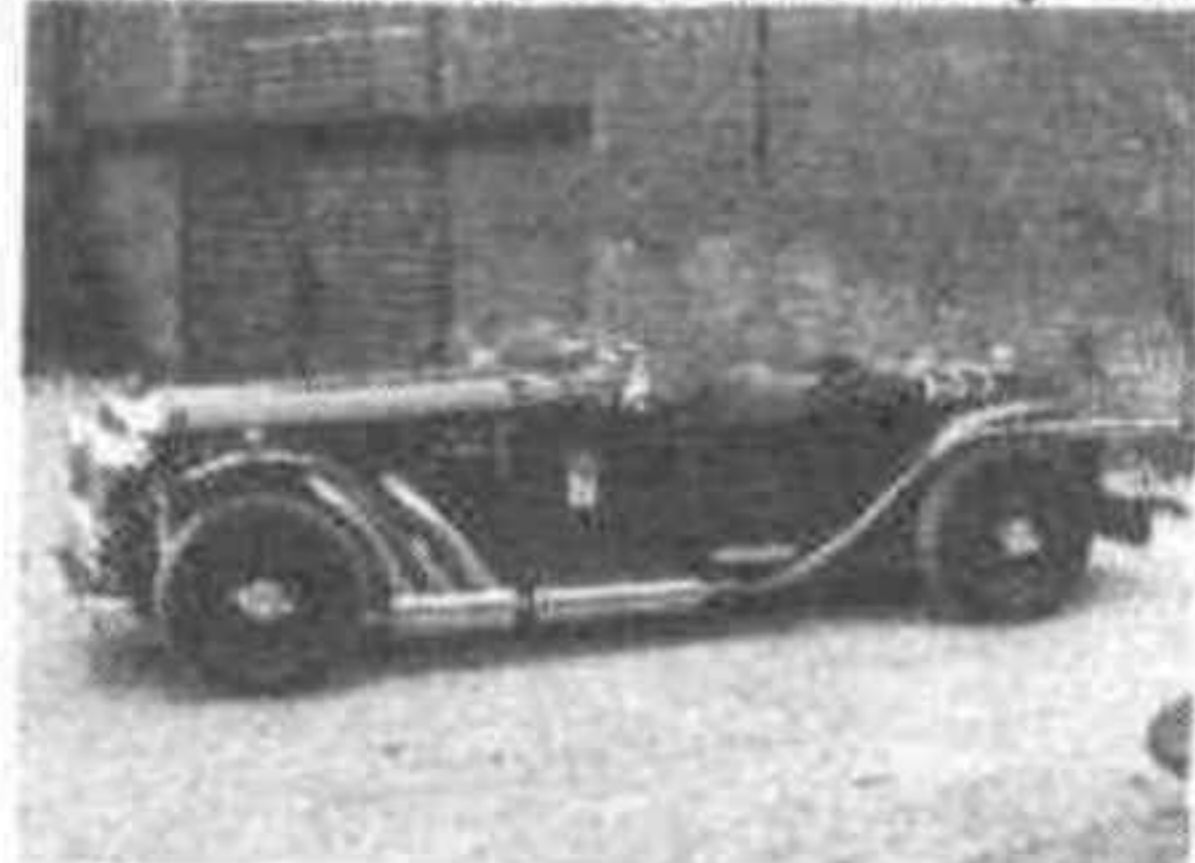
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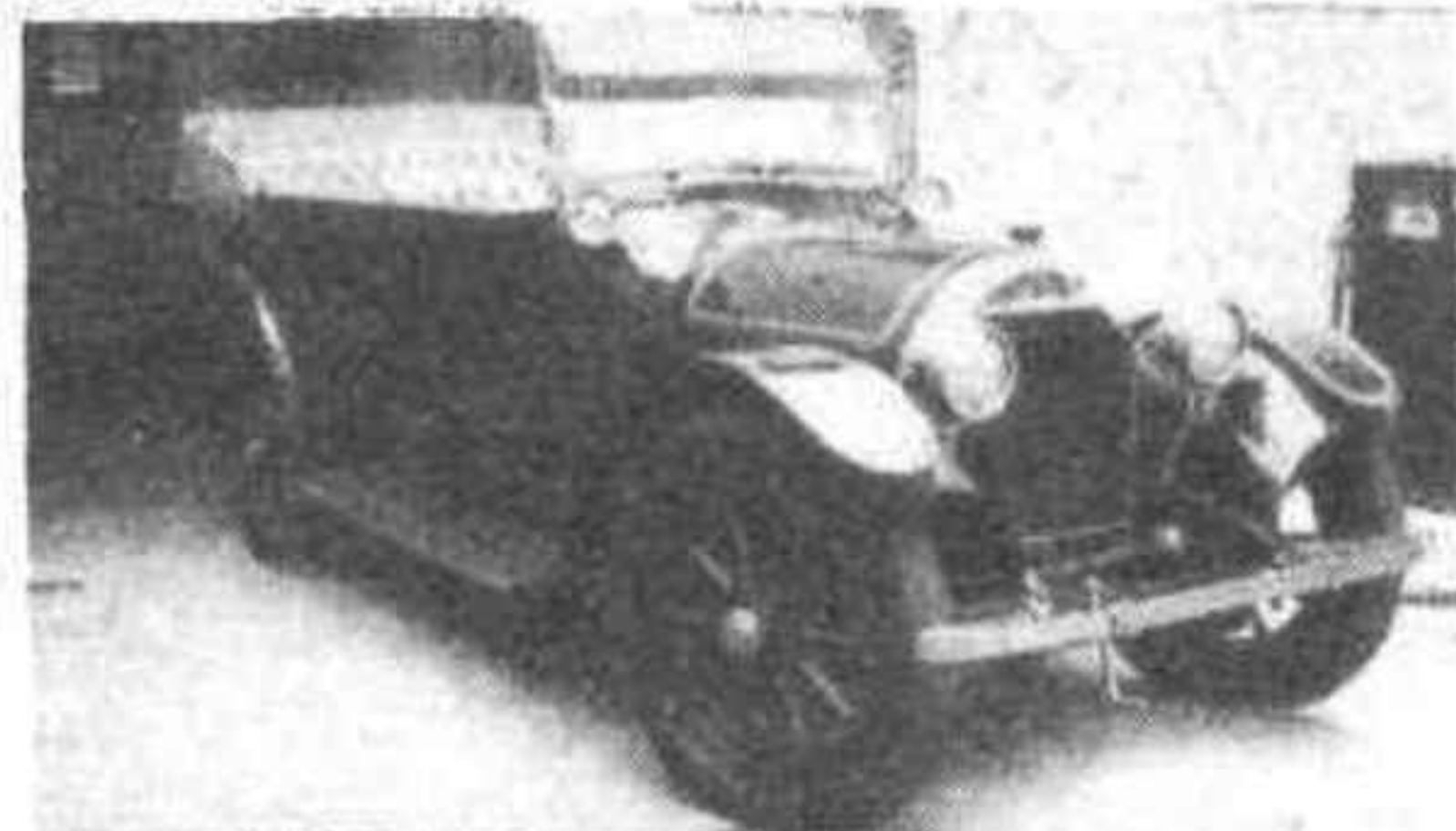
ROLLS-ROYCE, 1949, Silver Wraith touring limousine with semi-razor-edge coachwork by Hooper. This aluminium chauffeur-driven coach-built vehicle has had virtually one owner. Finished in ebony black with natural tan hide trim and carpet. Mechanically outstanding, fitted P100 headlamps, all tools, mascot, etc. A rare car in exceptional order throughout.



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NORTON, 1975, Mk. 2A Interstate 850 c.c. Absolutely indistinguishable from new, 1,200 miles only, run by ourselves. Finished in red. Realistically offered.

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BENTLEY, S.1 1957, series Flying Spur, one of only a mere handful, this Continental 4-door coach-built aluminium-bodied sports saloon was the subject of a recent extensive (or should we say expensive) restoration; it was completely gutted and refurbished, interior retrimmed in natural tan Connolly hide with matching Wilton carpet, all woodwork re-polished, re-painted in golden sand all chromework re-plated, etc., etc. Mechanically superb, and fitted of course with power-assisted steering.

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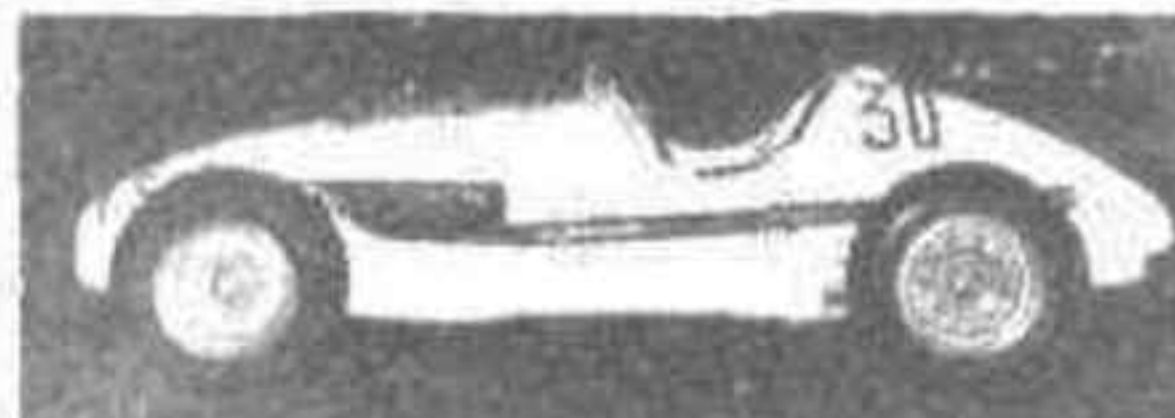
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 - ROLLS-ROYCE 4-door saloon, up to £5,000 cash. Genuine private buyer. Tel: Bishop Auckland 3013 after 6 p.m. (68279)
 - ALFA 2500 SPARES: Hub caps, torsion bars, brake drums, body trim, etc. Alfa 1900 Sprint front brake drums wanted. Telephone Maidstone 79644. (68311)
 - PRE-WAR ROLLS-ROYCE, preferably restored but consider good original or part-finished project. Cash, Bournemouth 760800. (68001)
 - ROVER 100/110 or Daimler Consort or Century, one owner, low mileage, AA inspection. Luton 56713. (68004)
 - ROLLS-ROYCE Silver Cloud, any year, or St Bentley, Manor Farm, Castle Eaton, Swindon, Wilts. 028581 453 (Kempford). (68070)
 - VINTAGE SPORTS CAR required for use in VSCC events. Specials considered. Must be in good condition. Please give full details, price and if possible photograph which will be returned. Box 4890. (68041)
 - LOTUS ELAN, +2 or Europa wanted. Condition immaterial. Immediate cash available. Telephone Welwyn (Herts.) 4895. (68061)
 - GENTLEMAN SEEKS to buy 4 Bentleys: Mk. 6, R-Type, S1/II, SIII. Good condition only. 01-373 2296. (67729)
 - AUTOMATIC FOUR-SEATER Convertible wanted, ideally 68/69 280 SE Mercedes, but anything comparable considered. Age and price unimportant, but must be in first-class condition. Tel: Norwich 45526 (home). (67834)
 - LOTUS ELAN SPRINT DHC, 1972/73. One owner, low mileage. Private buyer offers cash and good home for right car. Tel: Littleborough 78448. (67838)
 - LOTUS ELAN +2S 130/5. Oatmeal trim, low mileage, before Christmas, must be immaculate. Carter, Fareham 82492. (67829)
 - SUPERCHARGER—Shorrocks type for 2 1/2-litre engine. Phone evenings Shipley, Yorks 595335. (67821)
 - AC RADIATOR SHELL 1930 to 1939, condition immaterial. Hays, 8 Shute End, Wokingham, Berks., 0734 780017 day; 784122 evening. (67819)
 - CHAIN DRIVE for Frazer Nash wanted, any model considered, TT Replica preferred. Hubble, 19 Gerald Road, Worthing, Sussex. (67924)
 - JAGUAR OR DAIMLER. Fantastic price will be paid for a fantastic Mark II saloon. Telephone Esher (Surrey) 64032 or write Roy Splers, Oak-Trees, Stevens Lane, Claygate, Surrey. (67954)
 - WORKSHOP MANUAL, handbooks, spares lists wanted on Scimitar GTE. Also any unused spares. Telephone Pipe Gate 451 or write: Hope, Mill Cottage, Bearstone, Market Drayton, Salop. (67941)
 - JAGUAR XK150, MG TF, TD or TC. Immediate decision and cash payment. Northwood 25161. (67944)
 - LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517, evenings preferred. (62783)
 - PRIVATE GENTLEMAN desires buy Bentley S/II or III. Good condition only. 01-373 (London) evenings. (65210)
 - ALLARD J2 required. Also need literature—workshop manuals, etc. Tel: Wyatt 0272 671836 Bristol. (65655)
 - ALFAS / SPRIGGETS / Spitfires / MG-Bs and GTs urgently wanted cash or part exchange. Boughton (022-775) 223/475. (67492)
 - AUTOMOBILE YEAR BOOK volumes one to six inclusive wanted. Either singly or together. Please write: Geoff Irvine, 100 Ryde Road, Gladsville NSW, Australia. (26506)
 - PRE-1936 OPEN 2-seater tourer or sports car required by enthusiast, must be complete but not necessarily a runner. Anything considered. Good home guaranteed for the right car. Telephone Nottingham 606420 evenings. (67658)
 - BENTLEY 3-LITRE Speed Model wanted, with alloy VdP body. Also interested in 4 1/2-litre or Speed Six. Definitely no replica bodies considered. Alan Dunkerley, 44 Robin Rd., Summerseat, Nr. Bury, Lancs. Telephone, Burnley 35658 days or Ramsbottom 3560 evenings. (67655)
 - BRISTOL CAR Model 404 to 410, must be good condition. Cash waiting. Ring 044-86371. (67702)
 - E-TYPE (1966 FHC 2-str.), 2 doors required, no rust. Phone Bloxwich (Staffs) 76179. (67705)
 - ALUMINIUM DROPHEAD Derby Bentley, must have MoT, good mechanics, engine and undamaged leather. Offers with pictures to Peter Schmitz, 519 Stolberg Gut Schwarzenbruch, Germany. (67656)

WANTED—continued

16 mm. **MOTOR RACING** films urgently required by enthusiast. Phone Kit, Middleton-on-Sea 2251, or write 191 Elmer Road, Elmer, Bognor, Sussex. (65544)

FERRARI 330 GTC or Dino Spyder. Cash. Rogers, Old House Farm, Cadeby, Nuneaton, Warks. (65957)

EARLY TINPLATE TOYS: collector wishes to purchase good quality tinplate toy cars, trains, ships, aeroplanes, etc. Especially those by Bing, Marklin, Carett, Plank, J.E.P. Excellent prices paid for good material. M. Dorian, Esq., 5 St. James's St., London SW1. Tel: 01-839 3591 (night), 01-937 8266 (day). (26191)

JAGUAR "E" TYPE wanted, fixed head or roadster, in good condition. Tel: Sunderland 280181. (67108)

1930/39 ROLLS-ROYCE or Bentley wanted. Condition and distance no problem. Please Tel: Ponteland 22807 evenings. (67120)

HEALEY 3000 wanted. Please write giving full details to P. R. Ainsworth, The Dale, Ashley, Market-Drayton, Salop. (67130)

E-TYPE ROADSTER (6 cyl.). If any owner is considering selling a one owner, low mileage car and would like the car to go to a good home and not into the hands of the usual "long-haired cowboys" please telephone Littleborough 78448. (67133)

LATE HEALEY BJ8 wanted, with O/D and, preferably, hard-top. Cooper, 25 Chilcott Close, Tiverton, Devon. Phone Hele 304 (STD 039288304) with message. (67212)

MOTORING and Aeronautical Art: Collector wishes to purchase bronzes, lalique glass mascots, mascots, trophies, fine hand-built models, posters, paintings, also bound complete set of Motor Sport and Autosport. M. Dorian Esq., 5 St. James's St., London SW1. Tel: 01-839 3571 (night); or 01-937 8266 (day). (26191)

ENGLISHMAN returning UK March 1976 requires luxury car. Any powerful saloon/FHC considered: Jaguar, Mercedes, BMW, etc. Outstanding condition essential. Price range £1,000—£1,500. Eric Stride, Box 311, Kampala, Uganda. (67343)

ALVIS 4.3 OR SPEED 25 engine or rolling chassis wanted. Woodley, The Bungalow, South Croxton Road, Barsby, Leicestershire. Tel: Gaddesby 419. (67415)

MERCEDES 300 S or 170 S/220 Cabriolet, 1950—1957, or any Mercedes before 1954 wanted. Dr. Schwappach, 5 Köln 41 Berrenrather Str. 376, W. Germany. (26348)

ANY MG 1930-1955, Morgan or Triumph Roadster wanted. Cash payment. Will collect any distance. M. Bennett, 91 Kings Hill Bude, Cornwall. (67448)

"E" TYPE CONVERTIBLE required for Caister Castle Motor Museum, Nr. Gt. Yarmouth, Norfolk. (2158)

12/50 ALVIS. Any type of bodywork and condition considered. Immediate cash available. Clay, 6 Squires Bridge Road, Shepperton, Middx. (68119)

V12 E-TYPE JAGUAR Roadster wanted by private purchaser. Some work or damage not objected to. Please telephone Great Bardfield (Sussex) 604. (68115)

ROLLS-ROYCE 1920/25 or 1925/30 wanted, preferably Sedanca-de-Ville body, but alternative considered. Condition immaterial. Please telephone 021-554 2276 evenings or weekends. (68116)

DAMAGED LOTUS Elan or Europa T/C in any condition, with/without engine/gearbox. 01-302 1823. (68118)

MOTOR MASCOTS wanted. Badges, books, motor mascots. Casanuestro, Sussex Road, New Romney, Kent. Tel: 06793 3327. (68117)

PRE-WAR ALVIS, Lagonda or similar sports car. Good condition. Also want van, anything considered. 01-828 7449. (68138)

CORD 810/12 ENGINE required—any condition. Reply with details and price to Box 4895. (68149)

MISCELLANEOUS

MG-A SPARES, roadsters and coupes, new panels available. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: (042 372) 519. (68129)

FORD ENGINE 1600 c.c. crossflow GT. Complete, little use since reconditioned. Manchester 061-439 1983. (68037)

R-R GHOST MASCOT 7 in. 1926 5 in. early klaxon (elec.). 2 car clocks. 1924-1930 instruction books. Box No. 4893. (68133)

NEW ASTON MARTIN DB2 steering wheel. (3) 2.6 Aston Martin copper cyl. head gaskets. (2) 2.6 Aston Martin inlet manifolds and oil filter and housing. (3) New 2.4 Healey top rad, hoses. New 500 x 17; new remould 550 x 17, 450 x 19, 650 x 16, 650 x 17 and 650 x 18. Two nearly new 650 x 17 tyres. Tel: Southport 67365 after 8 p.m. (68137)

3-LITRE BENTLEY instruction book, autographed by W. O. Bentley. Lagonda V12 3-litre Bentley, 1.1-litre Invicta, 1924/6 Windsor MG-A and 1.1-litre Aston Martin instruction books. Tel: Southport 67365 after 8 p.m. (68137)

E 93A FORD SPARES: Aquaplane superhead, front engine bearer plate for water pump and dynamo. Semi-race camshaft. Chrome oil filter. Smiths impulse rev. counter. 5.5 new CW and pinion. 2 sets new Enfo con-rods. E93A 6200B. C. 4.7 high ratio rear axle complete. Several 5.5 rear axles complete. 1 pair 4J-15 Bellamy wheel rims. 1 pair 16 in. wheel rims. "Worked on" engine: enlarged inlet ports, high pressure oil pump, HD clutch, etc. G. E. Tapper, Claremount, Pensilva Liskeard, Cornwall, Rilla Mill 62247 (STD 0579). (68148)

MISCELLANEOUS—continued

FORD E 93A Special Saloon with IFS conversion, hydraulic brakes, Anglia hubs and wheels, rear suspension mods, etc. G. E. Tapper, Claremount, Pensilva Liskeard, Cornwall, Rilla Mill 62247 (STD 0579). (68148)

FORD E 93A Popular Saloon with 4.7 rear axle, anti-roll bar and stabiliser front and rear. Teles. SAs all round. Oil gauge. G. E. Tapper, Claremount, Pensilva, Liskeard, Cornwall, Rilla Mill 62247 (STD 0579). (68148)

HIGHEST OFFER received secures one only of the following original handbook/instruction/manuals: Rolls-Royce 20 h.p. Dec. 1923, Riley 9 MIX, RC-AH, NPS, Singer 10 1937/8, Morris Minor car and Morris Family Eight Car 1929/1931, Morris Ten-Four and Twelve-Four Series II 1936, Ford Model "AF". Also Ford model "A" and "AF" Illustrated Parts Book 1928, Morris Six Lubrication Hand book and Wall Chart, Morris Commercial Leader PB4 type chassis 1931, Parts Book Bedford 30 cwt. and 2-ton models 1936, Clynno Light Car. G. E. Tapper, Claremount, Pensilva, Liskeard, Cornwall, Rilla Mill 62247 (STD 0579). (68148)

FLYING STANDARD Cars 1937/8 "Nine", "Ten", "Twelve", "Fourteen", "Twenty", AJS motorcycle 1919. Also AJS Illustrated Spares Book for 6 and 7 h.p. 3-speed, 1915-24, Wolseley "Fourteen" 1934, Morris Oxford and Cowley 1927, 1928, 1931, Talbot 10 h.p. 1937, Dodge model LC early 30s, Rover Fourteen 1937, Commer 6/8 cwt. van 1935, Ford model Y; also Illustrated Parts Catalogue. G. E. Tapper, Claremount, Pensilva, Liskeard, Cornwall, Rilla Mill 62247 (STD 0579). (68148)

THE VINTAGE Transport Enthusiasts' Club apologise to those of you who could not get into our auction due to the crowds. More space and seating for next sale, February 20/21. SAE for details, car/stalls booking forms. VTEC, 14 Broadway, SW1. (68138)

AUTOMOBILE ENGINEER 1922 to 1939 complete, also 1942. Individual bound volumes £5, or preferably the set £50. Please write Advertiser, 90, Coed Edeyrn, Llanelwyr, Cardiff. (68144)

VINTAGE CAR enthusiast and connoisseur wishes to contact British supply source. Company or individual. For export to States. Top references given and expected. Reply to British Correspondent, Box No. 4894. (68145)

MOTOR SPORTS for sale 1958—1972, two missing. Also Car 1966—1974, five missing. First sensible offer secures the lot. Buyer collects. Phone Yardley Gobion 542156. (67980)

RACING TYRES: 8 Dunlop 600L x 15 CR65 Mk. II, new. Cost £34 each. accept £24 each. Benenden 469. (67985)

GENUINE 2-GALLON petrol cans with brass tops for sale. All marked S.M.B.P. £1.50 each, plus postage. Limited stock available. Telephone Parbold 2738. (67999)

BENTLEY SI/II radiator, grille £30, 3500 NA registration number £30, Mercedes 220, 1960, good mechanics £30. Bournemouth 760800. (68001)

ROLLS-ROYCE PI, PII 20/25 various spares. Bentley 3-litre exhaust, dynamo. Camberley 32283. (68011)

"VETERAN & VINTAGE" magazines 1968-1972. "Motor Sports" 1951, 1962-1975, plus loose copies, motor racing programmes most British Internationals from 1962, Castrol "Achievements" books, Racing Car Show catalogues, 4 issues "Jaguar Driver", "Motor" road tests 1950. Stevenage 812730. (68016)

SILVER GHOST bumpers, front and rear, C/W spring loaded mountings. Other spares available. Manor Farm, Castle Eaton, Swindon, Wilts. 028581 453 (Kempford). (68070)

1935 MG registration number on rough traveller. Offers over £150 or exchange for MG J2 spares. Derby 41990. (68065)

3.8 JAGUAR E-TYPE stoved wire wheels, set of five in perfect condition, £40. Telephone Welwyn (Herts) 4895. (68061)

VSCC BULLETIN 58—115, AMOC News Sheets 1956-74, Motor Year Books 50, 51 and 52. Any offers. Box. 4889. (68046)

IWW AIRCRAFT propeller (less blades) mounted with clock in centre. Beautiful, useful curio, £20. Evenings Nottm. 871518. (68039)

VINTAGE. BROOKES vehicle travelling trunk. Exceptional condition, £15. Evening Nottm. 871518. (68039)

NEW BSF BOLTS and sets (incl. HT and plated) with nuts. 3/16 in. to 3/8 in. dia. 1/2 in. to 2 1/2 in. long 200 assorted. £6.50 p.p.d. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (67934)

ASTON DB5 and Elan workshop manual. E-type parts catalogue and chrome headlamp surrounds. MG TC instruction manual and windscreen brackets. ZA rad: grille. Northwood 25161. (67944)

HANDBOOKS: Phantom 1, mint condition £12. Bentley 4 1/2 Mk. VI £5. 19 Gerald Road, Worthing, Sussex. (67924)

FREE AUSTIN SHEERLINE to the buyer of the 11 in. Lucas headlamps—was last running four years ago. Would accept old 2-stroke motorcycle exchange, suitable for young boy. Telephone Biggin Hill 72741. (67745)

E-TYPE SPARES: 4.2 engine £80, 3.8 engine £60. Model B Autobox £40. 3.8 head, complete £35. Radiator £25. Exhaust £25. Header tank £10. Rear subframe, complete £25. Also carbs, starters, lights, wheels, seats, rear doors, boot lid, etc. Phone: Pudsey 76683 (Yorks). (67730)

MISCELLANEOUS—continued

ROLLS-ROYCE HANDBOOKS: Silver Wraith E9; 20/25 HP £10.50; 25/30 HP £11; 25/30HP handbook No. XV11 £17; Handbooks also bought. Lever, 24 Valley Road, Cheshire, (67842)

INTERIOR TRIMMING: Specialist upholstery service for Rolls-Royce and Bentley etc. Complete interior restorations. Colin Hustwayte. Tel: Crowthorne (Berks.) 5162. (67840)

ALVIS SPEED TWENTY / Jaguar S5100 period photographs/literature required to buy, borrow or exchange by enthusiast collector: Shelley, 79 High Street, Billericay, Essex. (67841)

FSP 1 ON SCRAP MINI £500. Phone Kirkcaldy 51394. (67846)

ALL LITERATURE relating to SCAR cars wanted. Road test manuals, catalogues or information about them to aid restoration of approx. 1912 4-cyl. model. Good prices paid. Write: P. W. B. Green, King Edward Memorial Hospital, Mattock Lane, Ealing W13. Tel: 01-567 6666. (67844)

HUNDREDS OF COPIES early Motor Sport, 1953—1967; Autosport 1951—1960 and Motor Racing 1954—1960. Also Show numbers Motor, Autocar, similar years. Offers for collection or would sell per year. Letters only: Barnes Little Croft, 71A Ryecroft Rd., Streatham, SW16 3EN. (67839)

MG-A FIXED HEAD right door, brand new, part exchange MG TF tachometer, pair of MG TF seats or offers: G. Gilder, 48 Evesham Rd., Bishop's Cleeve, Cheltenham, Glos. (67845)

WILL ANYONE who competed in a Morgan Three-wheeler pre-war, or who has information or photos of such people please contact me as present Morgan tricyclists will be interested. Especially interested in whereabouts of Gwenda Hawkes (Stewart). Alderson, 35 Bankfield Road, Sheffield S6 4RD. (67837)

UMPTEN MOTORING books, magazines. 1940s newspapers. American newspapers 1930s. Dinkies. SAE: Longdown Cottage, Marstone, Newport, Isle of Wight. Arreton 462. (67929)

NAPIER LION 500 HP Broad Arrow 12-cylinder engine, Vauxhall circa-1922 rolling chassis, 20/60, 1 pair R-R headlamps Lucas RB170, £30, South Benfleet 4174 (Essex). (67931)

FOR SALE: Motor Sport 1962 May to 1974 Dec. (except Nov. 1965), 1961 Jan., May, June, July, Sept., Oct., Dec. 1960 Nov., 1959 Feb., 1958 Sept., 1956 Sept., anything before 1954. Day, 15 Sheepen Road, Colchester, Essex. (67935)

FOR SALE: Unused Mk. I Escort Mexico body shell, £275 o.n.o. Black. Tel: 061-980 4453. (67822)

DAVID BLACK Car Transporters. Express service, anywhere. Greatest care taken. Telephone Newington (Kent) 842726. (67828)

£1,000 MALLOCK U2 Mk. 5/6, Lotus twin-cam. Revolution wide wheels, 8 in. front, 10 in. rear, originally 1500 Clubmans, 1969 F1 500 winner. Brand new spare Webers, Nos. board, stop watch, etc. Part exch. car or large motorcycle. Marshall, 061-736 1760; night 736 1770; 792 5606. (67417)

SUNBEAM TIGER. Selling yours? We pay a fair trade cash price for condition and higher for really good ones. We will also sell you any of our cars at around trade price to keep you mobile, cars from £100 if we buy yours. Please telephone Reading 599742, Thatcham 63400 or Wokingham 783124. (67566)

FOR SALE: New Dunlop tyre, 6.25-16, £10. Phone Stubbington (Hants.) 2980. (67569)

CAMSHAFTS £10. We have a few rally and 1/2 race camshafts excess to requirements. Ford, BLMC, Chrysler, Triumph at £10 plus VAT plus £1.50 post and packing. Cylinder heads, £20. Gas-flowed to rally spec. Zephyr II, 1500 Cortina £20. Plus spec. Zephyr II, 1500 Cortina £20. Plus £5.50 p&p. Neal Davis Racing 01-852 4438. (66909)

HWM: 4 UNUSED Affin drums 2 1/2 x 13. Offers in writing. M. J. Pendleton, Martin Place, Puttenham, Surrey. (67127)

DISPOSAL: "Motor Sport", bound volume 1938, others. Wanted: March, May, December 1931. Your price paid. Box 4881. (67218)

DAIMLER V8 2.5 engine and automatic gearbox, £40. Austin Healey 100. Rear axle and most of engine £10. J. R. Gale, 28 Spencer Close, Patton, Beds. Write for information. (67236)

MUST SELL in complete years or whole collection: Autocar, Motor, Autosport, 1955-'68. Offers: Hastings 751836. (67238)

SET (5) REAL ALLOY sports 4-stud wheels (5 1/2 in. S), fitted with 155 x 12 radials. Used slightly, spare unused. Cost £100, accept £50. Deganwy 83534. (67346)

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"MOTOR SPORT" 1965 to 1974. Only one missing. Offers: Griffiths, 7 Llangorse Road, Cwmbach, Aberdare, Midglam, Tel: Hirwaun 811966. (67653)

BRASS RADIATOR, c-1908-1914 Hillman/Sunbeam? Offers: Wooden wheel 765 x 105. Will suit B20 x 120 tyre, £20. Large "Brexton" boot trunk £25. Renault R5 rear bumper, new £20, 44 York Road, Cheam, Surrey. 01-642 7808. (67715)

MISCELLANEOUS—continued

SPARES FOR MOST makes 1920s—1950s: brake components, Lockheed and Girling hoses, coils, bulbs, C/Ws, gaskets, clutches, water pumps, tyres, wheels, fan belts, bearings valves, etc. State your requirements or send SAE for full list. All parts cheap. David Lewis, 48 Dilmore Avenue, Fernhill Heath, Worcester, WR3 7TH. (67454)

JAGUAR SPARES: Engine, g/boxes, seats, wheels, trim, bumpers, bonnets, doors, etc. for Mk. II and "S" type. Overseas enquiries welcomed. Send requirements to Hayward House, High Street, Burringham (near Scunthorpe), South Humberside. Tel: Keadby 629. (67455)

ORIGINAL OIL PAINTINGS by Don Cameron. Currently available: 1960 Ferrari Dino, 1974 Fittipaldi/McLaren, 1975 Schecter/Tyrrell. Commissions taken. Details: phone Bedford 740151 after 6 p.m. (67449)

GORDON CROSBY, Peter of Dalkeith, Bryan De Grineau, Guy Lipscombe oil paintings, by collector. Box No. 1392. (66433)

JENSEN FF Interceptor CV8. Selling yours? We pay a higher trade cash price, and more for a really good one. We will also sell you any of our cars at around trade price to keep you mobile. Cars from £100 if we buy yours. Please telephone Reading 599742, Thatcham 63400 or Wokingham 783124. (67566)

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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)

DB TOWING BRACKETS, stabilisers and accessories make towing safer! Send for details: Dept. 57B Dixon Bate Ltd, Chester. Tel: 24034. (22856)

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517, evenings preferred. (62783)

PETER DALE car transport recoveries and transportation of any size vehicle, any distance. Fully covered by Lloyds Insurance with Access and Barclaycard facilities available. Phone 01-868 5448 (near Harrow). (66272)

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MG TC, TD, TF or good pre-1939 MG wanted. Consider other make of interesting vehicle, early Riley, Morgan V-twin, etc. Very good price given. 01-521 0520. (67001)

MG TF WANTED by MGCC member, any condition considered. Entirely original TC/D might suffice. 01-886 0424. (66254)

MONTAUT PRINTS, interesting mascots, original paintings by Geo. Ham, Dumont, etc., bronzes, badges, lalique mascots. Tin models, Alfa P2 by JEP original posters, trophies. Many fantastic original pieces being disposed of by collector pruning his collection. Please write, I may well have your requirements for sale: 7 Adam & Eve Mews, London W8. (26191)

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EXCHANGES

DB6 ASTON (LHD preferred) for my RHD Maserati Spyder, 1964 Tel: Littlewick Green 2916 (Berks). (67122)

1961 ACECA 100D2 offered for good Aceca Bristol. Cash either way. Orpington 26972. (67104)

EXCHANGE RED 300 SL Mercedes 1960 Roadster, hard top, Rudge wire wheels, for R-R, preferably pre-1934 and coupe ville. Write to: M. Abadie, Route Nationale 124, 31 Pibrac, France. (67456)

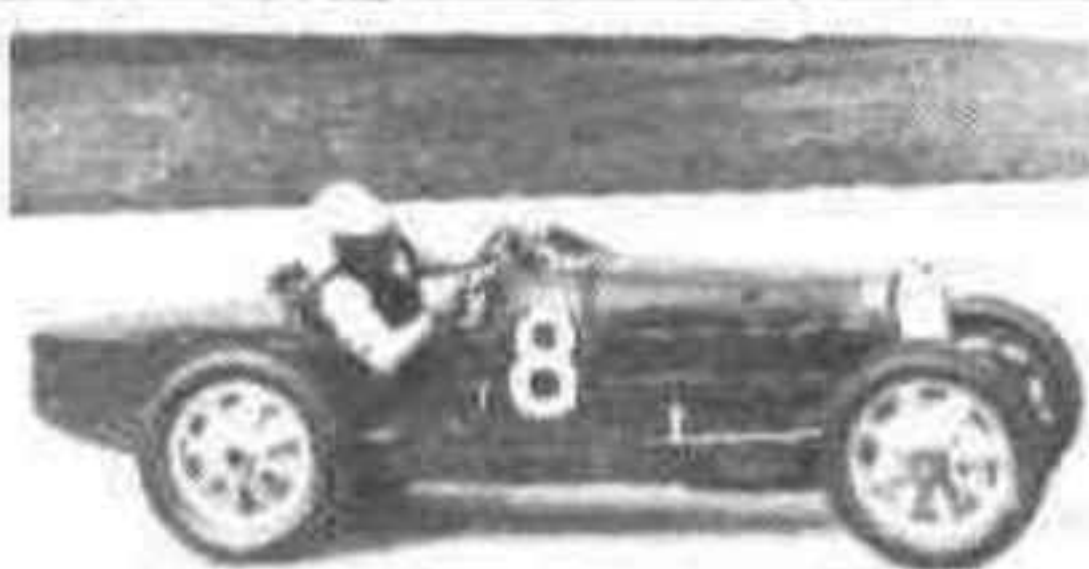
MY IMMACULATE 3.8 E-Type, £1,400 spent on parts alone for rebuild; for your equally immaculate 9115 year unimportant. Phone Caerleon 420608. Need 2+2 say value £1,100 to £1,300. (67657)

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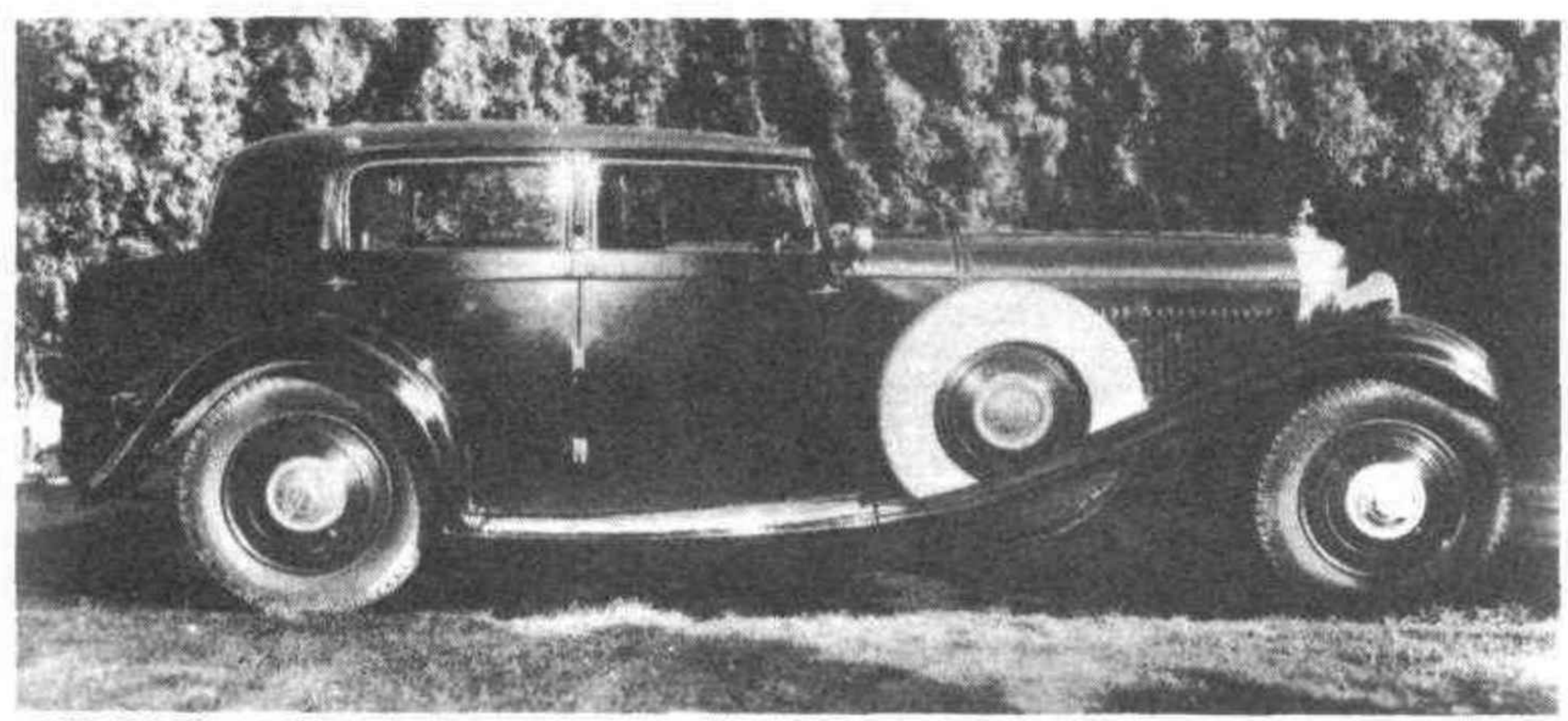
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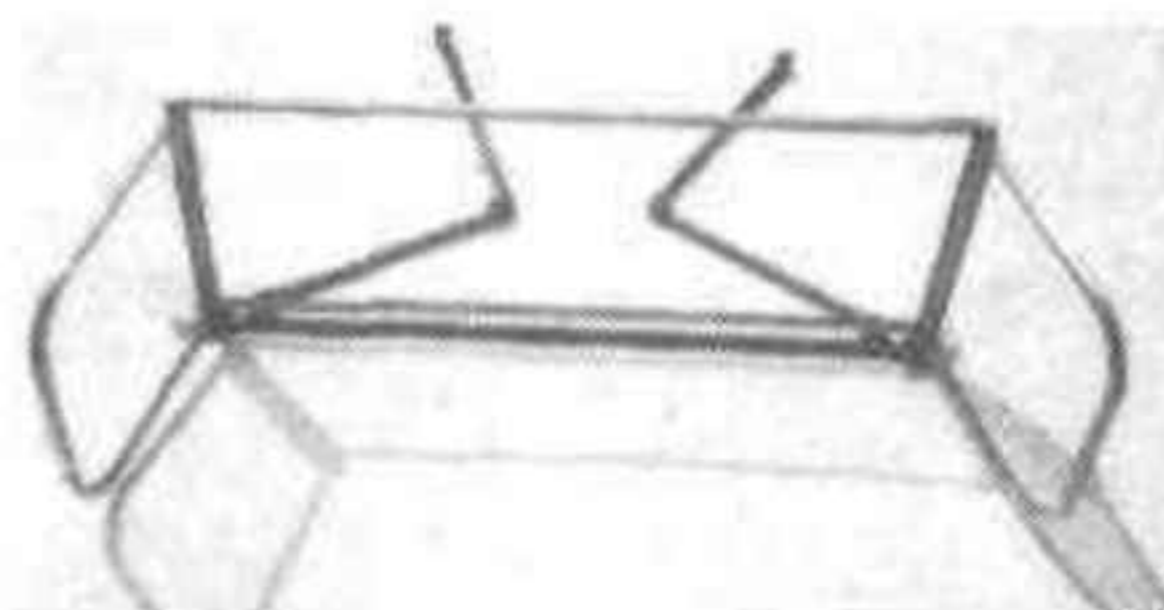
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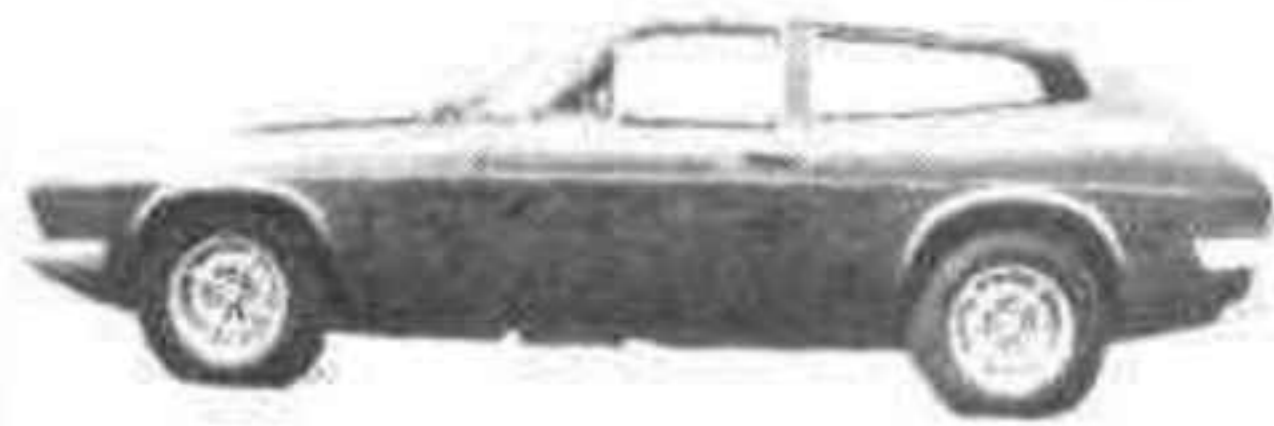
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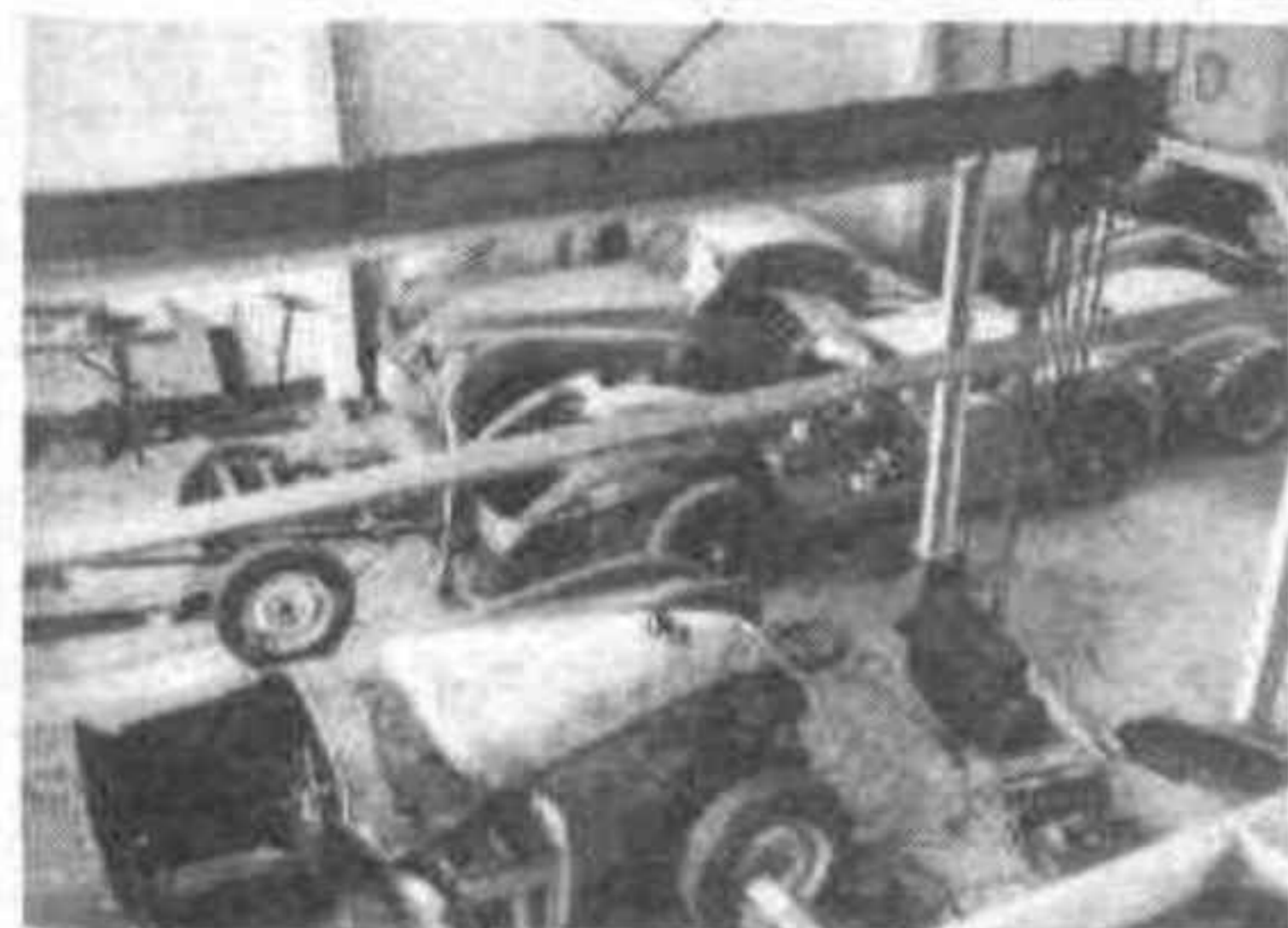
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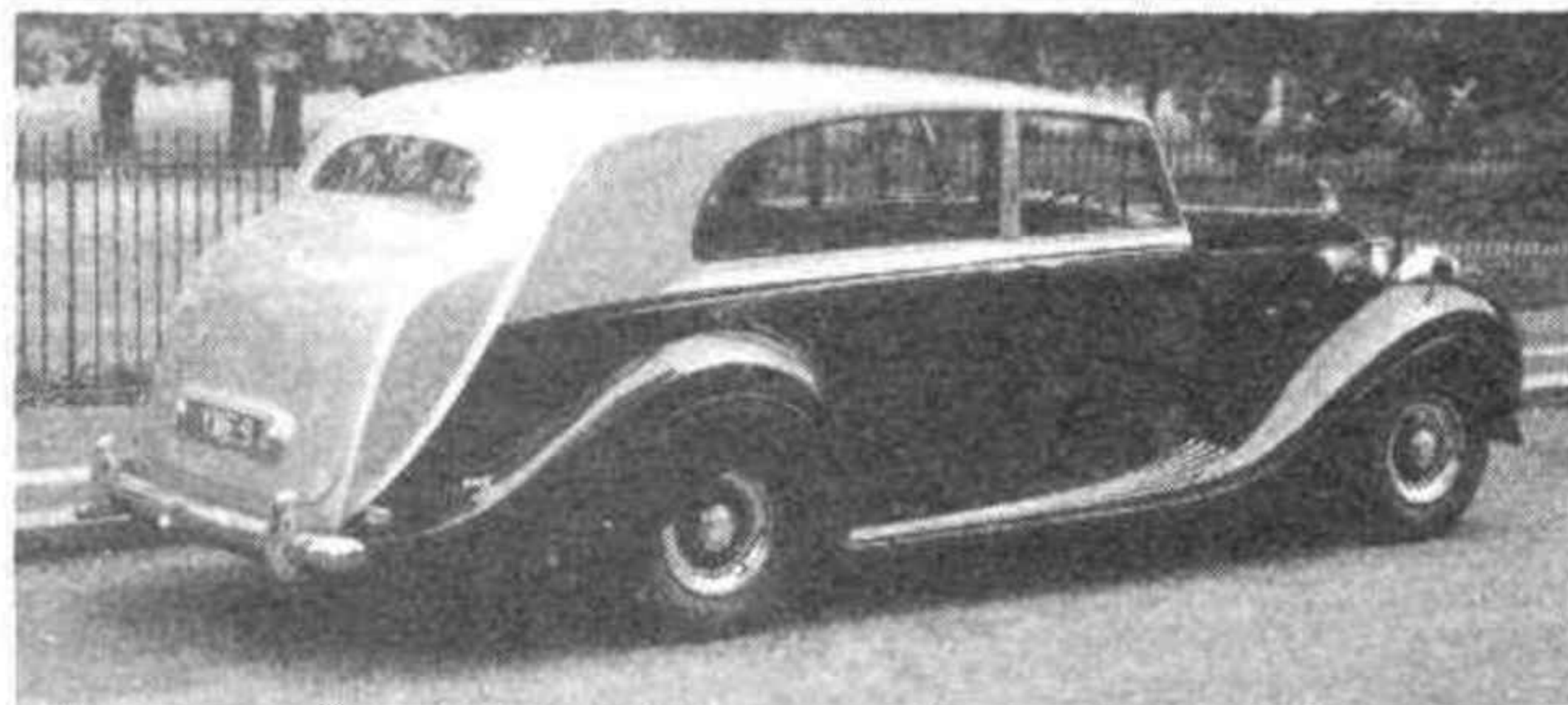
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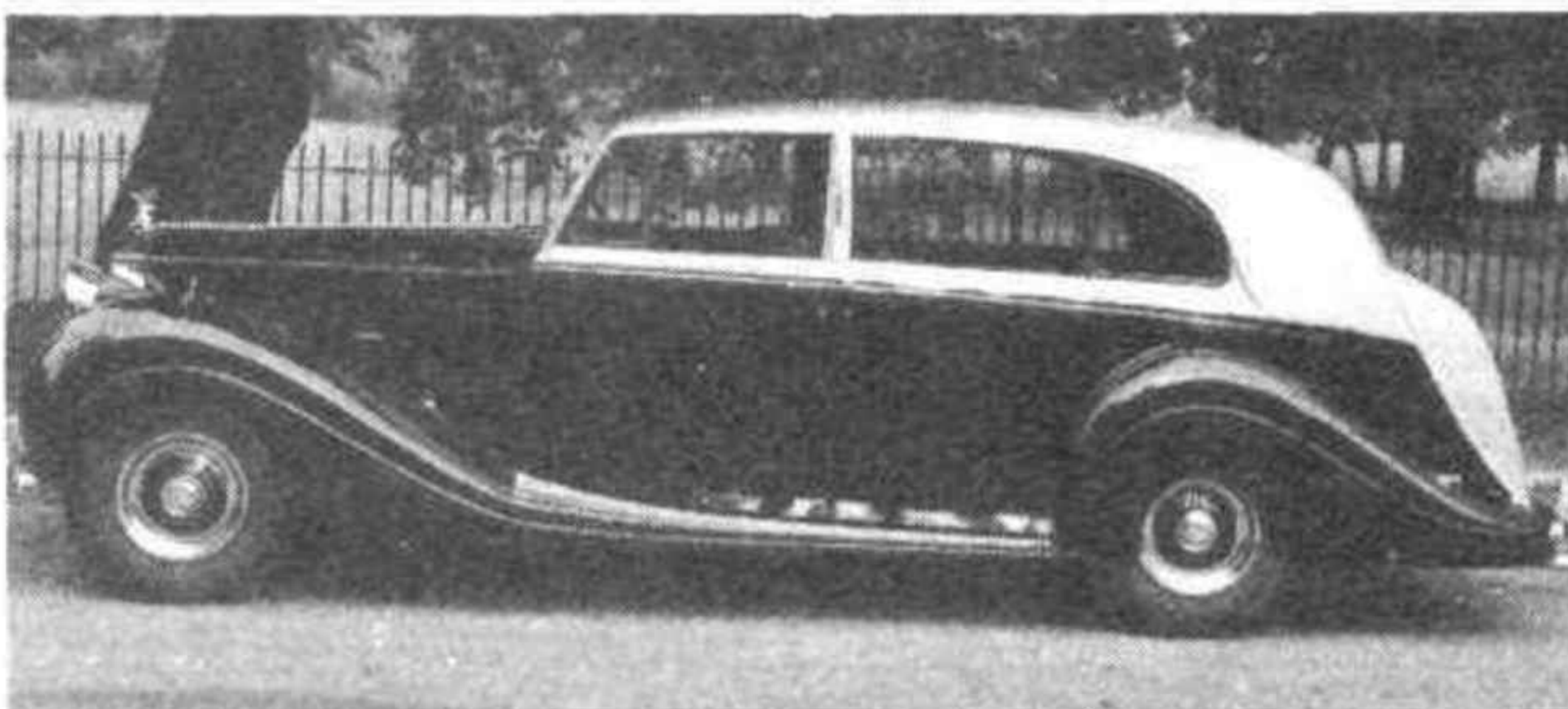
- 1956 PARAMOUNT 1½-litre two-door convertible. One of only 113 Paramounts produced. Excellent mechanically. Requires restoration.
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1953 ROLLS-ROYCE LONG-WHEELBASE SILVER WRAITH SEVEN-SEATER LIMOUSINE BY FREESTONE & WEBB
This is the car illustrated on page 48 of 'The Elegance Continues'.



Total mileage since new: 60,000 in the hands of two owners. The car has now been re-painted shell grey above the waistline, as illustrated. It is fitted with an electrically-operated division and face-forward occasional seats.

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1964 ROLLS-ROYCE Phantom V touring limousine by James Young, finished in velvet green with new gold velvet to the rear compartment. Fittings include electric division, sideways-facing occasional seats, lambswool rugs and cocktail cabinet complete with crystal decanters and glasses. Superb in every respect. (Similar to above.)



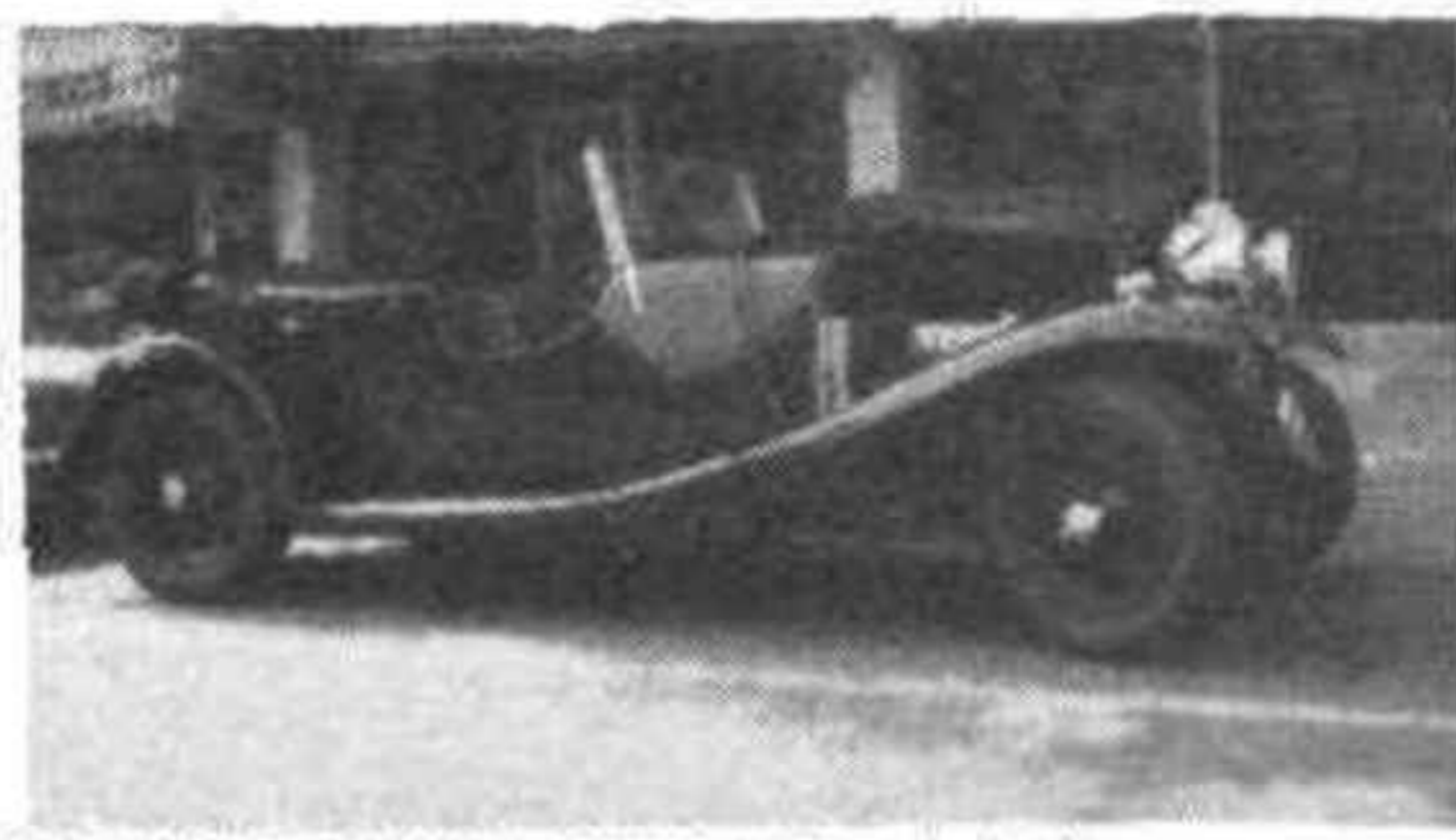
1964 BENTLEY S3 Continental 4-door Flying Spur, by H. J. Mulliner/Park Ward. Probably the finest Flying Spur available having just been repainted in silver chalice, and rechromed throughout, black interior; 86,000 miles from new, with extensive mechanical history, truly immaculate in every respect.



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1959 JAGUAR XK150S fixed-head coupe. Warwick grey with grey interior, chrome wire wheels. Less than 20,000 miles from new. *Concoirs* winner.



1934 LAGONDA 16/80 Special Six open tourer. Restored to *concoirs* condition approx. two years ago at cost of over £6,000. Finished in dark blue with red interior.

1939 ROLLS-ROYCE Phantom III sedanca-deville by Hooper, fascinating history. Similar to bottom photograph on page 126 of 'Those Elegant Rolls-Royce'.

1965 BENTLEY S.3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with tan hood and interior.

1958 JAGUAR XK150 fixed-head coupe. At present undergoing restoration. 56,000 miles from new.

1960 JAGUAR XK150S roadster, 45,000 miles from new. Carmen red with black hood and red interior, chrome wire wheels. No photograph or description can justify the condition of this rare and beautiful motor car.

1952 BENTLEY R-Type convertible by Park Ward. Re-painted in Oxford and Cambridge blue, and re-trimmed in light blue leather with dark blue carpets and new dark blue hood. We believe this motor car to be the finest of this rare model available.

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W.B., 'Shopping for a Daimler', 'Motor Sport', July 1969. (The Daimler referred to was a Barker Special Sports Coupe supplied for test by Sportscar Garages.)

We show below a 1950 2½-litre Barker Special Sports coupe, with aluminium coachwork and overdrive, recently sold at £1,225.



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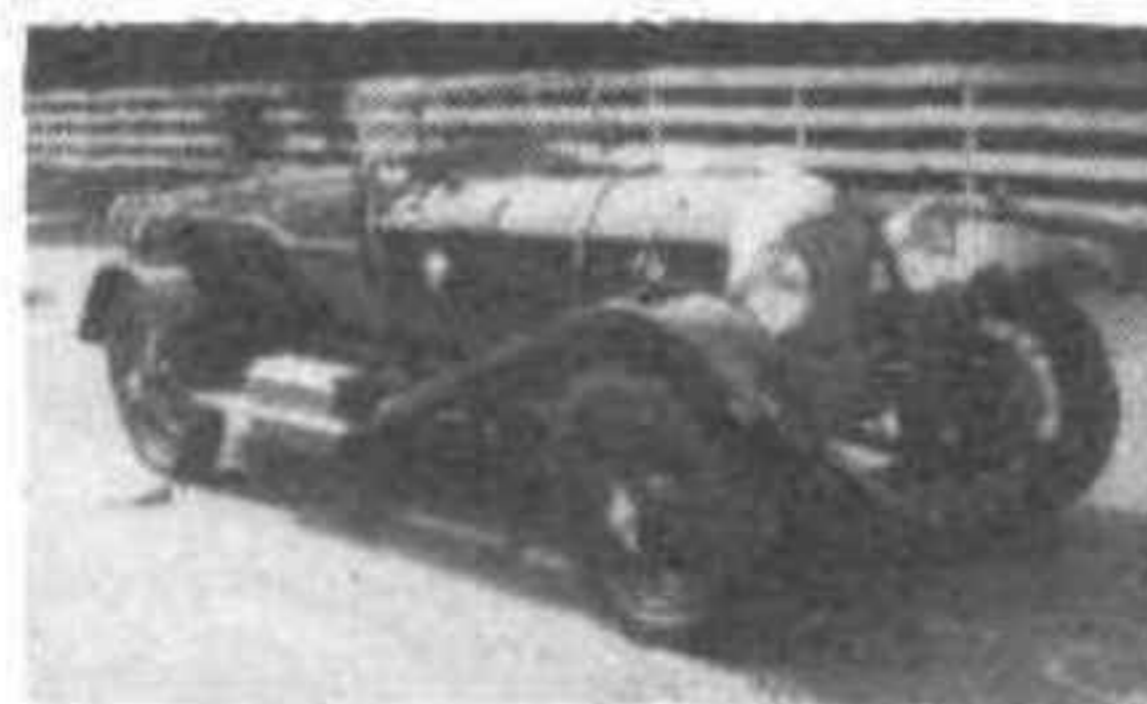
BARROWFORD AUTOS



This is a beautiful example of a **JAGUAR XK150 Special**. Completely rebuilt, P100 headlamps. Looks like a Panther in regal red. A very attractive car at a very attractive price. Must be seen to be appreciated.



1970 BENTLEY Mulliner/Park Ward convertible. Finished in Caribbean blue with white hood. All Corniche fittings and a non-dating registration 1800 VC. A very beautiful motor car.



1926 BENTLEY Red Label, Speed Model. This must be the finest original example in existence and can only be described as magnificent. It has never been hacked about. Vanden Plas coachwork, in gleaming black, with red wheels and red interior. All original instruments. A once in a lifetime chance to own this unique vehicle.



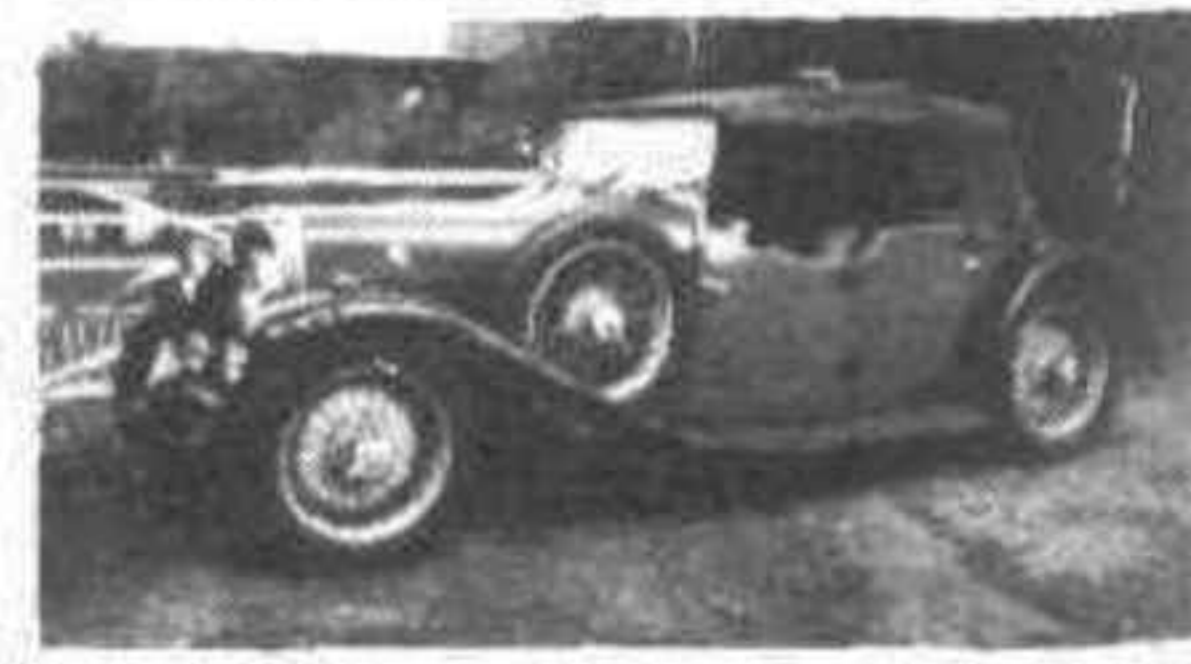
1961 ROLLS-ROYCE Silver Cloud II. Finished in black pearl over shell grey, with powder blue interior. Only 51,000 miles from new. This motor car is an exceptionally fine example.

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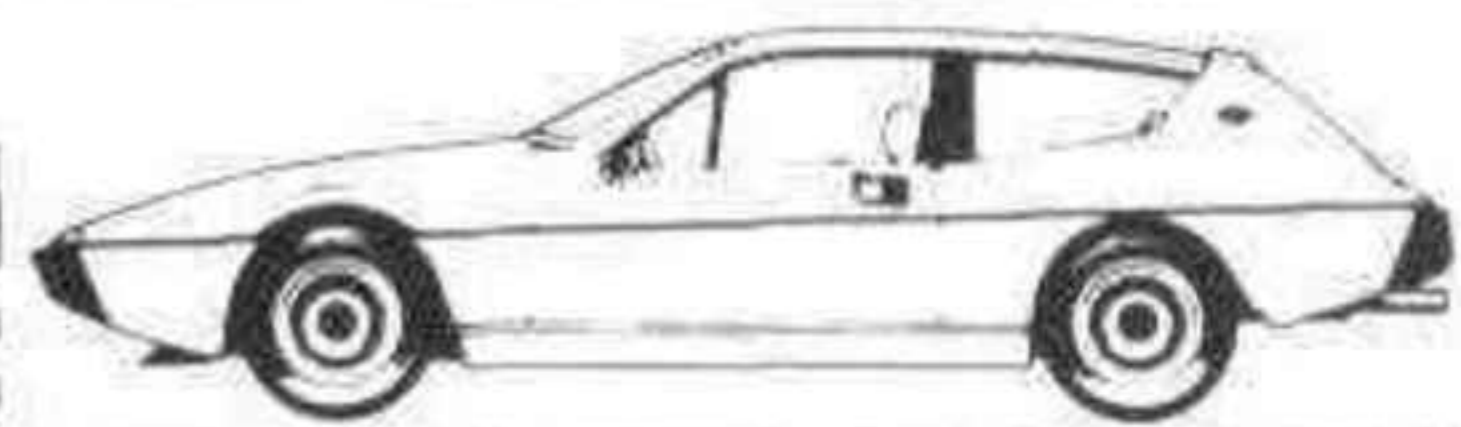
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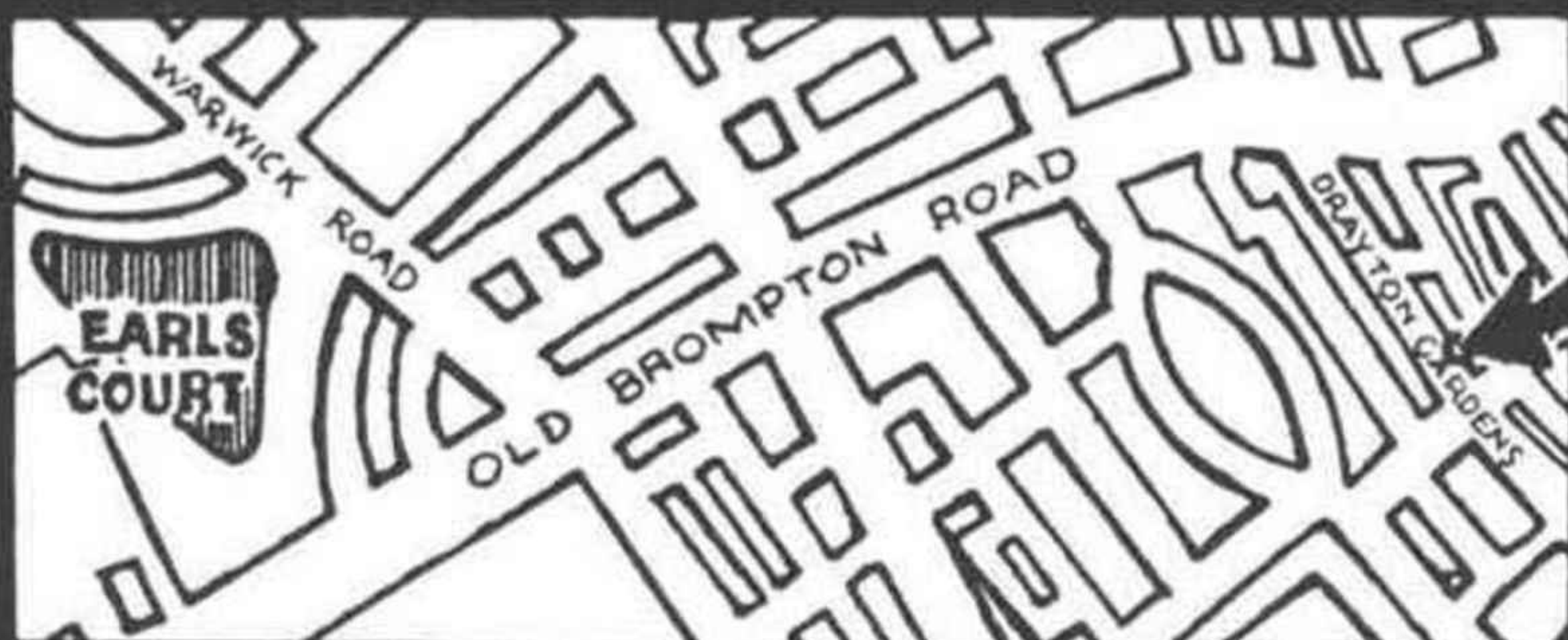
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1800 sports L.H.D. and probably the only one in Britain. I have purchased a 500 cc Bardon Turner with rather limited history. If anyone knows anything about these cars I would appreciate a call.

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BENTLEY



1958 BENTLEY S.I CONTINENTAL
by James Young.

Coachwork finished in sand colour. Fine beige Connolly hide interior. Tan carpets. Wood veneers polished to perfection. Complete with all hand tools and history. (Choice of two examples.)



1934 ROLLS-ROYCE 20/25
Saloon by Freestone & Webb.

Black over silver grey coachwork. The car is fitted with a side-mounted spare and sliding sun-roof. The interior has green hide upholstery and green carpets. The engine was rebuilt in July and is in excellent working order.

★ ALSO AVAILABLE ★



1953 ROLLS-ROYCE SILVER WRAITH
by Freestone & Webb.

Coachwork finished cream over black and is very attractive. The interior is in original order and is very clean. This is a very well maintained example which will prove to be a sound investment.



1952 ROLLS-ROYCE SILVER WRAITH
by Hooper.

Long wheelbase with division. Black coachwork with brown hide in the driver's compartment, with light brown West of England cloth to the rear. A luxurious limousine of outstanding elegance.

1935 Rolls-Royce 20/25 saloon by Osborne. Black coachwork, green hide and carpets. Illustrated page 406 in "Coachwork on Rolls-Royce" by Dalton.

1932 Rolls-Royce 20/25 saloon by Thrupp & Maberly. Black with ivory waist. Maroon hide interior. Excellent condition.

1935 Rolls-Royce 20/25 sedanca-de-ville by Barker. Finished black with a yellow waist. Black hide to the front, beige West of England cloth in the passenger compartment.

1937 Rolls-Royce 25/30 by Hooper. Coachwork finished in black and green. Dark tan hide upholstery. In excellent condition throughout.

1934 Rolls-Royce 20/25 by Thrupp & Maberly. Black with beige West of England cloth upholstery in the rear compartment. Black hide to the front.

1936 Rolls-Royce 25/30 by Park Ward. Black coachwork with beige hide interior.

1948 Bentley Mk. VI drophead coupe by Hooper. Silver grey coachwork, dark tan hide seats. Fitted with a new black duck hood with external pram irons.

1953 Bentley R-Type saloon by Freestone & Webb. Midnight blue with a pale blue waist. Light blue hide upholstery.

1950 Bentley Mk. VI saloon. Black coachwork with dark brown hide interior, tan carpets and beige headliner.

1957 Rolls-Royce Silver Cloud I. Blue over grey with pale blue hide upholstery. Recorded mileage 74,000. In very fine condition.

1964 Bentley S.III. Long wheelbase without division. Coachwork finished in dark green, the interior is beige. A most attractive vehicle.

1957 Rolls-Royce Silver Cloud I drophead coupe by H. J. Mulliner. White with red hood and interior. 69,000 miles. In pristine condition.

1957 Rolls-Royce Silver Cloud I drophead coupe by H. J. Mulliner. Metallic blue coachwork with light blue hide upholstery. 69,000 miles.

1962 Bentley S.III. Two-tone green. Three owners from new, this car is in very fine condition, 78,000 miles.

1964 Bentley S.III Continental by Mulliner/Park Ward. Coachwork finished in electric blue with light blue hide upholstery.

1964 Rolls-Royce Silver Cloud III by Mulliner/Park Ward. Ming blue coachwork, white hide interior. 87,236 recorded miles.



1963 ROLLS-ROYCE SILVER CLOUD III

Finished in saxe blue with blue hide interior and blue carpets all in excellent condition. Recently refitted with a new blue headliner. Fine wood veneers. Mechanically exceptional, with a recorded mileage of 85,000.



1955 ROLLS-ROYCE SILVER WRAITH
by James Young.

An exceptionally fine example. Black coachwork with light tan hide upholstery and tan carpets. In extremely good mechanical order, with a recorded mileage of 76,000. An elegant and appreciating vehicle.

1958 Bentley S.II Continental by James Young. Delightfully finished in metallic green. Recorded mileage 24,209.

1947 Rolls-Royce Silver Wraith by Mulliner. Finished in dark blue with grey hide upholstery. A most attractive limousine.

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 67 Lotus Elan S3 f.h.c., finished in red and fitted with spoilers £995
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70 Europa S2, finished in red with Hermes conversion, Minilite wheels £1,350

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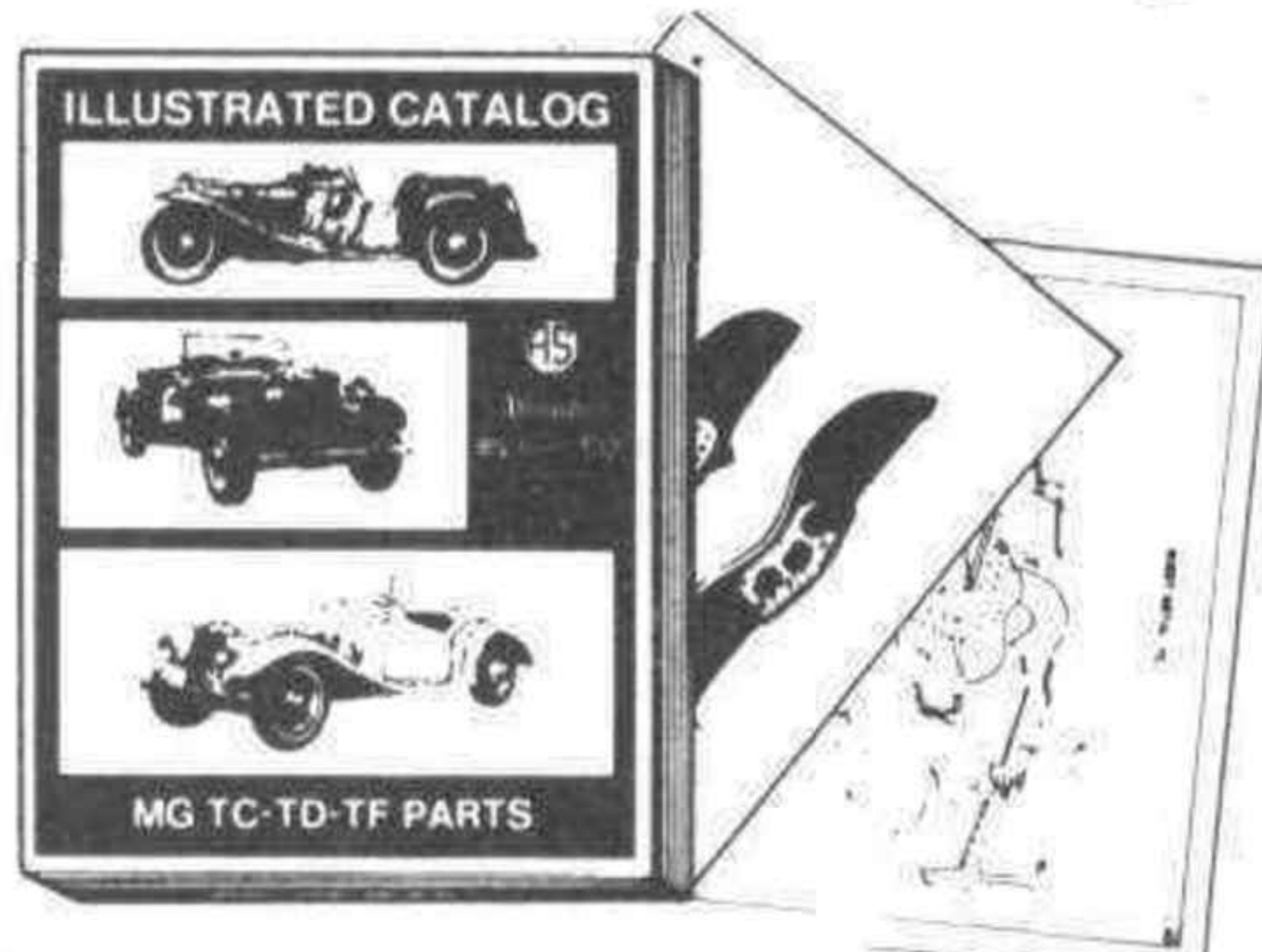
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NOSTALGIA

AMBITION FULFILLED

A personal 'triumph' was achieved yesterday (Oct. 5th) when I drove the 170 miles to Silverstone and back in a genuinely vintage sports—the 1925 Talbot-Simmins below (and see photo); on my own and non-stop each way too! This may mean more to me than it does to you since every time I've tried it before, something has gone wrong and I've never made it, but it does show you this car's capability (it has 'done' Scotland too, twice!) and that I believe in practising what I preach. The Talbot's arrival and presence in the Paddock caused some amusement since the event I attended wasn't a last-minute addition to the 1975 schedule of Vintage Meetings, but was the International RAC Tourist Trophy for Saloon Cars.

Hardly appropriate therefore (though there was the accompanying JCB Historic Race) but the Talbot certainly 'stood out' in the crowd.

All in all a super day out. Other news: Old 'COB 1' now sold, new 'COB 1' coming on nicely; will people please stop offering me Suez Canal 'E' Types (if I find out the whole story, I'll tell you about it, one of the great hoaxes of 1975).

THE NEXT 'GOAT MEETING' IS SUNDAY, NOVEMBER 2nd, FROM 11.30 a.m.

HERE OR PROBABLY COMING :

1917 LE ZEBRE 2-str. TOURER AND DICKEY — HR 4960: the actual car in Georgano's encyclopaedia, completely original, three owners only, very pretty, practical and running well — 94 pts. £3,150 o.n.o.



1925 TALBOT-SIMMINS SPORTS — NE 2695: a superb and probably unique vintage sports based on the 8/18 model, used in VSCC events and as an everyday road car (top speed 65 m.p.h.); totally and magnificently restored to 99 pts. (Photo.)



1937 FRAZER NASH-BMW 328 — FMT 524: Ex Earl of Howe who raced this car at Brooklands, etc. (personal correspondence substantiates); totally rebuilt 1,500 miles ago to perfection from the stripped chassis, but using all the original components to preserve authenticity; an absolutely magnificent sports car — 100 pts. (Photo.)

1953 ASTON MARTIN DB3/8 SPORTS/RACING NUV 925: known in the AMOC as the only truly original example of the 10 cars built, this one the winner of the Dutch Sports Car Grand Prix (Parnell), now used for JCB Historic Races,



etc., and for shopping/commuting! — 98 pts.
1956 SUNBEAM-TALBOT Mk. III SALOON — YKE 767: simply the best in the UK, 46,000 m. and totally original; major 'Concours' winner 1974/5 including STOC Rally 1974 — 100 pts. £1,200.

1958 MERCEDES 300SL ROADSTER, left-hand drive — UYM 7: a photograph at last of this actual car, recently overhauled and resprayed; 70,000 m., totally original and superb — 97 pts. (Photo.)

1966 AC FORD COBRA '427', left-hand drive — KVS 711P: this is an absolutely superb example of the fastest accelerating production sports car ever built (0-100 m.p.h. in 10 sec. from 450+ b.h.p.); 18,000 m. only, many special features, history with AC Cars Ltd. — 98 pts. (Photo.)



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1962 AC ACE-FORD, ex BETTY HAIG: famous car, driven to and running in Classic Car Championship, etc.; many spares including new 200 b.h.p. racing engine — 96/100 pts. £3,950.

1955 FERRARI 121 LM SPORTS/RACING: ex Phil Hill/Maglioli Le Mans team car, only one in UK, totally restored — 100 pts. (Photo.)



1963 FERRARI SUPERAMERICA, left-hand drive: believed the only one in the UK; 55,000 kms., totally original and simply one of the most beautiful Ferrari coupes ever — 97/100 pts. (Photo.)

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- 1972 BMW 3.0 SA. Op. grey. One owner, 28,000 miles. 'L' regd. £2,895
- 1972 BMW 3.0 coupe. 'L' regd. Op. blue. £3,395

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- 1973 MG-B GT. O/d., white, radio; one owner. £1,595

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- 1971 LANCIA 1.3 Rallye. White. £895

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- 1971 MG-B roadster. O/d. Red. radio. £1,095
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1949 Bentley Mk. VI saloon. This car is improving all the time, we have carried out extensive engine work and gradually we are playing with the interior. Last owner ten years, original tool kit and handbook. £795.

1955 Bentley "R"-Type saloon Automatic. Shell and Tudor grey with red hide. £1,795.

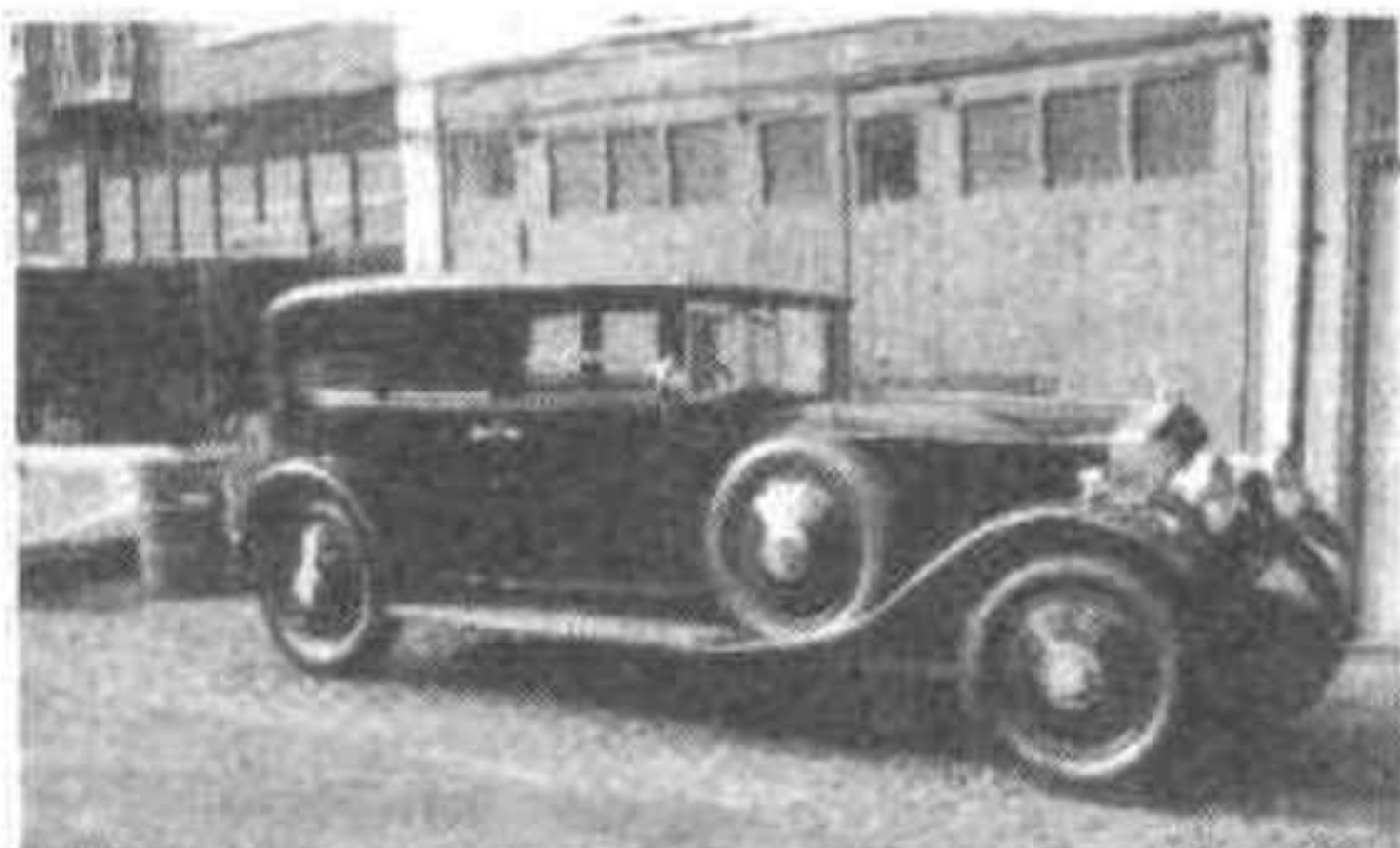
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- 1974 (N) Jensen Healey, with some 1975 features. Painted in black with only 7,000 recorded miles. £2,350.
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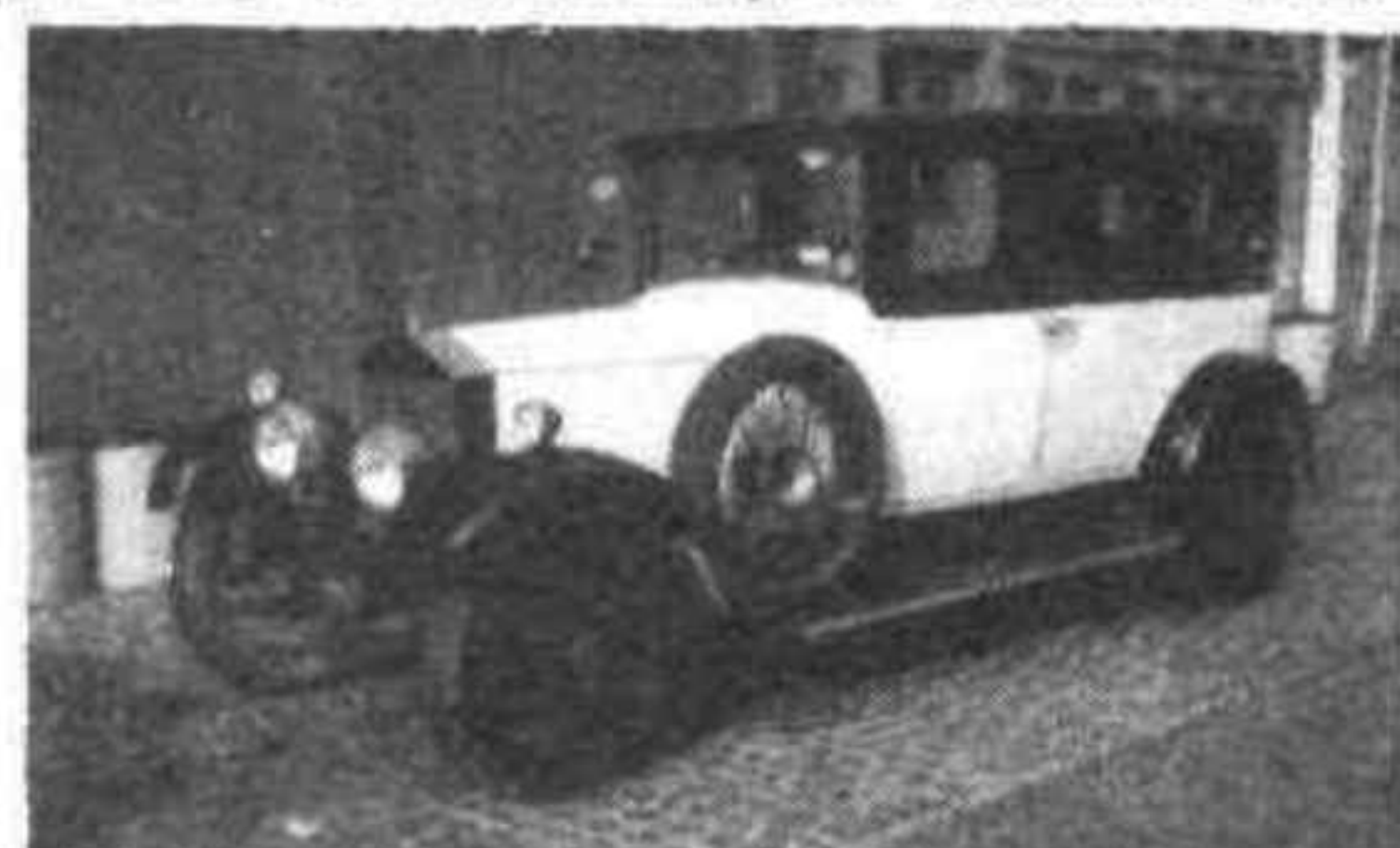
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1929 ROLLS-ROYCE Phantom I Barker limousine, chassis no: 540R; fine original example; recent engine overhaul.



1954 BENTLEY Continental 'R' type fastback by H. J. Mulliner; chassis no: BC23G, 4.9-litre synchromesh gearbox; full history.



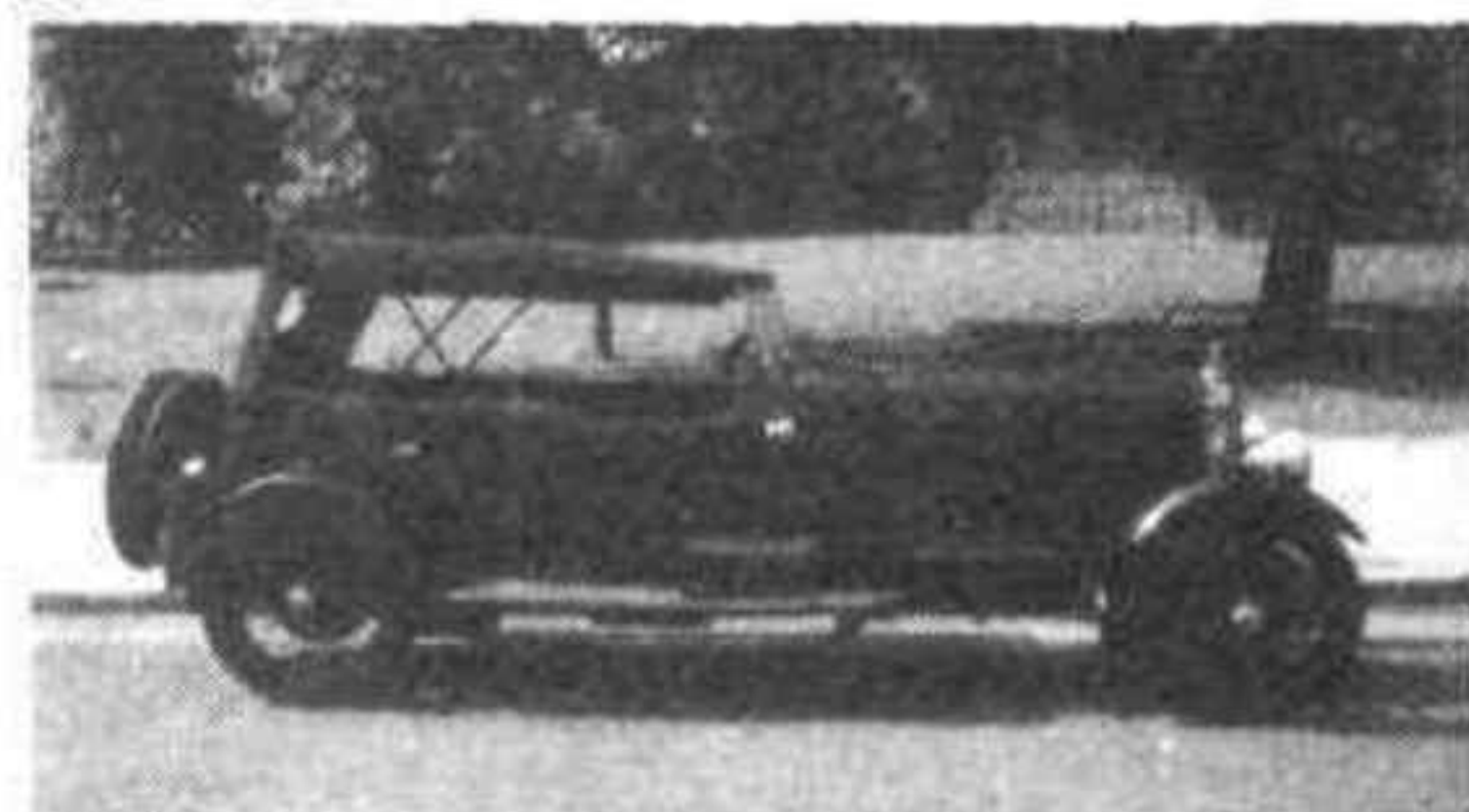
1926 ROLLS-ROYCE 20 owner-driver saloon by Thrupp & Maberly, some recent restoration, good order.



1957 ROLLS-ROYCE Cloud I drophead coupe by H. J. Mulliner, alloy coachwork, body style no: 7410. Very rare model in fine condition.



1967 AC Cobra Mk III 4.7-litre, coil spring chassis, works hard top, immaculate low-mileage example.



1926 SUNBEAM 3-litre, twin o.h.c. four-seater tourer, in near mint condition.

1932 LAGONDA 3-litre saloon, original.

1929 BENTLEY 4½-litre Vanden Plas tourer.

1930 ROLLS-ROYCE 20/25 drophead coupe by Harrington.

1931 MG Magna 'F' type.

1928 ALFA ROMEO James Young tourer.

1927 BALLOT 2LTS drophead coupe.

1923 BUGATTI Brescia short chassis.

1932 ALVIS Speed 20 tourer.

1901 PEUGEOT Veteran car, partly restored.

1952 CONNAUGHT L35R sports/racing two-seater.

1934 ROLLS-ROYCE 20/25 owner/driver saloon by H. J. Mulliner.

1924 ROLLS-ROYCE Silver Ghost Piccadilly roadster right-hand drive.

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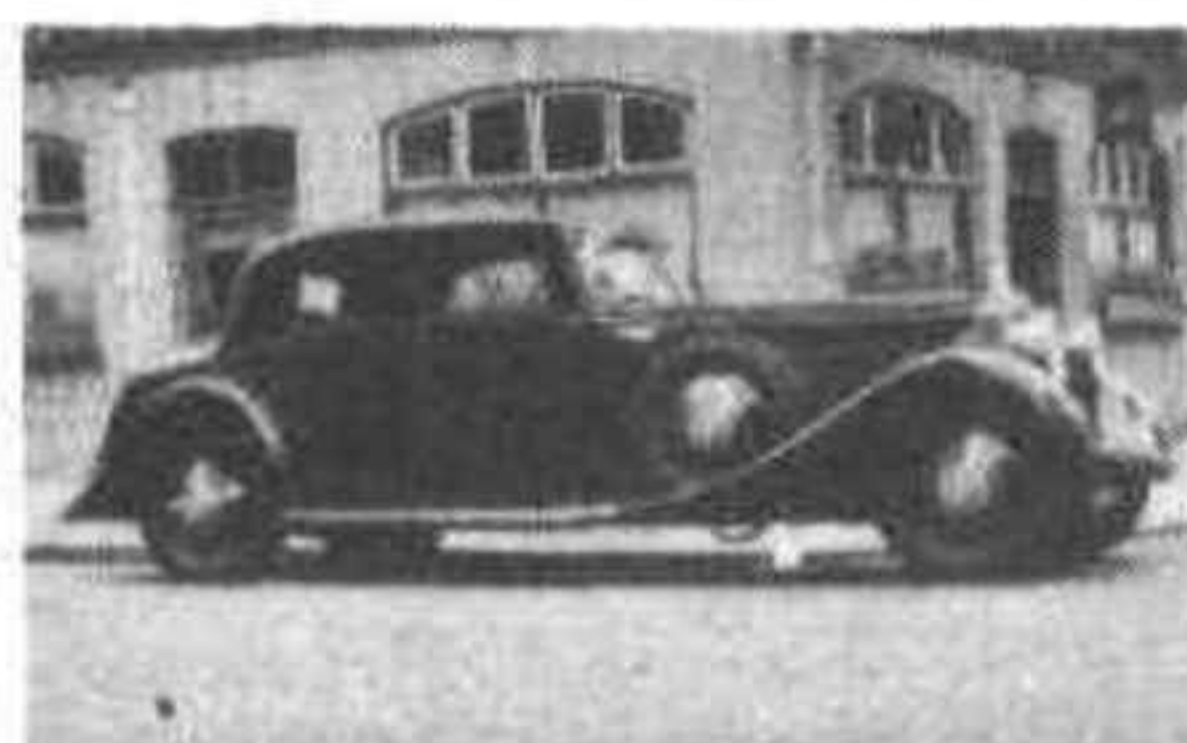
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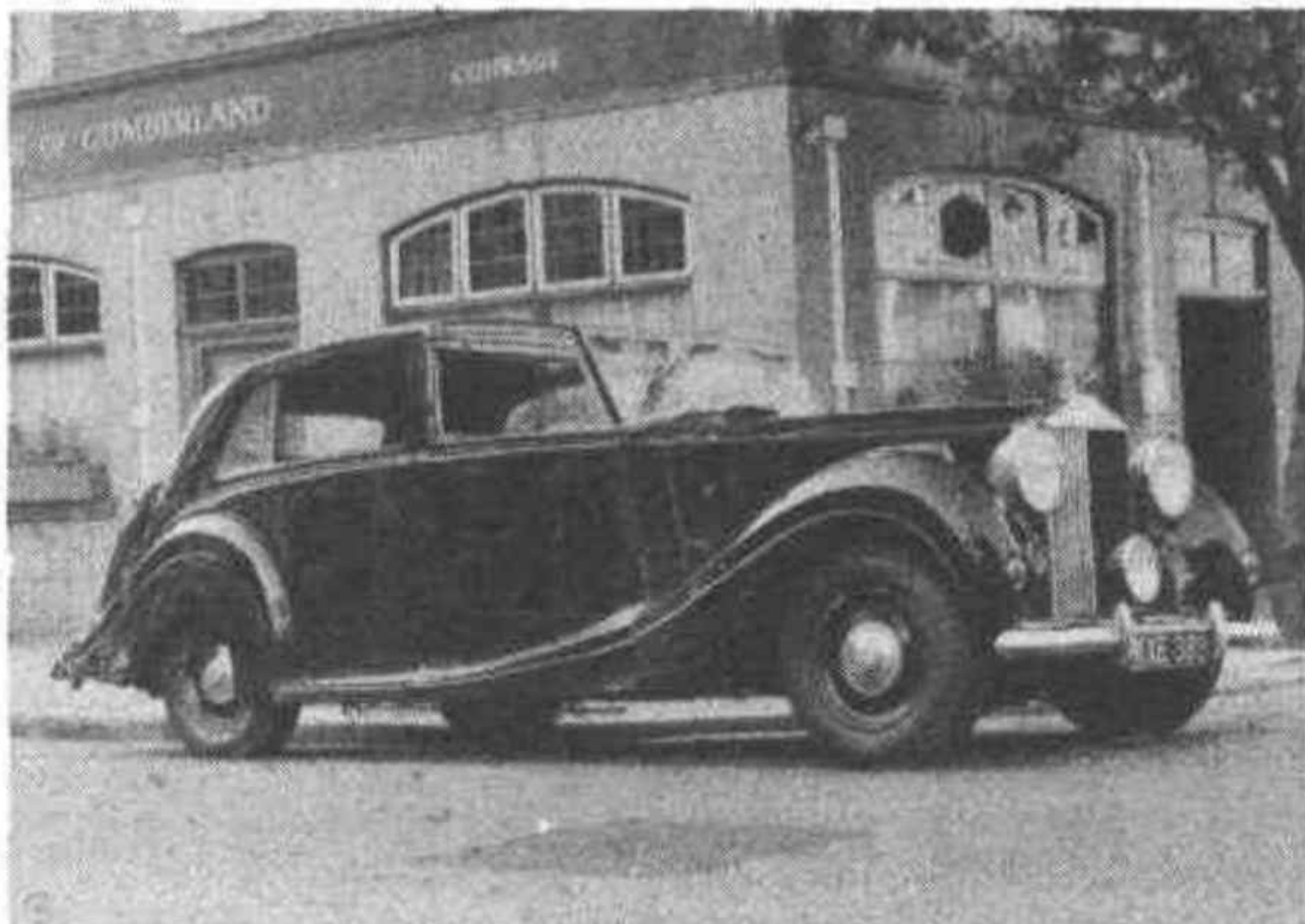
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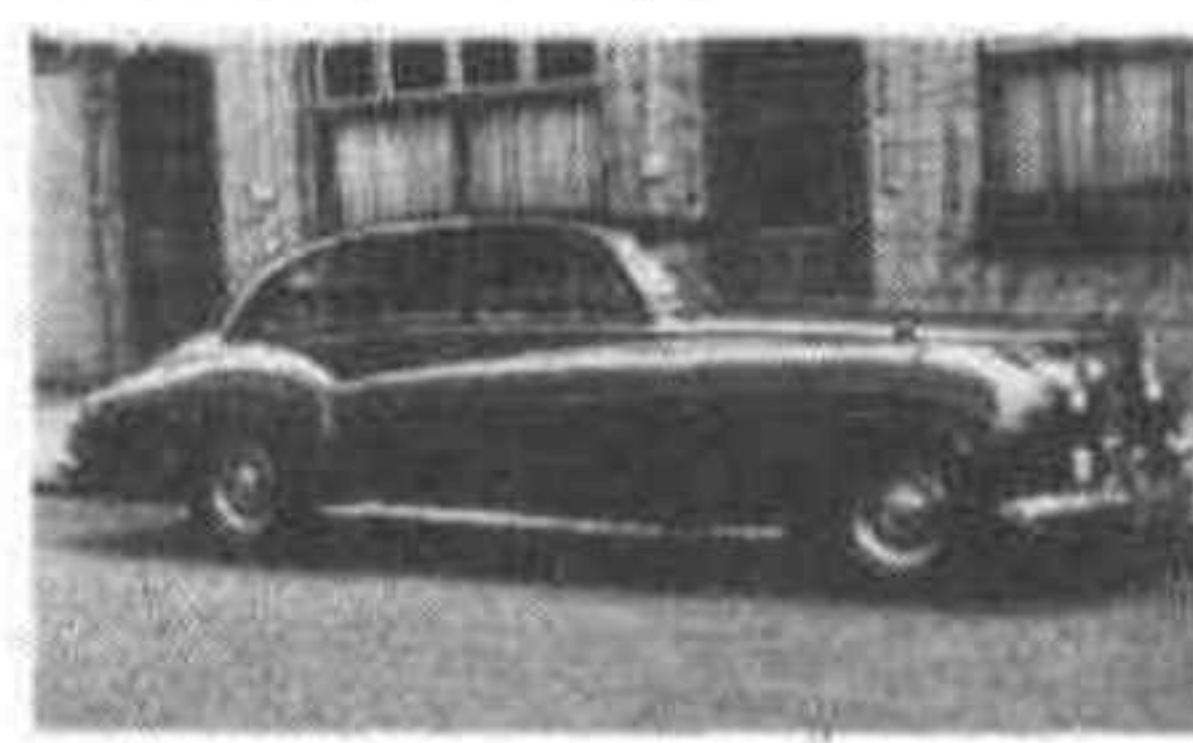
1934 Rolls-Royce Phantom II sports saloon by Barker which has just had a complete engine overhaul, including new pistons, camshaft and followers, by our works. Finished in mid-blue with cherry red Connolly hide, outstanding cond. throughout.



1964 Bentley S3 sports saloon, finished in velvet green with matching green leather interior. Factory fitted air-conditioning, electric windows and full stereo system. Probably one of the finest in the country. **£3,250.**



1948 Rolls-Royce sedanca-de-ville by H. J. Mulliner with all-aluminium coachwork. Embassy black with biscuit-coloured leather trim. A genuine 60,000 miles covered by one owner, and drives superbly. "A real investment." **£5,850.**



1961 Silver Cloud II long-wheelbase 4-door saloon with electric division (identical to above photograph). Finished in unmarked porcelain white with navy leather trim throughout. Power steering, automatic transmission and electric windows. An ideal touring limousine at a fraction of the cost of a Phantom V or VI.



1955 Bentley "R"-Type with automatic transmission. Coachwork in embassy black with red leather interior. All original tools and handbook. An exceptional example of a car that is now quite rare and offers everyday motoring whilst appreciating in value.

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1938 TA Rebuilt engine. **£875**
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1949 TC Red **£2,250**
1951 TD Black original **£1,950**
1954 TF Green Magnificent **£2,250**

SWIFT



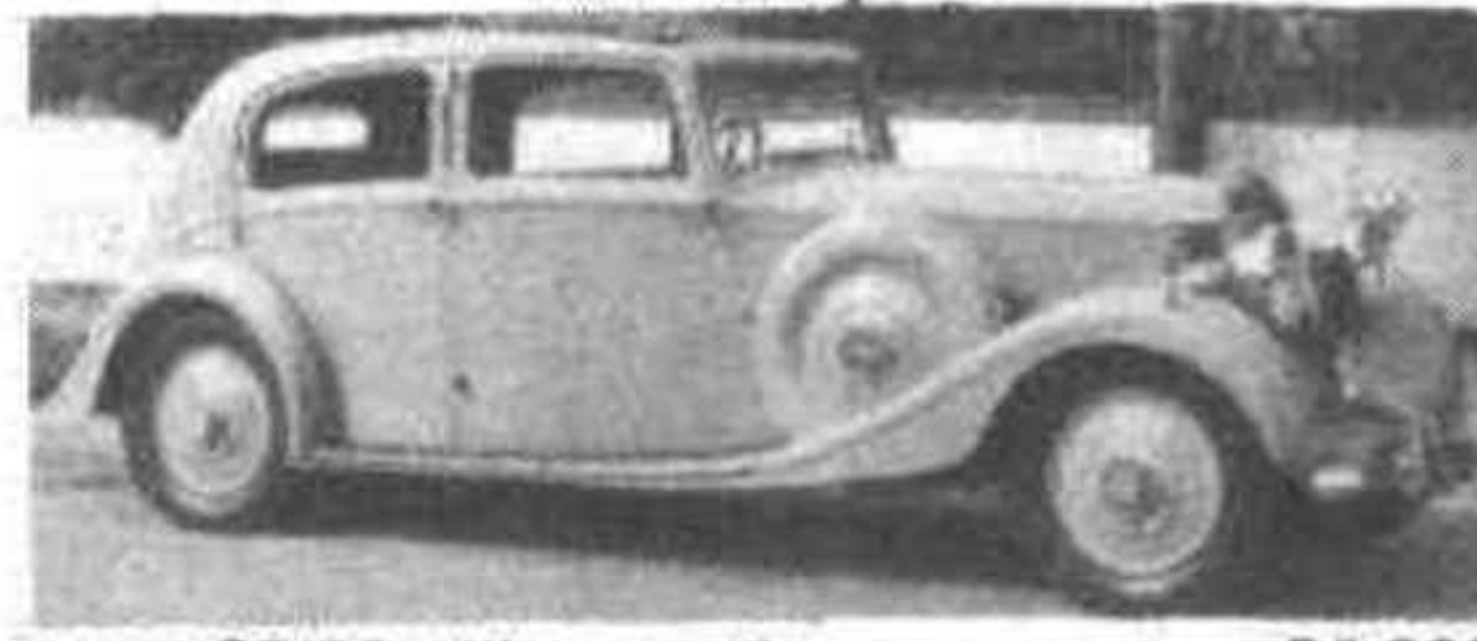
1925 Pram Hood Chummy **£2,350**
1926 Swift (illustrated) **£1,475**
1933 Singer Le Mans 2 St. good **£1,175**

Mk. 6 H.J.M.



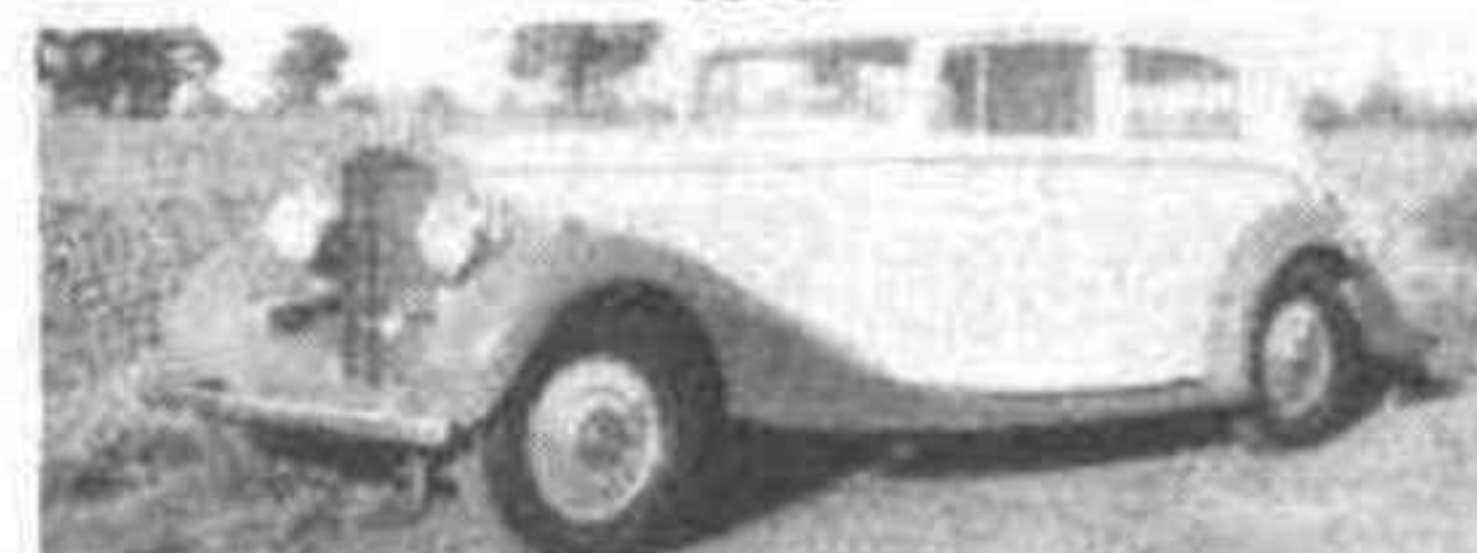
1948 Bentley Mk 6. H. J. Mulliner. Superb **£2,350**
1948 Bentley Mk 6. V.D.P. Sports Saloon. Excellent mechanics. **£775**
1949 Bentley Mk 6. St. Steel. Very original **£675**
1956 Bentley S1. Nice **£1,650**
1959 Bentley S1 P.A.S. Magnificent **£2,250**

R-R 25/30



1937 25/30 (illustrated) **£4,800**
1948 Silver Wraith. Offers
1962 Cloud 2 Magnificent **£3,100**
1972 BMW 30 si **£2,450**

R-R



1937 P3 Hooper (illustrated) **£6,250**
1954 Swallow Doretti **£475**
1966 Lotus 7 **£895**

230 SL



1949 XK 120 Jaguar Roadster Restored **£2,850**
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1934 MX2 Beetleback **£2,250**
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CABLES:
EFFDALE,
LONDON, SW6

ROLLS-ROYCE

1966 ROLLS-ROYCE SILVER SHADOW 4-door saloon. Black over burgundy, grey interior; recording 87,000 miles and in very fine order throughout.

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, and finished black over shell grey, with fine red hide interior. A rare and desirable variant of the standard Silver Cloud.

1964 ROLLS-ROYCE SILVER CLOUD III Mulliner/Park Ward fixed-head coupe. Royal blue with grey hide and equipped from new with an engine-speed indicator in a non-standard dash panel. With powered windows and bearing a mileage reading of 68,690 miles, this most exceptionally well-kept vehicle is highly recommended.

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 fine wood veneers to the interior. It is as shown on page 231 of 'The Elegance Continues' by L. Dalton.

1960 ROLLS-ROYCE PHANTOM V limousine by James Young; Design No. PV10, page 238, 'The Elegance Continues', our all black car is thought to be unique. Beige hide in front and Melton cloth behind the powered glass divider; powered, tinted windows all round, folding face-forward occasional seats. Mechanically exceptional as well as being of impeccable appearance.

1959 ROLLS-ROYCE SILVER CLOUD I 4-door saloon. Shell grey over steel blue with grey hide interior. Equipped with Webasto sun-roof, powered windows, and of impeccable appearance as well as having been nicely maintained.

1950 ROLLS-ROYCE SILVER WRAITH semi-razor-edged touring saloon by H. J. Mulliner. Equipped with large external headlamps, this epitomises the grace, style and distinction more normally associated with pre-war Rolls-Royce motor cars but gives a refined and comfortable ride. This example is finished in hazelnut brown metallic over cream and has random harvest hide throughout the interior, all in Show condition; as shown on page 135, 'The Elegance Continues'.

1947 ROLLS-ROYCE SILVER WRAITH 4-door sports saloon by Park Ward. As shown on page 162, 'The Elegance Continues', and finished in deep velvet green and ivory, with light tan hide, all as new. Having been in the hands of one owner from new and covered a low mileage, this is a very desirable Silver Wraith.

1939 ROLLS-ROYCE WRAITH Grouse-shooting car with the original alloy-panelled coach-built body by Penman of Scotland. A special commission of limousine shape but undivided, seating only 4/5 people and incorporating a fold-down rear seat giving flat flooring, accessible via the rear passenger doors or a drop-down tailgate. An unusual, virtually one-owner car of low mileage being restored by us, although already very sound, in lavender grey with *cafe-au-lait* hide interior.

1939 ROLLS-ROYCE 25/30 WRAITH razor-edged saloon by James Young. A most attractive car, 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 has fine straight-grain walnut veneer cappings and a new dove grey head liner has just been fitted. With single side-mounted spare wheel and the large external headlamps, this is a most handsome car.

1931 ROLLS-ROYCE PHANTOM II left-hand drive, 4-door, 4-light special saloon with folding jump-seats. This is a British-built series AJS chassis with centre gearchange, equipped with attractive Brewster bodywork having a detachable rear trunk, padded fabric saloon top, black hide to the front and fine cloth to the owner's compartment. Comprehensively checked in our own workshops — nothing now found wanting, and final colours can be to the choice of a buyer.

1929 ROLLS-ROYCE 20/25 drophead coupe by Thrupp and Maberly. A most attractive period touring car with a double dickey seat, nickel radiator, manual radiator shutters and original chromium-plated head and side lamps. Having a single side-mounted spare wheel with external battery box, detailed styling features make this little car stand head and shoulders above those normally offered on the open market, i.e., there are deep trouser creases to the helmeted mud wings, single swaging swept up to the opening windshield, reverse moulding to the dickey sides, neatly curved hand-made external door handles and short carriage irons of good proportions. Having been in regular use over a period of years, this vehicle can be sold with paintwork as is and interior untrimmed, both these items requiring attention if the car is to be shown or rallied. As it is, a most desirable, one family owned car. If restored, as shown on page 210, 'Those Elegant Rolls-Royce', the final cost is negotiable.

1913 VCC dated London-Edinburgh chassis **ROLLS-ROYCE SILVER GHOST** open-drive limousine by Brewster of New York. Finished in garnet and black with leather to the front compartment and cloth to the rear. Fitted brass radiator and headlamps, wood artillery wheels, gilded interior fittings. The car has recently been returned from America where it was in daily use by the famous Vanderbilt family until the middle 1950s, since when it has had very little use, and it comes with a fascinating documented history.

BENTLEY

1964 BENTLEY S3 CONTINENTAL by Mulliner/Park Ward. Especially prepared for Mr. Frank Dale's own use, this car is now on the market due to his having acquired a Rolls-Royce Silver Cloud Flying Spur. Entirely refinished in Rolls-Royce metallic peacock blue, with grey hide interior and matching power-operated hood, the car is as near perfect as a second-hand car can possibly be made.

1963 BENTLEY S3 4-door saloon. An exceptional specimen beautifully kept and carefully maintained. Black with deep cream hide and beige carpets; now recording 69,000 miles.

1963 BENTLEY S3 4-door saloon. Dusk over garnet with beige hide interior; vehicle in pristine order, having been very well maintained.

1960 BENTLEY S2 CONTINENTAL 4-door 'Flying Spur' saloon by H. J. Mulliner. With metal sliding sun-roof, finished in saxe blue with light tan hide. Comprehensively overhauled in our workshops, equipped with a 7,000-mile factory replacement engine unit.

1960 BENTLEY S2 CONTINENTAL 4-door 'Flying Spur'. Sand with fawn hide interior and in strictly comparable condition to our blue car.

1959 BENTLEY S1 CONTINENTAL LIGHT-WEIGHT 4-door saloon by Hooper. One of a mere handful, shown on page 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.

1958 BENTLEY S1. Custom-built 2-door saloon by James Young. One of a very few built and similar to that shown on page 275 (top picture) of 'Fifty Years of the Marque'. Nicely turned out in sable and cream.

1957 BENTLEY S1 Mulliner 'Lightweight' special hand-crafted 4-door sports saloon. As shown on page 273 of 'Fifty Years of the Marque' by Johnnie Green. Sage green over black — in very good order, rare and desirable with its metal sliding sunshine roof.

1957 BENTLEY S1 4-door saloon with power-assisted steering. Sage over smoke green with mid-green hide interior. A very fine motor car carefully kept by three private owners from new.

1957 BENTLEY S1 4-door Special Coachbuilt saloon by Freestone and Webb; a similar body is shown on page 61, 'The Elegance Continues' by L. Dalton. This car is undergoing 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. A most unusual car of exceptional grace.

1957 BENTLEY S1 4-door saloon. Refinished by us to a high standard in sand over sable — in comparable condition to the beautiful dusk and garnet S2 listed earlier. Equipped with powered steering and obviously well maintained by its last careful owner.

1956 BENTLEY S1 CONTINENTAL convertible by Park Ward. Finely finished in metallic caribbean blue with dark blue hide, and without power-assisted steering.

1956 BENTLEY R-TYPE 'Lightweight' 4-door all-alloy saloon by H. J. Mulliner. Strikingly finished in midnight blue with exceptional chrome, newly trimmed interior in smoke blue hide with matching carpets. Equipped with automatic transmission and a newly rebuilt engine which will require running-in. A desirable Bentley, now rarely offered.

1954 BENTLEY R-TYPE 4-door automatic saloon. Shell and Tudor grey with light beige hide, impeccably turned out and with a newly overhauled engine unit.

1954 BENTLEY R-TYPE 4-door Automatic saloon with alloy hand-made bodywork by James Young. As shown on page 252 (lower), 'Fifty Years of the Marque', this car is finely styled and finished in forest green over Tudor grey, with tan hide; recording 61,000 miles only, this is a most desirable Custom-built Bentley.

1953 BENTLEY R-TYPE 4-door saloon. Black pearl over shell grey with grey hide, manual transmission. Four owners only from new, carefully maintained and comparing well with any others now available in this country. Good written service history.

1952 BENTLEY 4½-litre Mk. VI 2-door saloon with 'Empress' style bodywork by Hooper. As pictured on page 252, 'Fifty Years of the Marque', our car is peacock blue over black, with smoke blue hide and Webasto roof. Rare.

1937 BENTLEY 4½-litre special 2-seater touring car. This is a fairly faithful copy of the Vanden Plas touring car of 1935 but incorporating only two seats, extensive luggage space accessible only from within the car, lightweight easily removable mudguards to render the car suitable for competition work, and single rear-mounted spare wheel. The windshield has side deflectors and the car is finished in medium grey with all new red interior, and all the chromium plating is new. Turned out to a high standard.

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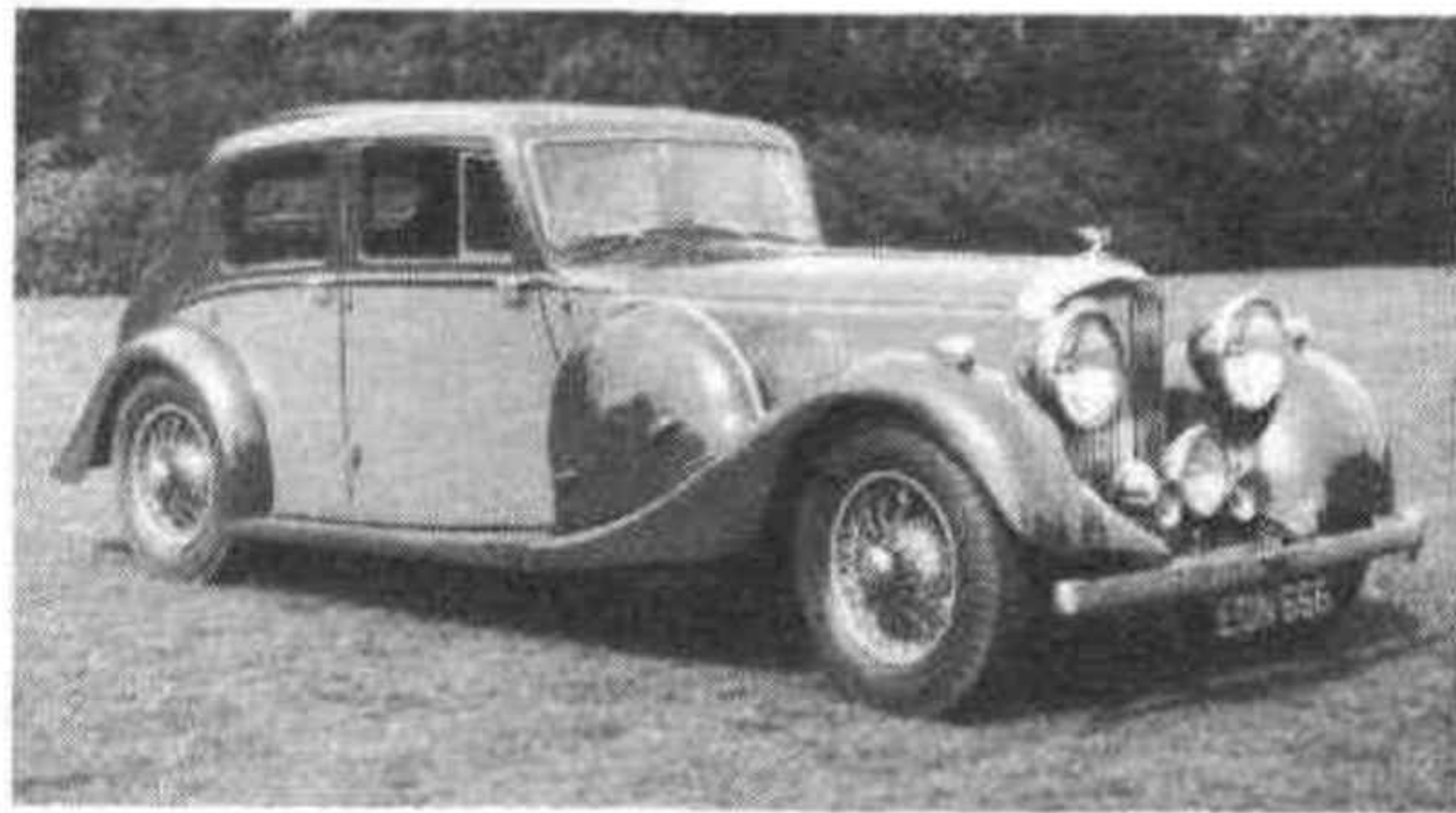
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1938 MR Series overdrive 4½-litre Bentley with sports saloon body by Park Ward. One of the very few built with high axle ratios. Finished in dark blue over light blue, with very clean blue leather interior. The engine has just been overhauled and we feel that the price is not excessive at **£2,950**.



1954 Bentley "R"-Type Automatic with extremely rare and lovely two-door coupe body by James Young. Finished in dark blue over shell grey, with blue hide interior. Much work has been done including complete engine overhaul, but the body is still rather shabby. **£1,472**.

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BENTLEY Mark 6, 4½-litre, 6-cylinder, 'big bore' Mark VI standard small boot 4-door saloon, finished in dark blue over light blue with blue leather upholstery and carpets, complete to the original specification with a recorded mileage of 142,000 miles. The car is in excellent condition and is a good example of this excellent model. **£2,150**

BENTLEY S.III, 1965 model, standard 4-door sports saloon, finished in golden sand with beige leather upholstery. First registered 1965. 6.2 V8 engine, standard equipment includes automatic transmission, power-assisted steering, electric windows, radio, etc. Recorded mileage 94,000 miles. A fine example of this superb model. **£3,450**



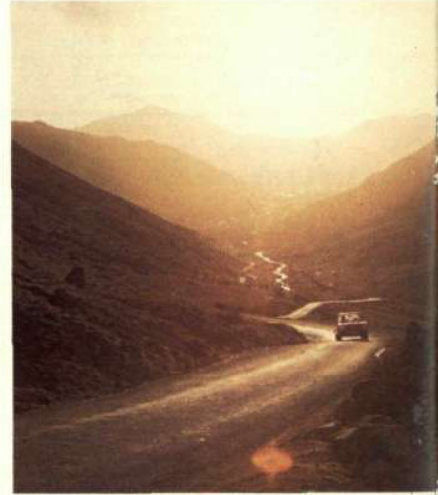
ROLLS-ROYCE Silver Cloud I, 4.8-litre, 6-cylinder, chassis with automatic transmission, power-assisted steering, etc. Standard 4-door sports saloon, finished in black and shell grey with red leather upholstery and carpets. First registered in 1959 and has covered only 67,000 miles in one ownership since new. The whole car is in immaculate condition and first-class mechanically, bearing witness to the fact of very careful usage and maintenance. **£4,350**.



BENTLEY Mark VI, 4½-litre, 6-cylinder, first registered 1949, standard 4-door sports saloon, finished in black with dark brown hide upholstery piped with fawn leather. Genuine total mileage only 76,000 since new. Owned for some years by a member of the Bentley Drivers' Club and maintained in impeccable condition. **£2,950**

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