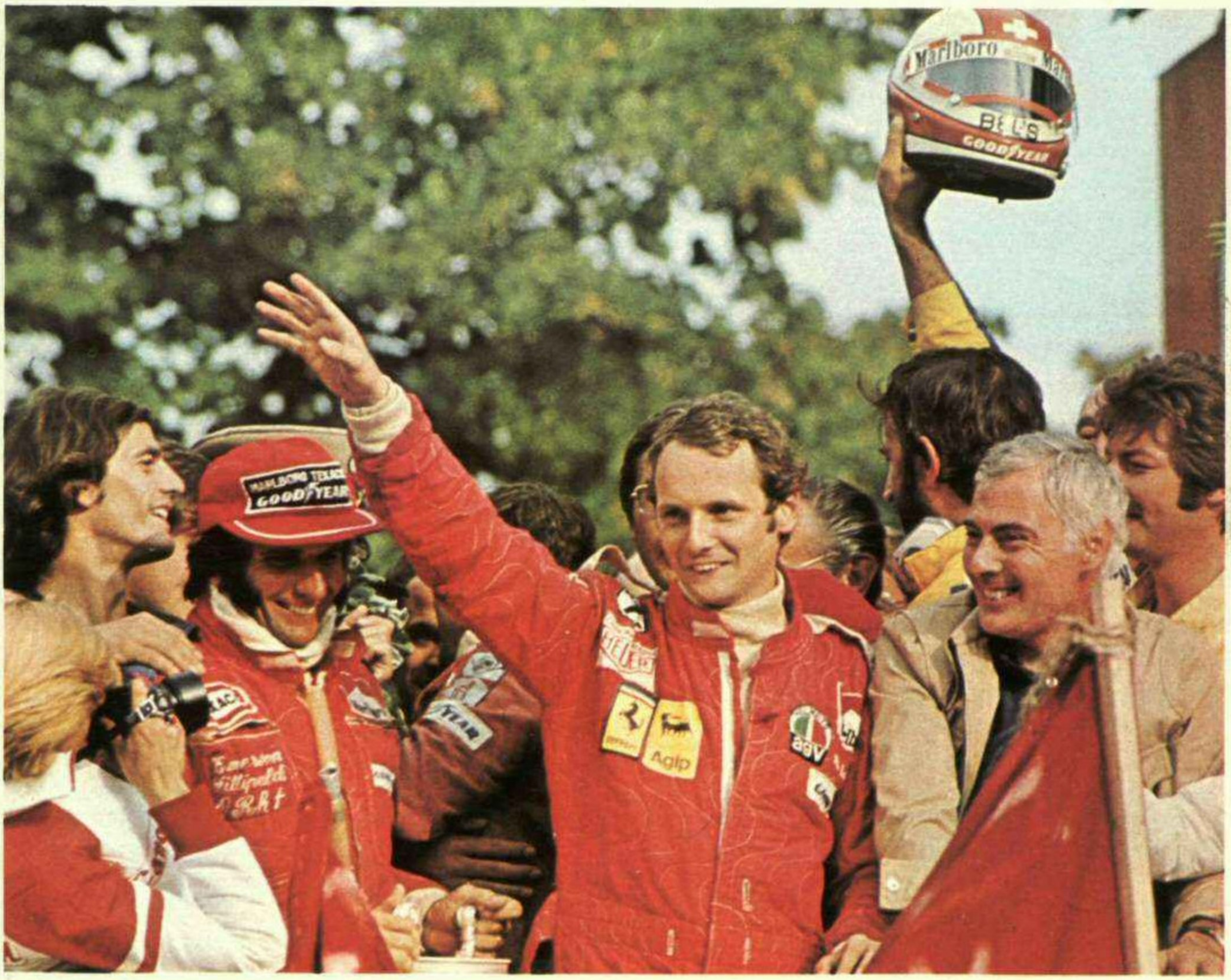
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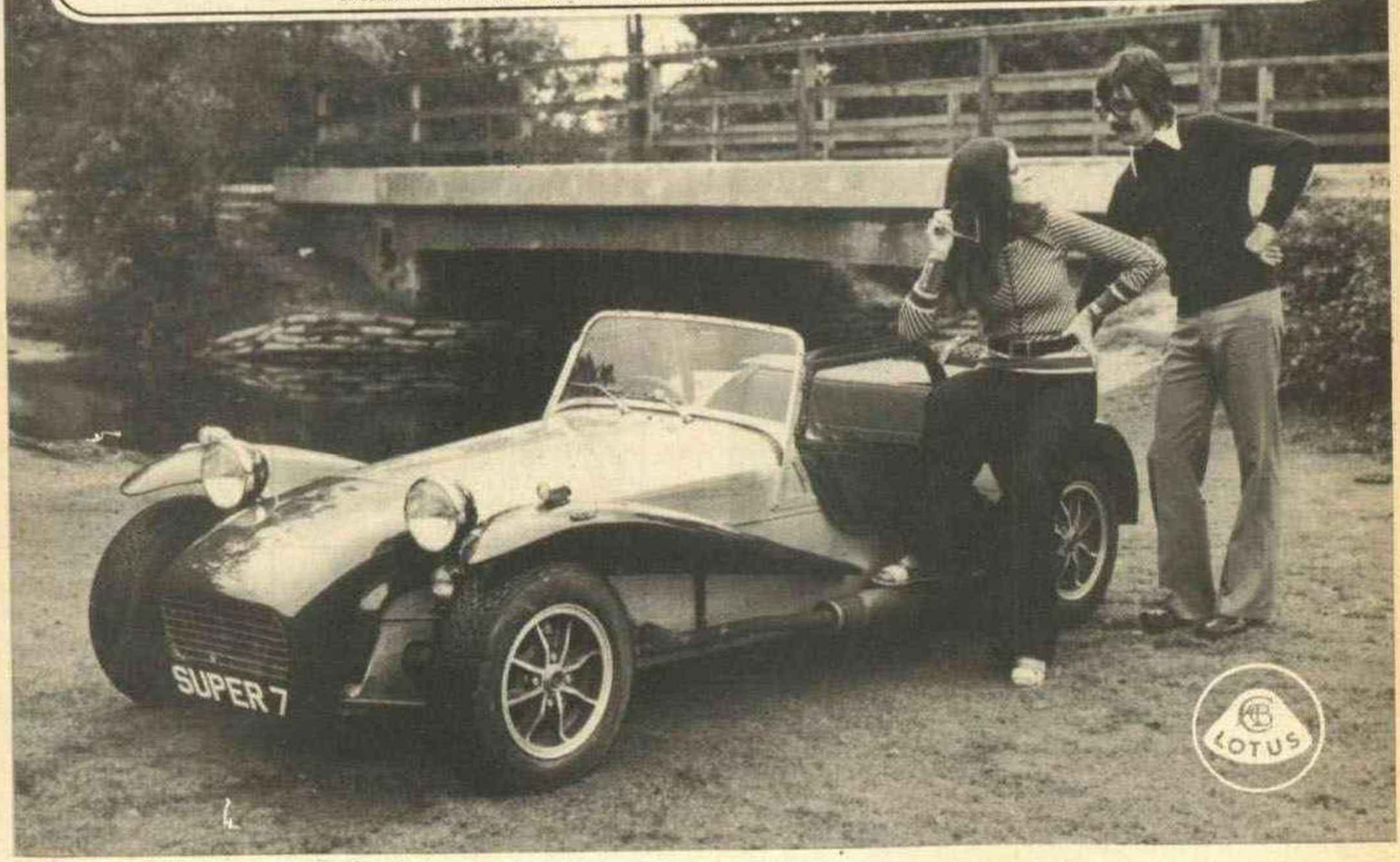
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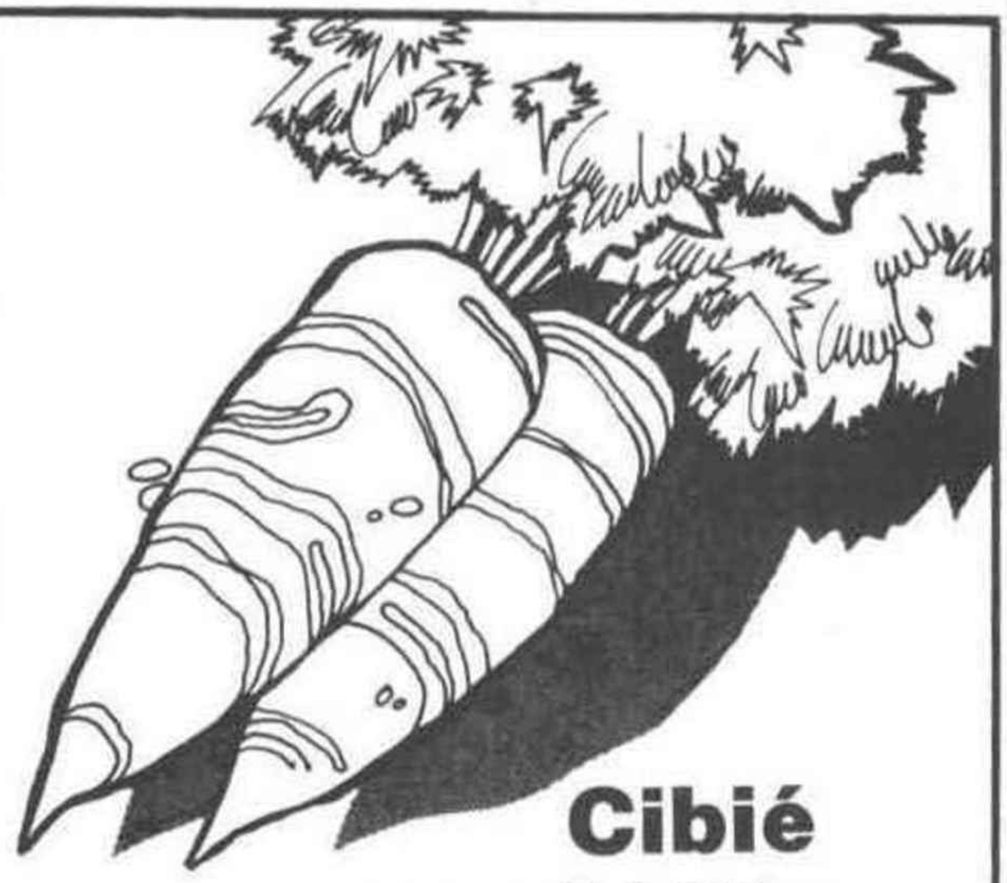
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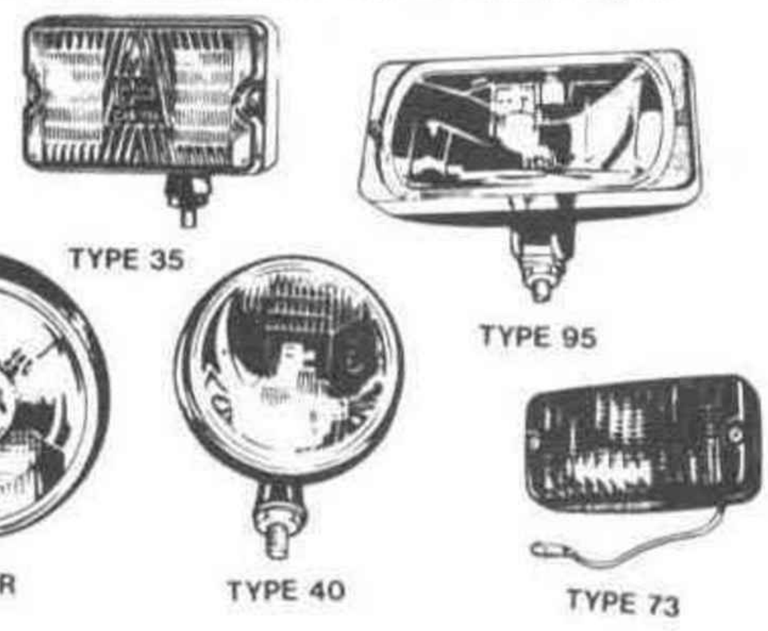
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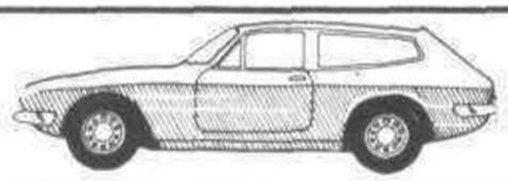
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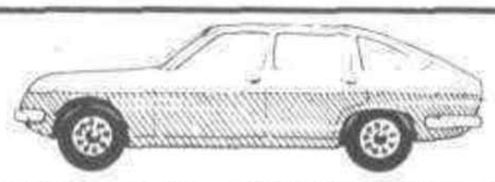
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NB: Our thanks to **Edgar Jessop** for writing this advertisement for the last three months. Edgar asks us to thank all those who have written to him especially former IoM TT colleagues whom he has not seen since the 1930s and to ask any who have anecdotes about his epic rides to commit them to paper for inclusion in the forthcoming "Edgar Jessop Compendium" now being compiled by his biographer Ian Norris.

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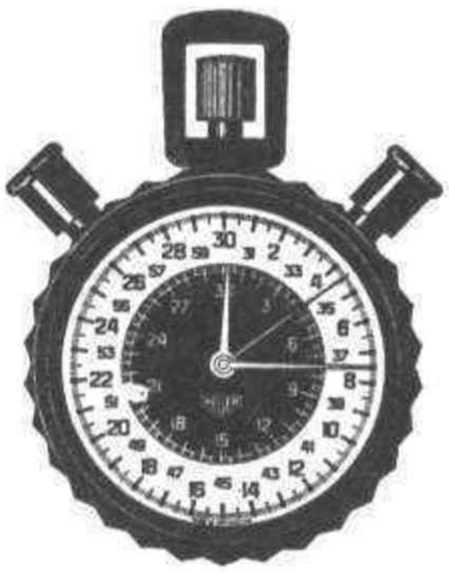
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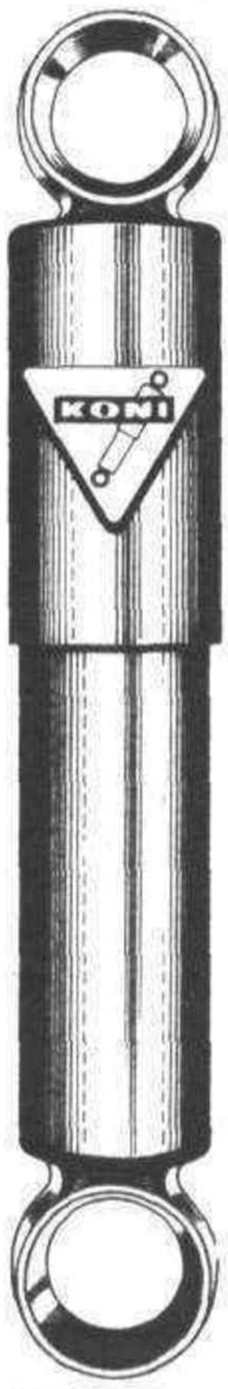
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models of the month



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1973 'M' V12 E-type 2+2 auto., 17,000 miles, local owner **£3,695**
1973 'M' V12 E-type 2+2 manual, Sundym, radio, stereo, etc. **£3,295**
1973 V12 E-type 2+2 Auto., low mileage, chrome wheels **£2,995**
1973 V12 E-type 2+2, low mileage, radio, stereo, h.r.w. **£2,995**
1973 V12 E-type roadster, signal red, c.w.w., stereo **£2,795**
1972 V12 E-type 2+2 manual, tinted glass, sun-roof **£2,495**
1972 V12 E-type roadster, radio, slim white-walls, etc. **£2,295**
1971 V12 E-type 2+2, one owner, many service bills **£1,995**

LOTUS

1973 + 2S 130/5, 22,000 miles, alloy wheels, Sundym **£2,345**
1973 Reg. Europa Twin Cam, low mileage, green **£1,695**
1972 Europa Twin Cam, alloy wheels, Sundym, etc. **£1,595**
1970 'J' Reg. Europa S2, red, Cosmic wheels, radio **£1,145**
1972 'L' Reg. Elan Sprint, pistachio, radio, stereo **£1,595**
1968 Elan S3 convertible, radio, attractive car **£795**

TRIUMPH

1972 Stag, 23,000 miles, one owner; hard and soft tops **£2,145**
1973 'M' TR6, local car, overdrive, tonneau **£1,395**
1972 TR6 coupe, signal red, overdrive, radio **£1,195**
1971 TR6 roadster, one owner; overdrive, XAS tyres **£995**
1974 GT6, 9,000 miles, one owner; overdrive, etc. **£1,545**
1973 'M' GT6, magenta, overdrive, one owner **£1,445**
1973 GT6, overdrive, h.r.w., headrests, Sundym **£1,365**
1974 Spitfire, one owner, radio, stereo **£1,295**
1973 Spitfire, one owner, overdrive, radio **£1,195**
1973 Spitfire, mimosa, rec. seats, one owner **£1,145**
1972 Spitfire, 33,000 miles, one owner; white **£945**

M.G.

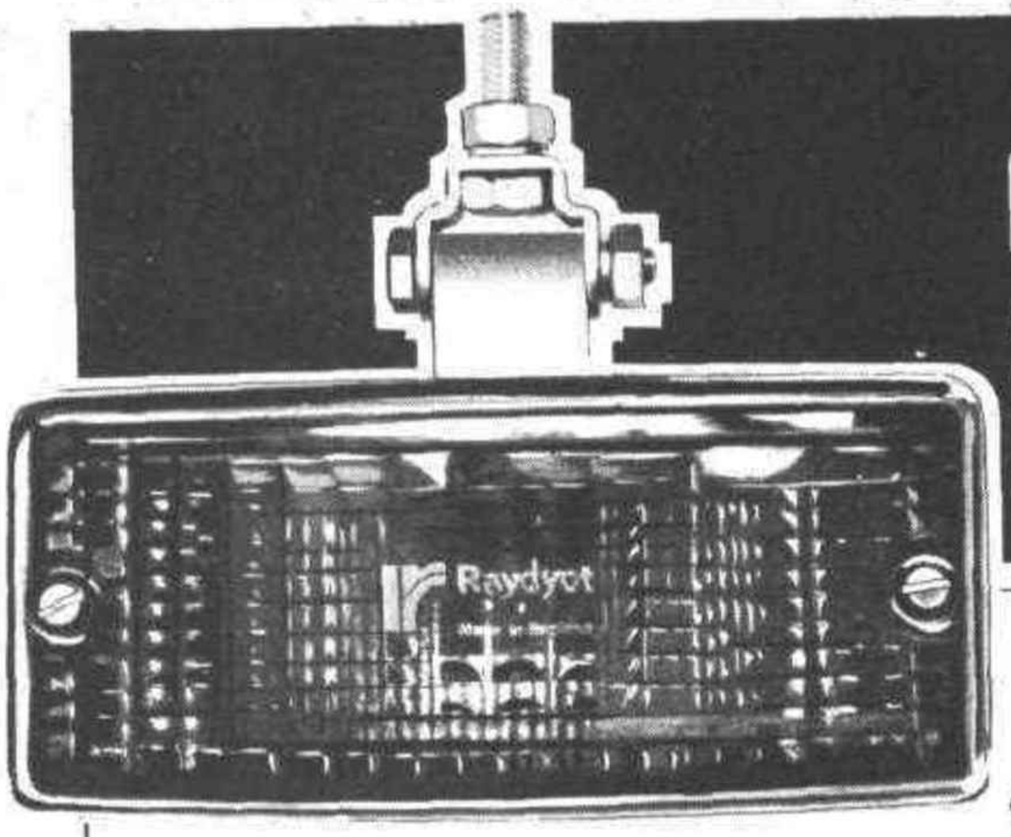
1974 MG-B GT, overdrive, sun-roof, one owner, h.r.w. **£1,945**
1973 'M' MG-B GT, local car, overdrive, velour trim **£1,675**
1972 MG-B GT, one owner, green mallard, h.r.w. **£1,345**
1973 MG-B roadster, overdrive, radio, stereo, tonneau **£1,395**
1973 Mid. MG-B roadster, one owner, overdrive, w.w. **£1,295**
1972 MG-B roadster, white, overdrive, radio, stereo **£1,125**
1974 MG Midget, blaze, radio, Cinturatos **£1,225**
1973 'M' reg. MG Midget, rec. seats, spotlamps, etc. **£1,095**
1971 MG Midget, bronze yellow, radio, tonneau **£795**
1970 MG Midget, very attractive, rec. seats **£725**
1968 Austin Healey Sprite, Bournemouth car, hard-top **£625**

OTHER MAKES

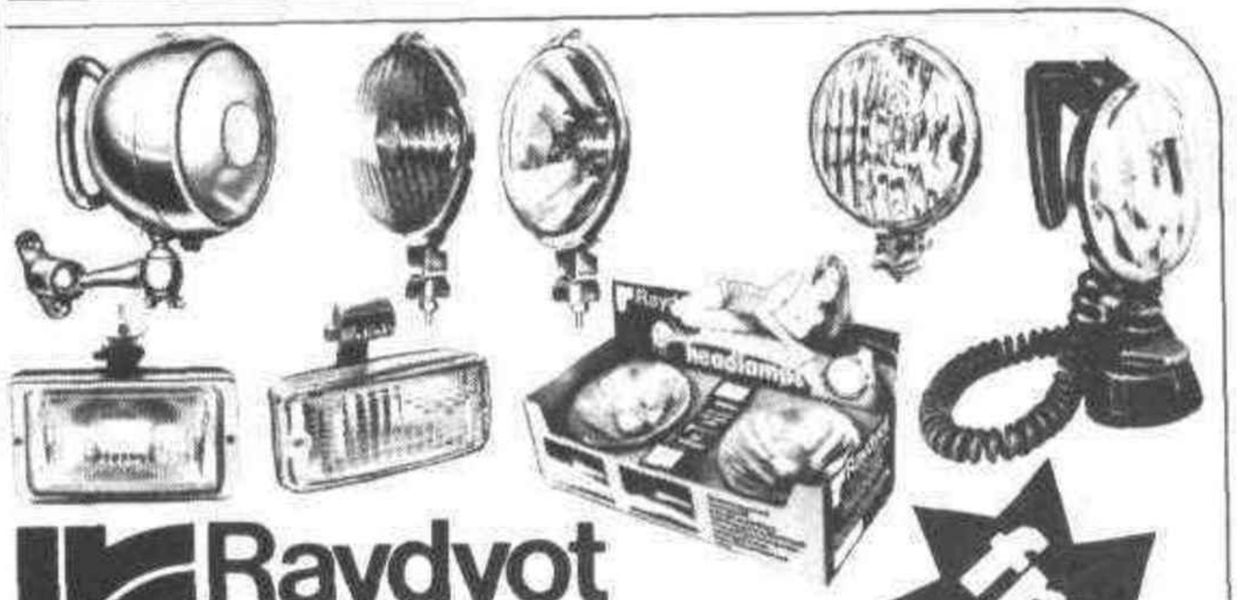
1970 'J' Aston Martin DBS6, radio, c.w.w., Sundym **£2,795**
1975 Jensen Healey, black, 5-speed, radio, hard-top **£2,545**
1969 Jensen Interceptor, radio, stereo, electric windows **£1,795**
1973 Scimitar GTE, overdrive, white, one owner, radio **£2,195**
1970 Scimitar GTE, overdrive, radio, h.r.w., etc. **£1,395**
1970 Bond Equipe GT45, very low mileage, radio, etc. **£695**

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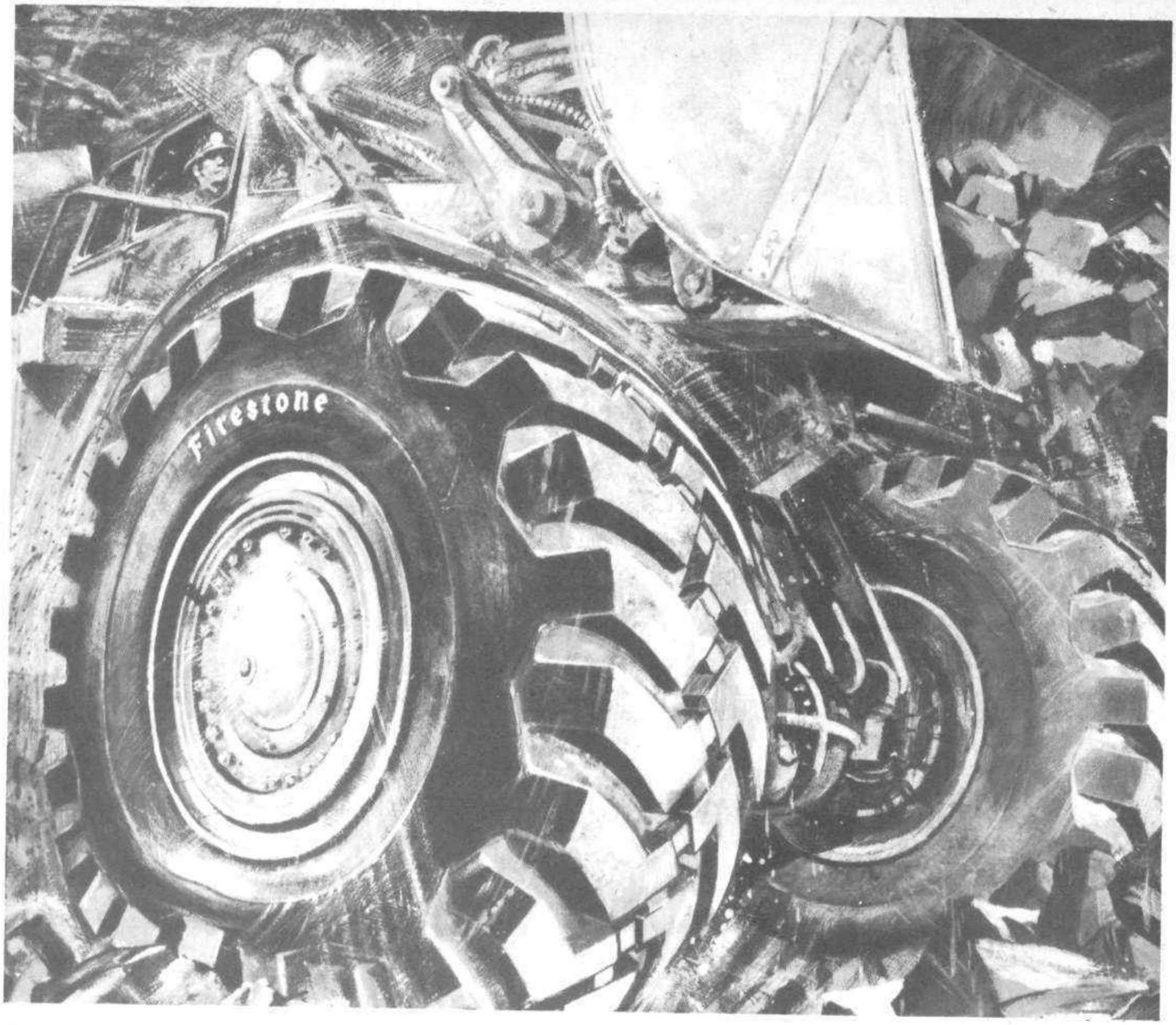
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MOTOR SPORT

VOL LI No. 10 OCTOBER 1975

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FRONT COVER PICTURE: WORLD CHAMPION: Niki Lauda waves to the crowd after finishing third in the Italian Grand Prix at Monza and thus clinching the World Drivers' Championship. On the left second placeman Emerson Fittipaldi, the deposed title holder, smiles philosophically and in the background a mechanic holds winner Regazzoni's helmet high in the air.

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MATTERS OF MOMENT

■ CARS FOR SPORT

At the present time, when motoring is excessively expensive and likely to become more so, fortunate indeed is he or she who can motor purely for the fun and pleasure of so doing. Most of us have to combine enjoyment of driving with other more utilitarian aspects of car-ownership, such as domestic and business transport. This being the case, it is significant that sufficient wealth remains in circulation in this impoverished country for the pursuit of veteran and vintage motoring to continue to flourish. Yet it shows little sign of diminishing, fortunately. We feel, however, that a peak has probably been reached. The cost of restoring and maintaining pre-war cars has become astronomical. This is reflected in the numbers of the older vehicles now being advertised in an incomplete state, or with overhauls not fully completed—the same thing is found in the model-engineering field, in which so many large steam-locomotives, etc., are offered for sale with a good deal of time, effort and materials required to complete them.



The Triumph Spitfire 1500—an excellent way of enjoying fresh-air and individuality in a new car, for around £2,000.

This being the case, it seems that while the upper ranks of the old-car movement are likely to thrive, the lesser ones may well slow down and those unable to cope with the growing cost and complexity of the hobby turn to modern equivalents—if die-hard vintage followers will accept that phrase in its general implication! What we are implying is that, as expense and time-factors retard the vintage following, with restoration charges soaring and many parts obtainable only after long delays, even to the extent of special batches of rare replacements having to be obtained through specialist clubs, those impatient to enjoy some fun motoring, maybe before it is too late, may well turn to modern sports cars as an alternative, if not a substitute for vintage interests.

While we can understand that very costly pre-war cars will continue to command top prices, from the aspects of rarity value and the sheer enjoyment of owning and using a thoroughbred from that era, and because of the monetary insurance such vehicles represent in these days of a threatened wealth-tax and the continual depreciation of currency, especially as old motor vehicles continue to be exempt from Capital Gains tax, we do not think that the prices so often asked for lesser specimens are realistic.

As we remarked in our Golden Jubilee Editorial, a bad or mediocre car doesn't become any nicer to drive the older it gets. So we feel justified in suggesting that those who contemplate paying, say, from £500 to £2,500 for non-sports Austin Sevens, around half the latter figure for things such as Singer Juniors or Clyno Nines, or spending upper-three-figure outlays on post-war bread-and-dripping closed cars, are either ill-advised or far more fanatical than we are. And we thought we were rather far-gone in terms of vintage enthusiasm. . . .

The foregoing remarks must be qualified by the observation that, having paid astronomical sums for dreary old machinery, there is absolutely no guarantee that the money won't go down the drain with one unfortunate bang or splutter! While this is a risk worth accepting with a thoroughbred or uniquely rare and unusual car, it hardly seems so for much of the rubbish now masquerading as collectors' pieces, unique opportunities or unrepeatable bargains. We are not saying such cars are worthless—nearly all are worth preserving and most are capable of giving pleasure in some degree, *pace* the success of the one-make clubs. Only that today the majority of the lesser specimens are being priced out of the market-place. Nor are we saying that high prices for aged vehicles are dishonest. Present wage-levels for skilled restoration and the inflated cost of even such essentials

Continued on next page

Motor Sport Fixture List For October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Oct. 4th	BARC	Oulton Park Circuit	Tarporley, Cheshire	Atlantic Championship Races (*R*)	14.00
Oct. 4th	Tynemouth Dist. MC	Teeside	—	Lindisfarne Rally (*N*)	—
Oct. 4/5th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants.**	**RAC Tourist Trophy (INT)**	—
Oct. 4/5th	Munster MC & CC	Cork	Cork, Eire	B + I Cork 20 Rally	09.00
Oct. 5th	**SCCA**	**Watkins Glen**	**New York, USA**	**American Grand Prix, World Championship Round 14 (INT)**	—
Oct. 5th	**BRSCC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Shellsport 5000 Race Meeting (INT/*R*)**	**14.00**
Oct. 5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	BBC Radio 1 Championship (*R*)	14.15
Oct. 5th	BRDC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	—
Oct. 5th	750 MC	Lydden Circuit	Lydden Village, Kent	Race Meeting (*R*)	—
Oct. 5th	Exeter MC	Standfield & White Ltd., Honiton Road	Exeter (192/961927)	Exeter Stages Rally	09.31
Oct. 11/12th	2300 Club	Main Street	Tobernory	Tour of Mull	15.00
Oct. 12th	TEAC	Brands Hatch	Fawkham, Kent	Championship Car Races (*R*)	14.30
Oct. 12th	**BRSCC**	**Mallory Park**	**Kirkby Mallory, Leics.**	**Shellsport 5000 Races (INT/*R*)**	**14.30**
Oct. 12th	BRSCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
Oct. 12th	WECC	Lydden Circuit	Lydden Village, Kent	Race Meeting (*R*)	—
Oct. 12th	SMRC	Ingliston	Edinburgh, Scotland	Race Meeting (*R*)	—
Oct. 12th	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting (*R*)	14.00
Oct. 12th	Cosmopolitan CC	Centre Hotel, Portsmouth	196/637992	Southern Stages Rally (*R*)	08.01
Oct. 18/19th	**BARC**	**Brands Hatch**	**Fawkham, Kent**	**Shellsport 5000 Races (INT)**	**13.00**
Oct. 19th	TEAC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Oct. 26th	BARC	Thruxton Circuit	Andover, Hants.	Championship Race Meeting (*R*)	—
Nov. 2nd	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Championship Race Meeting (*R*)	14.15
Nov. 2nd	VCC	Hyde Park	London	London to Brighton Veteran Car Run	08.00

MATTERS OF MOMENT

Continued from previous page

as tyres for vintage and veteran cars have to be met. What we *are* saying is that because of these inescapable facts those investing in such vehicles are likely to become more and more selective and many of the less worthwhile ancients remain unsold. (The Editor is aware that a reader has referred to him as "a traitor" for such views applied to Austin 7s, presumably because he indicated his pre-war appreciation of the immortal Seven by owning several and suggesting the formation of the 750 MC. But even in those days the enthusiast went for a Nippy or a Speedy and already regarded a Chummy simply as something to modify and an Austin 7 saloon as mere transport. So he is unrepentant in thinking that £2,500 for a touring Seven represents a poor investment, even by 1975 monetary standards.)

The alternative may well be the modern sports car, which provides fresh air, fun, and a degree of individuality for around the price asked for much of today's pre-war used-car rubbish, with the bonus that it comes on new tyres, with some kind of a guarantee, and is ready to use immediately! We should be thankful, perhaps, that such cars continue to be made, with British Leyland prominent in this field. Anyone who read the report on the ex-Lotus Super Seven in last month's MOTOR SPORT would surely be unusually cold-blooded not to experience a burning desire to own one, especially during the Utopian summer we have been enjoying. Compare the price of a Super Seven new about £2,000—with what is offered on the pre-war car market for a similar outlay. . . .

Another modern sports car available at around this figure with certain extras—otherwise for £1,833.39—is the Triumph Spitfire 1500, described in MOTOR SPORT last March. Not a top-exotic, agreed. But a very sound proposition with which to have fun and lift motoring out of the category of mundane transport. Last month we used just such a Dunlop-tyred Triumph Spitfire for 1,500 miles, for commuting to London, for keeping a luncheon date in the heart of that warden-infested Metropolis, and even for attending a funeral. We used this Spitfire for shopping errands, for an expedition from Mid-Wales to North Wales, a journey of some 80 miles of which only about eight were on A-roads and much of it was along very narrow minor roads, including climbing the once-notorious Pass of Belch-y-Groes, to Bala. We employed the Triumph on fast business journeys. Throughout, we found it more fun than a saloon. It rides smoothly, is notably quiet, has a passable gear-change and an exceedingly useful overdrive. The hood, when raised, doesn't drum, rain is kept out, and the taut steering demands little more than flexing of the wrists. The boot, which locks, holds sufficient, at least for a week-end away. The dip-stick, awkward to withdraw and replace, showed no tendency to excessive Castrolism. With the afore-described cross-country work, fuel thirst was at the modest rate of 34.9 m.p.g. The equipment and appointments well suit the Spitfire's purpose in life.

We know all the anti-sports-car arguments. We know that these days components are usually duplicated on assembly lines, so that, mechanically, saloons and sports cars are similar. We know that if you were to time a so-called sports car and a similar saloon through a fast corner there would probably be no difference in the times. Yet, expressing ourselves generally, because a sports two-seater has less "top hamper", it corners "flatter" than a wheeled-lounge. Because its occupants are less critical, the suspension can be firmer, and because it is lighter, the steering can be more direct. Hood down, a sports car should be the safer vehicle, from the viewpoint of the driver being made more alert to the proximity of other vehicles. Whether or not it is actually faster—and performance figures for the less expensive 1970s sports cars based on saloon-car engineering are not necessarily so quick, to accelerate or in terms of top speed, as the better saloon cars (the Spitfire does 100 m.p.h. and the s.s. ¼-mile in 19 sec.)—isn't of much importance, outside competition circles. What *is* enjoyable is that a small sports car *feels* faster, is generally more fun to own and drive, on account of a modicum of individuality somehow not possessed by a closed vehicle, and offers a bonus which used to be one of the objects of going motoring, namely plenty of that so far free and untaxed commodity, fresh-air.

These arguments can be reduced in stature by those who regard open cars as pointless and primitive. Nevertheless, we maintain that sports cars are still great fun, and that they represent a substitute in some degree for the now often ridiculously-expensive pursuit of motoring historically. It is as commendable that British Leyland continue to offer MG and Triumph sports cars as it is deplorable that an open Jaguar is no longer listed (splendid as may be the onslaught of the new Jaguar XJ-S on foreign-car sales, so frowned-upon by certain persons in this European community), and good that the more expensive Morgans are still made at Malvern, even if a curious anonymity surrounds the prices asked for used examples of that traditionally sporting make.

In a World of increasing safety-first hysteria, and insurance ratings that conform to it, the sports car must be encouraged in survival, whether as a counter to inflationary vintagery or for its own enjoyable sake. A couple of thousand pounds or so spent on a brand-new Super Seven or Spitfire (depending, maybe, on age and intended usage), or £1,649 on a new MG Midget 1500, £2,251 on a 1975 MG-B, would seem a sensible expenditure for many MOTOR SPORT readers, leaving those with at least £5,000 or thereabouts to spare to indulge in the proper and respected aspects of the veteran and vintage movement.

Peter Hampton tells us that the axle-ratio of his 36/220S Mercedes-Benz, which formed the subject of a special article last month, is 2.71 (14 x 38), which gives a speed of 110 m.p.h. at the maximum revs of 3,200, on 19 x 6.50 racing tyres, equal to 34½ m.p.h. per 1,000 r.p.m. We were incorrect in saying the car has hydraulic shock-absorbers; it has two normal friction Hartfords and two Telecontrol Hartfords per axle.



A fitting end to the season that has been dominated by the presence of the 1975 Ferrari 312 with its transverse gearbox layout. Regazzoni (11) won the Italian GP, while Lauda's (12) third place made him World Champion.

The Italian Grand Prix
—A Ferrari Walk-over

Monza, Italy, September 7th

THERE WAS a strange air of resignation about the place as the teams assembled in the paddock at Monza for the Italian Grand Prix. The chances of Lauda and Ferrari being beaten for their respective World Championships were so remote as to be non-existent and a Ferrari win on the fast Monza track seemed a foregone conclusion. There were a few minor changes in the teams, but nothing to get excited about, with Crawford taking over the number two Lotus, Renzo Zorzi an Italian F3 driver having a go in one of Frank Williams' cars and Merzario driving the Copersucar Fittipaldi as Wilson Fittipaldi still had his arm in plaster; for the rest the personnel were as in Austria, except that there was no Surtees entry, the team having withdrawn from Formula One until such times as their conditions improve.

It was almost a foregone conclusion that Lauda would be setting the pace with the works Ferrari, but nobody envisaged him having a dominating lead of more than 1½ seconds over the nearest Cosworth V8 car by the time the first practice session had finished. It seemed as if everyone had given up and were merely going through the motions of being competitors to the two Ferraris, but in fact there was a lot of hard trying going on and some pretty desperate breakages among some of the teams. The McLaren team were in such a shambles after an hour of practice that it seemed unbelievable and they were smiling, knowing they had reached rock-bottom and things could only improve. Fittipaldi had not been going long before his Cosworth engine blew up and he had to abandon the car on the far side of the circuit. Barely had he got going in the spare McLaren than Jochen Mass came into the pits with his Cosworth V8 blown up and as his car was wheeled away to have a new engine installed, Fittipaldi bounced himself off the far *chicane* and bent the right front corner and crinkled the monocoque of the spare car. From a thriving team they were reduced to spectators in less than an hour. Depailler was going well in his Tyrrell and the two South American Brabham drivers were beginning to get to grips with the situation, even though they both suffered spins in their attempts to challenge the speed of the Ferraris. For the general run of the entry it was the old, old story of "too much of this", or "too much of that" or "not enough of the other", but the facts were that everything was looking pretty normal with the usual car/driver combinations being in the front half of the field and the rest in the back half.

In the short afternoon session the McLaren team got half way back to normal with the spare car repaired sufficiently for Fittipaldi to continue practice while his own car had an engine change, and before the session ended Mass was out again. Lauda improved on his morning time of 1.32.94 to 1.32.82 and he was alone in this bracket, Regazzoni being next fastest with 1.33.11. The only driver to get in the second-class Ferrari bracket was Reutemann who scratched a lap in 1.33.99, which could hardly be called "getting into the thirty-threes" which was everyone's aim. Some drivers were not even in the thirty-fours, so that Lauda had as much as 2 seconds lead on some quite good runners. Needless to say a large crowd had taken time off on this Friday afternoon and there was continual applause and cheering for the Ferrari pair and quite a lot for Brambilla as well, even though he was not in the running.

While Friday had been comfortably warm, Saturday was grey and dull and there was a more determined atmosphere around the pits. McLarens were back to square one, virtually starting all over again and Fittipaldi was trying hard and looking confident. Hunt was trying the spare Hesketh, though not despairing of the new C-type, the Brabham team looked good and Peterson was going quite well in the Lotus, but his new team-mate was out of his depth, as were a number of other drivers. Brise was really having a go at the Monza Autodrome and looking a bit on the ragged edge, but he was getting results and Graham Hill did a big shuffle round of his cars to let Brise try Stommelen's car, while Stommelen drove the spare car, which was one of the old Lolas. Engines were still breaking under the strain of the efforts to achieve a lap at more than 220 k.p.h. average (around 137 m.p.h.) and Regazzoni lost the oil pressure in his Ferrari engine after getting down to 1.32.79, continuing practice in the spare car and Depailler broke the engine in his Tyrrell, taking over the spare Tyrrell, but it was not sounding too healthy. In general brakes were coping with the heavy and frequent applications, or rather Ferodo disc pads were coping, but one or two teams were keeping a watchful eye on disc temperatures, for with the two *chicanes* there is not much time for things to cool off after each heavy application. Tyres seemed to be completely trouble-free at this race, though care was being taken to ensure that rear ones were "matched pairs" and remained that way after some fast laps.

The fourth and final practice session started with only Lauda and Regazzoni in the 1 min. 32 sec. bracket, and Brambilla, Reutemann, Fittipaldi, Mass and Scheckter in the "thirty-threes" with one or two more not far off, but Fittipaldi, who was third fastest was still three-quarters of a second behind Lauda, and at 140 m.p.h. that is a long way. In the closing stages of practice Brise and Hunt joined the elite in the "thirty-threes" and Regazzoni made his best time of all in the spare Ferrari. It all seemed as if Sunday would be a mere formality for the Ferrari team, except for two important points, one being the fact that they threw the 1974 race away when in a similar position of apparent domination, and the other that they had not won a major race since the French Grand Prix, failing in the British GP, the German GP and the Austrian GP. It was these two facts that were keeping the rest of the competitors going.

During Saturday evening the rain started and the fiercest of storms began, with thunder and lightning of impressive proportions. It continued through the night and was still in full swing on Sunday morning. A half-hour of untimed practice was due at 10 a.m. on Sunday morning and some drivers went out to find the track flooded in places and so much water about that under heavy braking the nose cowlings were acting like water shovels and disappearing from view. There seemed no signs of the storms abating and while everyone was prepared to have a wet race, if the bad parts of the track did not drain properly it would be impossible to drive through the water. As the start was scheduled for 3.30 p.m. there was not much hope of postponing it for an hour or more, as it would be nearly dark by the time it was over. A deadline of 2 p.m. was chosen for making a final decision as to whether the race would take place or be abandoned, and still the rain was pouring down and the fire-brigade were hard at work trying to pump the flood waters away. By 1 p.m. there was a distinct improvement in the weather and the rain

PRACTICE TIMES

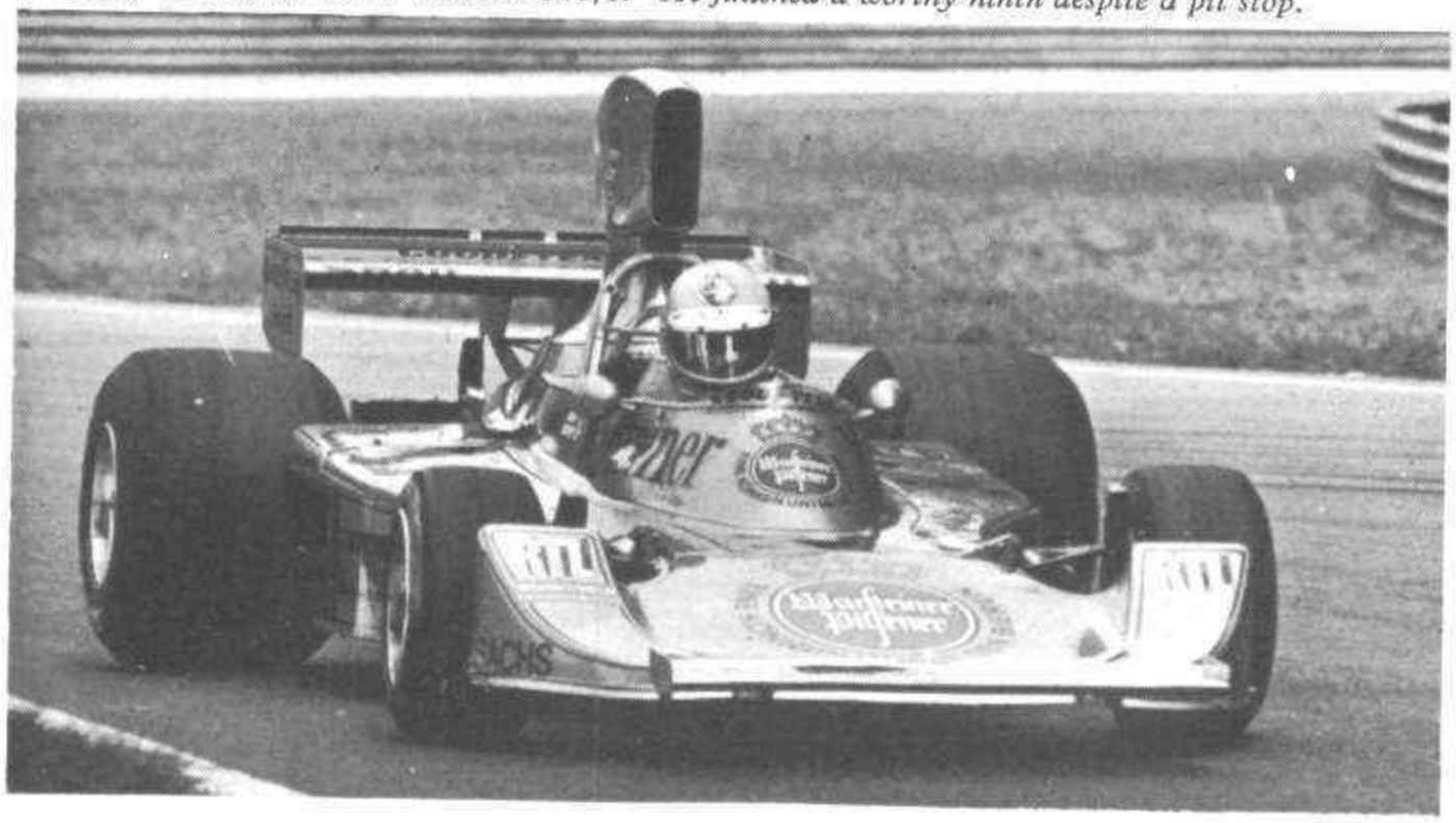
No.	Name	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/8-2-Cosworth V8	No time given	—	1. 33.08	1. 33.13
1T	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 36.05	1. 34.49	—	—
2	J. Mass	McLaren M23/6-Cosworth V8	1. 39.20	1. 35.20	1. 33.46	1. 33.29
3	J. Scheckter	Tyrrell 007/6-3-Cosworth V8	1. 35.96	1. 34.34	1. 33.62	1. 33.27
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 34.75	1. 34.36	1. 39.67	—
4T	P. Depailler	Tyrrell 007/5-Cosworth V8	—	—	No time given	—
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 35.19	1. 35.39	1. 34.51	1. 34.22
6	J. Crawford	Lotus 72/R8-Cosworth V8	1. 38.95	1. 38.34	1. 37.23	1. 37.14
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 34.65	1. 33.99	1. 33.94	1. 33.44
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—	—	—
8	C. Pace	Brabham BT44B/4-Cosworth V8	1. 34.72	1. 34.46	1. 34.19	1. 34.17
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	—	No time given	—
9	V. Brambilla	March 751/3-Cosworth V8	1. 35.43	1. 35.01	1. 33.90	1. 34.39
10	H-J. Stuck	March 751/2-2-Cosworth V8	1. 36.95	1. 37.59	1. 36.10	1. 35.29
11	G. Regazzoni	Ferrari 312B3/024—flat-12	1. 33.12	1. 33.11	1. 32.79	No time given
11T	G. Regazzoni	Ferrari 312B3/021—flat-12	—	—	No time given	**1. 32.75**
12	N. Lauda	Ferrari 312B3/023—flat-12	**1. 32.94**	**1. 32.82**	**1. 32.24**	1. 33.03
14	R. Evans	BRM P201/05—V12	1. 36.92	1. 36.16	1. 35.73	1. 35.61
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 35.45	1. 35.30	1. 34.71	1. 35.06
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	—	—	—	—
17	J-P. Jarier	Shadow DN7/1A-Matra V12	1. 36.34	1. 36.20	1. 34.61	1. 34.99
17T	J-P. Jarier	Shadow DN5/4A-Cosworth V8	—	—	—	—
20	R. Zorzi	Williams FW/03-2-Cosworth V8	1. 40.50	1. 39.31	1. 37.81	1. 36.19
21	J. Laffite	Williams FW/04-Cosworth V8	1. 36.39	1. 35.86	1. 35.48	1. 35.48
22	R. Stommelen	Hill GH1/3-Cosworth V8	1. 37.69	1. 37.73	1. 36.44	1. 37.92
22T	R. Stommelen	Lola T370/HU3-Cosworth V8	—	—	No time given	—
23	A. Brise	Hill GH1/4-Cosworth V8	1. 35.18	1. 34.69	1. 34.20	1. 33.34
23T	A. Brise	Hill GH1/3-Cosworth V8	—	—	No time given	—
24	J. Hunt	Hesketh 308C/1-Cosworth V8	1. 35.01	1. 35.33	1. 34.77	1. 33.73
24T	J. Hunt	Hesketh 308/2-Cosworth V8	—	—	No time given	—
25	B. Lunger	Hesketh 308/3-Cosworth V8	1. 37.65	1. 36.56	1. 36.21	1. 36.11
27	M. Andretti	Parnelli VPJ4/001-Cosworth V8	1. 35.66	1. 35.17	1. 34.72	1. 34.86
29	L. Lombardi	March 751/1-Cosworth V8	1. 38.38	1. 38.24	1. 37.22	1. 37.06
30	A. Merzario	Fittipaldi FD/03-Cosworth V8	1. 39.03	1. 38.26	1. 37.57	1. 37.33
31	R. Wunderink	Ensign MN/02-Cosworth V8	—	—	1. 37.64	1. 38.24
32	C. Amon	Ensign MN/04-Cosworth V8	1. 37.73	1. 37.57	1. 36.69	1. 35.56
34	H. Ertl	Hesketh 308/1-Cosworth V8	—	—	1. 36.19	1. 35.43
35	A. Trimmer	Maki F101/02-Cosworth V8	1. 41.85	1. 43.33	1. 39.65	1. 39.44

stopped and during a supporting race for Formula Renault the sun actually appeared. By the 2 p.m. deadline things looked very hopeful and by 3 p.m. everyone was ready and the track was virtually dry. Fittipaldi and Lauda drove round to survey the situation and all was well, with two warm-up laps being allowed for reconnaissance purposes. Miraculously all was relatively sunny and bright in time for everyone to be on the grid on a dry track, with no problems over tyres and a dry race being almost guaranteed. Everyone deserved credit for the start being a mere 15 minutes late, when a few hours before abandonment seemed the only way out.

The twenty-six starters lined up on the "dummy-grid" in pairs, ready for a 52-lap chase and as the two Ferraris led the field up to the starting line there was a confident and almost arrogant air about the two cars from Maranello, the sound of their flat-12-cylinder engines drowning the array of Cosworth, BRM and Matra power spread out behind them. With his rear wheels spinning wildly, Lauda had to watch Regazzoni make a perfect start and the field roared away heading for the Curva Grande without going through the silly *chicane*. In mid-field and behind there was a lot of excitement, for on the warm-up laps Brambilla had lost the use of first gear, so started the race in second gear and the clutch had given out. As he crept away cars were dodging all around the orange March and in the middle of it all the BRM died completely with an electrical failure. As Evans coasted helplessly along Stommelen collided with Crawford as he dodged the BRM and miraculously no-one hit Brambilla.

The start had taken place on the left side of the wide pits straight and at the end of the opening lap, with Regazzoni leading Lauda, the field streamed up the right-hand side of the track, heading for the *chicane* in single file. Scheckter was in third place but overshot his braking and then everything happened at once and there were cars bouncing in all directions. When the dust had subsided Andretti was seen climbing out of a damaged Parnelli and Peterson was also out, while Mass, Brise, Stommelen and Crawford all stopped at the pits at the end of lap 2, the Lotus with its left rear tyre a mangled ball of rubber. Amon was also in the pits, having stopped on the opening lap, with a flat-sounding engine in the Ensign. It only needed two laps to sort things out, with the two Ferraris drawing away, Reutemann in third place, followed by Fittipaldi and Hunt. Then came Depailler, Pace, Laffite and Pryce and a while later came Stuck, Scheckter, Ertl, Merzario, Jarier, Lunger, Zorzi and Lombardi. Brambilla had just managed to creep round for one lap and then disappeared. As a result of the pushing and shoving at the *chicane*, Mass, Brise and Stommelen were

Harald Ertl, Austrian Editor of a German motoring magazine, impressed many with his driving of the privately-owned, ex-Stiller Hesketh 308/1. *He finished a worthy ninth despite a pit stop.*



STARTING GRID

12 N. Lauda (*Ferrari—flat-12*) 312B3/023 1 min. 32.24 sec.	11 G. Regazzoni (*Ferrari—flat-12*) 312B3/024 1 min. 32.75 sec.
1 E. Fittipaldi (*McLaren-Cosworth V8*) M23/8-2 1 min. 33.08 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6-3 1 min. 33.27 sec.
2 J. Mass (*McLaren-Cosworth V8*) M23/6 1 min. 33.29 sec.	23 A. Brise (*Hill-Cosworth V8*) GH1/4 1 min. 33.34 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 1 min. 33.44 sec.	24 J. Hunt (*Hesketh-Cosworth V8*) 308C/1 1 min. 33.73 sec.
9 V. Brambilla (*March-Cosworth V8*) 751/3 1 min. 33.90 sec.	8 C. Pace (*Brabham-Cosworth V8*) BT44B/4 1 min. 34.17 sec.
5 R. Peterson (*Lotus-Cosworth V8*) 72/R9 1 min. 34.22 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 34.36 sec.
17 J-P. Jarier (*Shadow-Matra V12*) DN7/1A 1 min. 34.61 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN5/2A 1 min. 34.71 sec.
27 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/001 1 min. 34.72 sec.	10 H-J. Stuck (*March-Cosworth V8*) 751/2-2 1 min. 35.29 sec.
34 H. Ertl (*Hesketh-Cosworth V8*) 308/1 1 min. 35.43 sec.	21 J. Laffite (*Williams-Cosworth V8*) FW/04 1 min. 35.48 sec.
32 C. Amon (*Ensign-Cosworth V8*) MN/04 1 min. 35.56 sec.	14 R. Evans (*BRM—V12*) P201/05 1 min. 35.61 sec.
25 B. Lunger (*Hesketh-Cosworth V8*) 308/3 1 min. 36.11 sec.	20 R. Zorzi (*Williams-Cosworth V8*) FW/03-2 1 min. 36.19 sec.
22 R. Stommelen (*Hill-Cosworth V8*) GH1/3 1 min. 36.44 sec.	29 L. Lombardi (*March-Cosworth V8*) 751/1 1 min. 37.06 sec.
6 J. Crawford (*Lotus-Cosworth V8*) 72/R8 1 min. 37.14 sec.	30 A. Merzario (*Fittipaldi-Cosworth V8*) FD/03 1 min. 37.33 sec.

Did not qualify :
31—R. Wunderink (Ensign MN/02), 1 min. 37.64 sec.
35—A. Trimmer (Maki F101/02), 1 min. 39.44 sec.

forced to retire with various suspension parts bent and the field was already looking a bit thin, though Crawford eventually rejoined the race.

Before ten laps were completed Laffite had retired with a broken gearbox and Pace had retired with a broken throttle linkage and the order at the front was unchanged except that Depailler had caught Hunt and took fifth place from the new Hesketh on lap 10. There was nothing to stop the Ferraris and Lauda had to be content with second place as Regazzoni was clearly out to win. Depailler now had his sights on Fittipaldi who was in fourth place, but the falling World Champion woke up to the fact and overtook Reutemann into third place. On lap 15 Depailler's efforts were completely nullified when he overshot the silly *chicane* and went up the escape road, rejoining the race a long way back in seventh place, behind Pryce and ahead of an unhappy Jarier for the Matra engine was popping and banging with fuel feed trouble. As half-distance approached, Regazzoni began to open the gap between him and Lauda and it crept up from 3 seconds to 6 seconds, to 10 seconds and it was clear that Lauda was, in fact, dropping back, for Fittipaldi now had the future World Champion in his sight. All the time Regazzoni was setting up new fastest laps, showing no signs of easing up and behind him it looked like stalemate between Lauda and Fittipaldi, with the McLaren driver unable to see any way of getting past the Ferrari and never getting really close enough to worry Lauda. Almost by surprise Fittipaldi overtook the Ferrari as they braked for the *chicane* at the start of lap 46, and it was all over. Lauda had no need to fight back for all he wanted was a championship point to make him World Champion and he had given up all idea of actually winning the race. Not so Regazzoni, he just drove on and on, his average speed rising all the time. At 5 laps it had been 210.096 k.p.h. and it rose steadily to 218.034 k.p.h. by the end of the 52 laps, with a new lap record on lap 47 into the bargain.

In mid-field there had been a slight reshuffle when Hunt overshot the *chicane* and lost fifth place to Tom Pryce, but it was only temporary, for he got it back in ten laps. The first six completed the full distance, but the rest were a long way back, lapped by the relentless Regazzoni who was acclaimed vociferously for a long time after the race was over, by the surprisingly large crowd in view of the uncertain start to the day. It was a fitting end to a season that has been dominated by the presence of the 1975 Ferrari 312 with its transverse gearbox layout, and with the Canadian Grand Prix cancelled there only remains the United States GP and it hardly seems worth the bother of running it. To most Italians 1975 finished at Monza.—D.S.J.



Brett Lunger was another Hesketh novice to acquit himself well, 10th in 308/3.

Notes on the Cars at Monza

FITTIPALDI was using a new McLaren M23 that had first appeared two weeks previously at the Swiss race at Dijon. It was the tenth M23 to be built, but as M23/8 had been scrapped after its Nurburgring practice accident, the new car took its number, suffixed -2 to indicate a completely new car. Mass had M23/6 and M23/9 was the spare car. The Tyrrell cars were unchanged, Scheckter in 007/6-3, Depailler in 007/4 and the spare was 007/5. Team Lotus had their only two remaining 72 models, the new car almost, but not quite, being ready for Monza. Peterson had 72/R9 in standard trim and Crawford had 72/R8 in long wheelbase form with coil-spring rear suspension. The Brabhams were the usual trio of B1, B3 and B4, and the March trio were the usual numbers 1, 2 and 3, though number 2 was a new kit of parts assembled to make a new car. Ferrari had 023 and 024 for Lauda and Regazzoni, respectively, with 021 as the spare car, and there were no signs of the rumoured new rear suspension. The only other changes to the line-up as seen in Austria were that the Graham Hill team had been forced to resurrect one of last year's Lolas to act as a spare car, and the Parnelli team were down to one car which was basically the original VPJ4/001. The car Andretti crashed in Austria had gone back to the USA base for repair and the outboard front brake set-up and other bits such as the oil radiators, were removed and used to update 001.—D.S.J.

Results :

46th ITALIAN GRAND PRIX—Formula One—52 laps—Monza (with Chicanes)
5.780 kilometres per lap—300.56 kilometres—Dull and cool

1st :	G. Regazzoni (Ferrari 312B3/024)	1 hr. 22 min. 42.6 sec.—218.034 k.p.h.
2nd :	E. Fittipaldi (McLaren M23/8-2)	1 hr. 22 min. 59.2 sec.
3rd :	N. Lauda (Ferrari 312B3/023)	1 hr. 23 min. 05.8 sec.
4th :	C. Reutemann (Brabham BT44B/1)	1 hr. 23 min. 37.7 sec.
5th :	J. Hunt (Hesketh 308C/1)	1 hr. 23 min. 39.7 sec.
6th :	T. Pryce (Shadow DN5/2A)	1 hr. 23 min. 58.5 sec.
7th :	P. Depailler (Tyrrell 007/4)	1 lap behind
8th :	J. Scheckter (Tyrrell 007/6-3)	1 lap behind
9th :	H. Ertl (Hesketh 308/1)	1 lap behind
10th :	B. Lunger (Hesketh 308/3)	2 laps behind
11th :	A. Merzario (Fittipaldi FD/03)	4 laps behind
12th :	C. Amon (Ensign MN/04)	4 laps behind
13th :	J. Crawford (Lotus 72/R8)	6 laps behind
14th :	R. Zorzi (Williams FW/03-2)	6 laps behind

Fastest Lap : G. Regazzoni (Ferrari 312B3/024) on lap 47, in 1 min. 33.1 sec.—223.501 k.p.h. *(new record).*

Retirements : R. Evans (BRM P201/05) electrics, on lap 1; R. Peterson (Lotus 72/R9) accident, on lap 2; M. Andretti (Parnelli VPJ4/001) accident, on lap 2; A. Brise (Hill GH1/4) result of accident, on lap 2; V. Brambilla (March 751/3) gearbox and clutch, on lap 2; J. Mass (McLaren M23/6) result of accident, on lap 4; R. Stommelen (Hill GH1/3) result of accident, on lap 4; C. Pace (Brabham BT44B/4) throttle linkage, on lap 7; J. Laffite (Williams FW/04) gearbox, on lap 8; H-J. Stuck (March 751/2-2) result of accident, on lap 16; L. Lombardi (March 751/1) broken rear stub axle and accident, on lap 22; J-P. Jarier (Shadow DN7/1A) fuel feed trouble, on lap 33.

26 starters — 14 finishers.

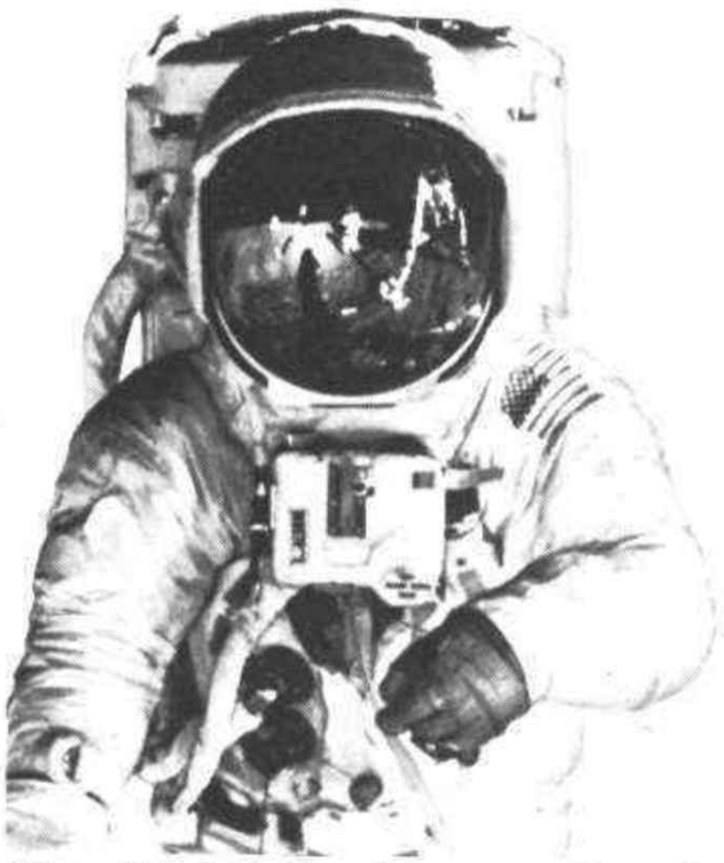
Reflections in the Royal Park

THE Italian Grand Prix really is a shadow of its former self, for not only have the four-abreast, wheel-to-wheel races disappeared thanks to the introduction of "safety-*chicanes*", but the paddock is no longer the exciting place where new cars or new engines appeared, to herald the design thinking for the following year. Before practice began the atmosphere in the paddock was relatively dull and uninteresting for all the cars were the usual "circus equipment" and some of them were beginning to look a bit travel-stained and weary, the Tyrrell team in particular not scintillating as it used to do. The only interesting newcomer was the C-type Hesketh, which we saw before the British Grand Prix and which appeared very briefly at the German Grand Prix and which ran in the little Dijon-Swiss Grand Prix recently. The Ferrari enthusiasts from Italy and Switzerland were pretty confident of victory long before the meeting began and prepared banners and placards proclaiming Lauda and Regazzoni as the architects of Ferrari's World Championship victory, and Lauda as the new World Champion. Some of these could be seen before the race began, which was tempting providence, but once it was all over the flags and banners appeared from all quarters and the vendors outside the paddock were selling large photographs of the new World Champion and the Champion car, as the happy and contented throng finally dragged themselves away from the *Autodromo di Monza*.

The rumours and mutterings that the *Monza Autodromo* is to be closed down continue to circulate and on the Saturday evening before the race a large protest meeting was held, organised by the Committee for the Defence of the Autodromo. Certainly no-one could have been dissatisfied with the outcome of the 46th Italian Grand Prix, with Ferrari cars first and third, the ever-popular Regazzoni leading from start to finish and setting up a new lap record in the process. Lauda's third place was more than sufficient to net him the Driver's Championship and the 1974 World Champion, Emerson Fittipaldi, went out in a blaze of glory, having apparently fought hard and long to catch Lauda and take second place. For all the glory he was not catching Regazzoni nor did he make fastest lap, but it looked good unless it was that Lauda was being nice to the beaten World Champion. All Lauda had to do was finish in the first six to be assured of the Championship so it was no skin off his nose when he let Fittipaldi go by under braking for the *chicane*. He could afford to be nice to the man from whom he had taken the World Championship, and he wasn't going to chance anything stupid happening. He put the reason down to a shock-absorber failing!

Before the race started Fittipaldi drove

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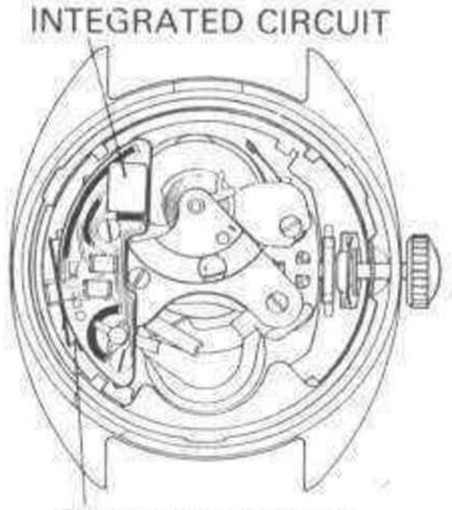
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In fact, the inside of a Timex Quartz is a micro-computer. The system contains over 300 transistors and is able to continually sense and correct any timekeeping variation in the watch. In this way, a Timex Quartz watch is tuned to you and the way you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

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TIMEX Q

1118

Lauda round the circuit in a Lamborghini Countach, ostensibly to survey the condition of the track after the torrential rain of the morning, but one cannot help wondering if they were not discussing "tactics" for the race so that everyone would be kept happy, in particular their sponsors who put so much money into Formula One racing. While Lauda is a worthy World Champion, having been the pace-setter and frequent winner all season, he is hardly likely to go down in history as a truly great Champion, for his domination has not been anything like complete. Although Lauda was on pole position, Regazzoni made the fastest lap in the final practice. A great World Champion would have been fastest in all four practice sessions and he would have led the race from start to finish with the lap record into the bargain. Let us hope Niki Lauda justifies his title by being on pole position for the United States Grand Prix on October 5th, and winning as well.

One thing about Italians is that they are not inhibited and are not afraid to demonstrate partiality or blatant bias. Just before the pits is a gigantic scoreboard with the information displayed by illuminated bulbs. During practice the operator of this giant electronic organ was checking it over and getting everything into working order. First of all he ran through all the numbers and letters in sequence, starting with a row of noughts and ending with a row of nines and so on. When he was satisfied that all the bulbs and switchgear were working satisfactorily he did a "dry-run" tapping out a typical race situation, giving the first three places, the race time and speed and the fastest lap. It read "Lap 49: First 12, Second 11, third 9: Fastest Lap 11". I need hardly add that 12 was Lauda, 11 was Regazzoni and 9 was Brambilla!

Before the Grand Prix started Alfa Romeo were given some publicity for winning the Manufacturers' Sports Car Championship this year with the 33TT12 sports cars financed by the Willy Kauhsen Racing Team. At the beginning of the season Alfa Romeo made a lot of noise about withdrawing from racing and selling all their 1974 equipment to the German Kauhsen, but as success appeared the German aspect of the operation faded somewhat and it was clearly an Alfa Romeo works team. Alfa Romeo won the first Manufacturers' Championship in 1924 with the P2 Grand Prix car and the 1950 and 1951 series with the 158/159 Alfettas. To celebrate the long history of Alfa Romeo and Manufacturers' Championship the factory resurrected a P2 car which did some laps of the circuit, and this was followed by one of this year's flat-12-cylinder sports cars. There should have been a Tipo 159 but it never appeared. 1975 has certainly been a successful year for Italy with Alfa Romeo winning the Sports Car Championship and Ferrari winning the Grand Prix Championship. All they lack is a World Champion Italian driver. The starting grid for the Grand Prix looked good to Italian eyes as well, with Lauda and Regazzoni side by side. It was not a question of whether anyone would beat the Ferraris away from the start, but one of which Ferrari would lead away. Driving up to the starting line from the "dummy-grid" Lauda resurrected an old Stewart ploy, that of weaving from lock-to-lock. The story behind this originally was that Stewart knew more about Goodyear tyres than anyone and this



The Ferrari-fanatical crowd was wild with joy—and with good reason.

weaving motion warmed up the rubber to its ideal working temperature. When Stewart made a really searing start and pulled out a big lead on the opening lap it was put down to his tyres being at the optimum working temperature, or at least nearer to that temperature than his rivals. Consequently everyone started to do it, on the warm-up lap and up to the starting-line and it became fashionable. This year it died a natural death as drivers found a new "fashion note" like "understeer" or "tyre diameters" or "compound numbers", so it was strange to see Lauda resurrect this notion. Regazzoni didn't bother with any such fads, rolling up to the line with the engine really screaming and his steely eyes fixed on the starter. Cold tyres or hot tyres, Regazzoni took off when the flag fell and that was the last time Lauda was alongside his team-mate.

Among the people who did not win or gather glory there were two praiseworthy efforts; one was the position on the starting grid of Tony Brise, sixth fastest overall and on the third row alongside Jochen Mass, which must be accredited double-A for effort, and the other was Harald Ertl on the ninth row of the grid with his privately-owned Hesketh, ahead of nine other cars all of them works-team cars. In the race Brise did not get very far, finding himself the meat in a sandwich between Andretti and Peterson in the multi-shunt at the *chicane* past the pits. Brise appears to be able to drive fast, but as yet unable to keep out of trouble, both his own and other peoples, but no doubt time and experience will solve this problem. The heavily bearded Austrian Harald Ertl, who lives in Germany and edits a German motor racing magazine, impressed many people with his driving of the Hesketh, bought from the Stiller group in mid-season. During the race he kept pace with Tom Pryce, though a lap behind, and finished on the same lap as the Tyrrell twins, all three of them having had a delay; Ertl and Scheckter had pits stops and Depailler had an overshoot at the *chicane*. I cannot imagine Ertl having aspirations to oust Lauda from the World Champion position, for he is well aware of his ability, but he wants to race for enjoyment and to succeed at the game and satisfy the people who are sponsoring his efforts, and this he is doing eminently.

You often hear the phrase "pity the poor historian", though I am not too sure what an historian is. Anyone writing a report of today's race is really an historian, the self-styled ones merely take our reports and analyse them and correct them in years to come. In the official practice results for the 46th Italian Grand Prix Roloef Wunderink was continually marked down as driving a Hesketh instead of an Ensign, while Tony Trimmer was noted as driving a March instead of the Japanese Maki. In years to come some historian writing the history of the Italian Grand Prix will acquire the official practice sheets and find they differ from all the contemporary reports. In twenty years' time who is to say which was correct, one list is official the others are by reporters working for a variety of magazines. Perhaps we should pity the poor reporter as well as the poor historian, and when you get teams like Brabham, McLaren, and others refusing to acknowledge any difference between one car and another in their teams the reporter is to be pitied. It has always been a recognised thing that if a driver uses a spare car in practice it carries a letter T after its number. Ferrari still adhere to this simple principle and so does Graham Hill and Lord Hesketh, but there are too many "sly ones" in the Formula One game and the disease is spreading.

We have now seen the Matra-engined Shadow DN7 performing in two races and on both occasions it has been fractionally faster than the Cosworth powered Shadow DN5 driven by Pryce, but that is all you can say. Because the Matra sports cars trounced the Cosworth powered Gulf cars and the odd Cosworth powered Lola, a lot of people assumed the Matra engine was superior to all Cosworth engines. I think we are finding out that this is not true and it is not for want of heroic driving by Jean Pierre Jarier. During practice he was returning to the pits covered in perspiration and really showing the strains of his efforts to get the maximum from the Shadow-Matra, but to no avail. If we look at the Matra sports cars as having beaten the equivalent of the Williams cars, or the Surtees or the Ensign, we get things in their true perspective. There are no equivalents to McLaren, Tyrrell or Brabham in sports car racing, and the Matra deception must apply to Alfa Romeo this season.

The multiple-shunt the first time the Cosworth-powered runners tried to get through the silly-*chicane* as distinct from the ess-bend *chicane* was almost as bad as the sort of thing that happens frequently in Formula Ford races. Come to think of it, it was virtually a big Formula Ford race if you still consider Cosworth DFV engines to be Ford engines, for the two Ferraris had long gone, the solitary BRM never got that far and the Matra was lost among the V8s. It eliminated Peterson and Andretti and subsequently Mass, Brise, Stommelen and Stuck. The *chicanes* at Monza were dreamed up in the days of Stewart to make Monza safe!—D.S.J.

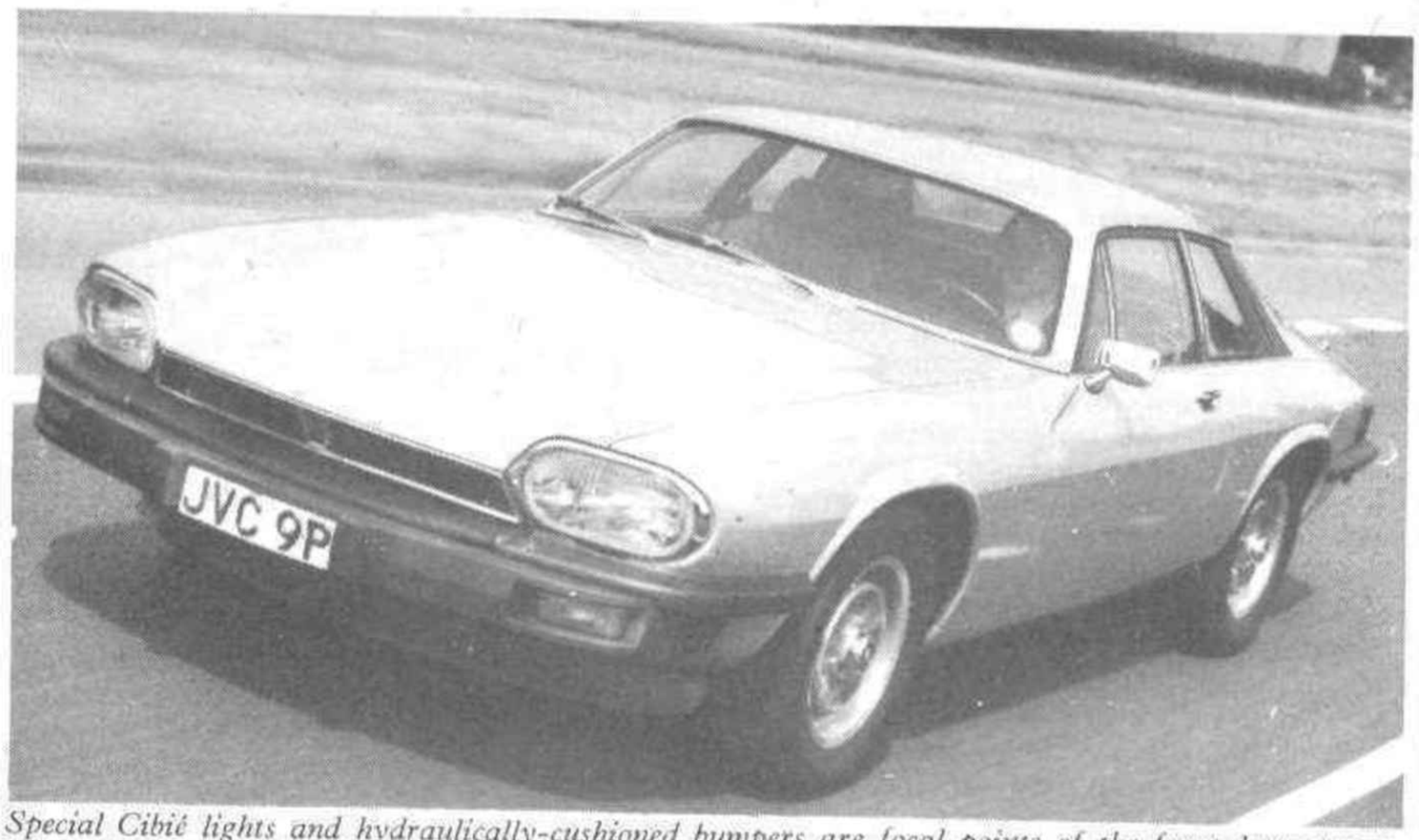
The Jaguar XJ-S

A New Breed of Cat

A NEW Jaguar model is a rarity, every one a landmark in motoring history. Styling has met with world-wide acclaim, performance has been something for other manufacturers to aim at. In performance and road manners the new XJ-S, a 154 m.p.h. sports coupé powered by the fuel-injected version of Jaguar's V12 engine and using modified XJ saloon suspension, represents yet another pinnacle of achievement for the Big Cat, but in this writer's opinion its styling is a disappointment. There is none of that breathtaking beauty which astounded the world on the introduction of the XK120 and the E-type. It resembles the proverbial bitza, a committee design, a bit of Ferrari-Dino in the curved, heavily-buttressed rear window, a bit of this and a bit of that, but less of the smooth, flowing, graceful lines for which Jaguar have always been admired. That the late, legendary aerodynamicist Malcolm Sayer, stylist of the C-type, D-type and E-type and the retired Sir William Lyons should each leave the XJ-S as his last styling monument is sad. One can only assume that Sayer's original design produced shortly before his untimely death in 1970 was much more handsome before the adoption of US impact bumpers and the removal of his intended flip-up headlamps.

Still, aesthetic appreciation is a personal thing; it will doubtless grow on me. Undoubtedly it is distinctive enough to attract the people prepared to pay £8,900 for the most exclusive Jaguar ever. Only 60 per week will be produced, 75% of which are intended for the North American market, the rest for EEC countries and Australia. Jaguar emphasise that the XJ-S is not a replacement for the E-type: "The 12-cylinder E-type roadster marks the last of the line of that type of car which started with the XK in 1948 and continued with the E-type in 1961. These were trendsetters in their way and we hope that the XJ-S is also a trendsetter," Keith Hopkins, Director of Sales and Marketing, British Leyland Cars, told us at the car's introduction.

British Leyland believe that even in a time of economic restraint there remains a genuine and strong world market for this type of exclusive, exotic car—apart from the traditional buyers of exotica they hope to attract the wealthy who would normally steer clear of low volume exotics because of the lack of a good back-up system, a virtue which Jaguar claim on a world-wide basis.



Special Cibié lights and hydraulically-cushioned bumpers are focal points of the frontal treatment. The styling was initiated by the late Malcolm Sayer, who envisaged pop-up headlamps and a lower bonnet line.

Competitors? "There's no real competition, no car on the market that has the same collection of virtues at such a competitive price," was Keith Hopkins' powerful boast. But in Jaguar's book the Mercedes 450SLC is the closest rival at £11,271, the reason for the XJ-S's introduction at the Frankfurt Show, a true gauntlet-throwing move. "The two cars weigh about the same and are about the same size, but the XJ-S has more luggage space, infinitely superior performance and, we believe, a style and a shape which Mercedes does not offer."

Hopkins went on to claim that the XJ-S is one of the quietest if not the quietest sports car in the world. "There are some mid-engined cars which give higher G-forces in cornering, but get them on a normal, bumpy, cambered road and the XJ-S will pull away." By the way, that overused "S" suffix, replacing the drawing office type number XJ27 by which we've known the car for the last couple of years, stands primarily for "Special", but in best "Grace, Space and Pace" tradition Jaguar have invented the "Five Ss": Style/Silence/Safety/Strength/Speed.

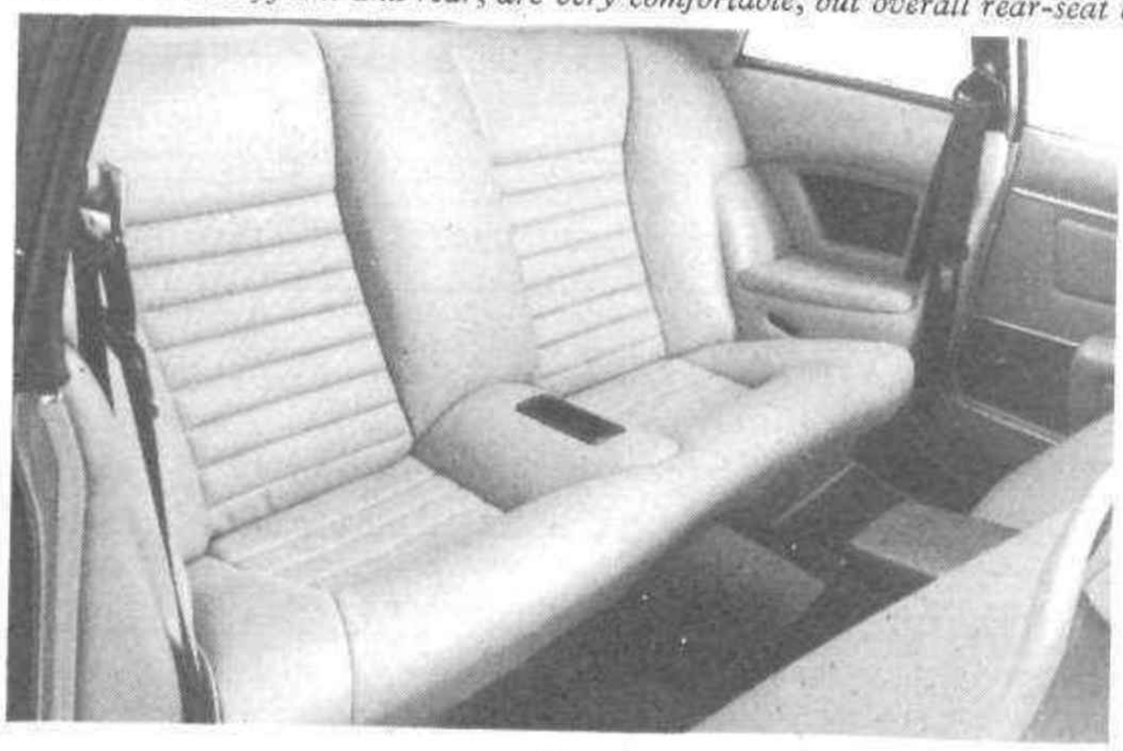
There is no doubt about the "Speed". As well as producing a 154 m.p.h. maximum, that silken V12 will take this 33 cwt. machine to 60 m.p.h. from rest in 6.8 sec. and in conjunction with the Girling disc brakes, accelerate from zero to 100 m.p.h. and back again in just over 20 sec.

DESCRIPTION

The Body

The all-steel, monocoque, two-door, four-seater body is totally new yet is based upon the short-wheelbase (108.8 in.) XJ saloon/coupé floor pan. By moving the rear axle further under the saloon/coupé rear seat pan the wheelbase of the XJ-S has been reduced to 102 in. The track remains the same as for the saloons: 58 in. front, 58.60 in. rear. At 191.72 in. the XJ-S is an inch longer than the short-wheelbase XJ saloon and coupé and 3 in. shorter than the current l.w.b. saloon. Its width of 70.6 in. is nearly an inch more than the other XJ models and its height, 49.65 in., is 4.45 in. less. All current safety

The interior is neat and functional without being unduly opulent. Connolly leather seat facings are used. The centre console comes from the XJ saloon. Individual seats, front and rear, are very comfortable, but overall rear-seat comfort is hampered by modest leg-room.





regulations and forthcoming Norui ..... a and European regulations are met by the body design.

These bodies are produced on new tooling and press shop equipment at British Leyland's Castle Bromwich plant and primed before delivery to Jaguar's Allesley factory. At Allesley a new 2,000 ft. assembly line, unique to the XJ-S, has been installed alongside the XJ saloon and coupé lines, part of a £6.5 million investment for developing and producing this low volume car. Readers can judge for themselves from the photographs the styling features of the car. Most prominent are the wrap-around front and rear bumpers consisting of synthetic rubber-covered steel armatures mounted on Menasco struts, designed to meet the 5-m.p.h. US bumper regulations. These have since been withdrawn, but the bumpers have been retained for all XJ-Ss. The struts contain synthetic wax which, after impact, forces back the struts and bumpers to their original positions within 30 minutes.

Throughout development Sayer's "slippery" aerodynamic design was harnessed, as he intended it to be, to contribute to road-holding and stability. As an adjunct to his basic design, Jaguar engineers added a spoiler and an undershield resulting in the MIRA wind-tunnels in a 50% reduction in the tendency of the car to lift and 10% less drag. The spoiler also reduced aerodynamic side forces and moved the centre of pressure rearwards as an aid to stability. All of which sounds impressive at it comes out of the Press Release, but the frank Bob Knight, Jaguar's Director of Engineering, told us that in fact the air-dam had proved disappointing aerodynamically, but had been retained because it had a big effect on high speed cooling, helping radiator air throughput.

A laminated front screen is standard, together with tinted glass all round. There is electric window operation and the rear screen is heated. The doors, fitted with side-intrusion members, have a central, electrically-operated locking mechanism as on the Series 2 XJ saloons and likewise not including the boot lid. The big, forward-hinged bonnet is self-supporting on gas-filled struts and released and locked (to avoid slamming) by an interior lever.

As befits what is obviously likely to be one of the finest Grand Touring cars in the world, the XJ-S has a sizeable boot, equal to that of the XJ saloons. A new 20-gallon squab fuel tank across the back of the rear seat helps give a wide margin to meet the American 30 m.p.h. rear impact test. The spare wheel, complete with tailored cover, is mounted upright behind the tank. Within the black carpet-trimmed boot also are a sump tank below the main fuel tank, which provides a continuous supply of fuel to the high pressure fuel pump, thus preventing surge, the scourge of fuel-injection, the Lucas-made control unit for the Bosch injection and the Lucas Pacemaker battery, safe from that underbonnet heat which forces the use of a battery fan on the V12 saloons. As if to prove Jaguar attention to detail there are flap valves in the boot to remove stale air.

Noticeable features of the body styling are the Cibie quartz halogen biode headlamps designed specially for this car, a complex exercise because of the optical distortion of



The heavy rear-end treatment spoils the XJ-S. Rear three-quarter vision is hampered by the heavily-buttressed rear window, which looks about five years out of date.

the aerodynamic shape. Each headlamp contains two independent reflectors, each equipped with a halogen H1 bulb for dip and main-beam functions, both of which work on main beam. The patented new optical structure comprises a screen of auxiliary prisms on a transparent sheet inside the main reflector. The screen pre-forms the beam and forms the cut-off at the top of the dip beam. The external lens carries additional prisms to finally distribute the beam pattern. These immensely powerful headlamps are replaced by twin, round "glow-worm" (as Bob Knight puts it) headlamps for the US market, which thus gets what its ridiculous regulations deserve.

Another novelty is the mounting of the two-speed, plus single-wipe facility, wiper motor and linkages as a single unit beneath the windscreen scuttle air vent. Undoing four screws enables the complete unit to be lifted out for servicing, so simple it's amazing it has taken so long to be designed.

The Interior

It's perhaps stretching it a bit for Jaguar to claim that *four* adults can travel in comfort, at least for long distances. The interior length is 5 in. shorter than that of the short-wheelbase XJ saloon, with an obvious effect upon rear-seat leg-room. But if the driver is prepared to sacrifice leg room then indeed four adults can be carried, width and head-room adequate enough in the rear to allow this. The front bucket seats are fully adjustable fore and aft, fully reclining and of a new design with the seat cushion made up of two separate components, the centre section and the outer square. The idea is that the centre gives under the weight of the occupant while the outer part grips firmly without pinching. The individual back seats are similarly designed. Thin front-seat backrests, made to help rear leg-room, have built-in adjustable headrests. Inertia reel belts (centre of a new safety controversy) are hidden neatly behind trim panels and a pair is optionally available for the rear seats too.

Interior trimming is almost typically Jaguar: Connolly leather, thick carpeting, but not a trace of wood veneer to be seen. The centre console is straight from the XJ6, with clock and auxiliary switches in the top part, and lower down window and door lock switches, arm-rest/locker, ash trays, gear-lever, twin switches for the Delanair automatic air-conditioning and Radiomobile push-button radio. Both these last items are included in the totally comprehensive standard specification, as is an electric aerial.

The full-width, vacuum-formed facia has lost the sumptuousness of previous Jaguars, has a large, lockable glove-box in which is a flip-up vanity mirror and contains all the instruments in a single nacelle ahead of the driver. No less than 18 warning lights are included along the top of the nacelle informing the driver of just about every blooming thing except that a wheel has dropped off, although there is a major fault warning light ordering the driver to stop the car and investigate. Between the 160 m.p.h. speedometer and tachometer are a brand-new type of auxiliary instrument, indicating water temperature, oil pressure, fuel content and battery condition. Known as vertical (the direction of the scale) "air-cored" units, they work by a variation in a magnetic field between two points, move in the same plane so are easy to read and are said to give instant and accurate response to changing conditions.

A 15½ in. (the same size as that of the latest saloons), leather-bound, acrylic steering wheel has XJ saloon column switches for lights and wipers on either side. There are no less than five interior lights in the cockpit. The handbrake lever is back to the old Mk. 1 and 2 saloon position on the outside of the driver's seat, but that old business of getting the lever stuck up your trouser leg or wherever is obviated by a device which allows the lever to be pushed back into the off position once it has been applied. The brake is subsequently released by pulling up the lever and pressing the release button.

The Engine and Transmission

We described the new fuel-injected version of the 60 degree V12 Jaguar engine briefly in our August issue road test of the XJ 5.3 Coupé. The unit used in the XJ-S is absolutely identical, producing 285 b.h.p. DIN at 5,500 r.p.m. (perhaps rounded off for publication—Harry Mundy, Jaguar's Associate Director, Chief Engineer, Power Units, spoke of 287 b.h.p. at 5,750 r.p.m.) and 294 lb. ft. torque DIN at 3,500 r.p.m. Peak torque is a couple of lb. ft. down on the

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"A little dab'll do ya."

old carburetter engine, but is spread over a much wider, useful band. As always this 5,343 c.c., all-aluminium engine has a 90 mm. bore and 70 mm. stroke, a single overhead camshaft per bank and seven main bearings. It runs on a compression ratio of 9:1. The ignition is controlled by the Lucas Opus Mk. II electronic system.

Harry Mundy parried anticipated questions as to why Jaguar have chosen Bosch D-Jetronic electronic fuel injection (made under licence by Lucas) when Bosch have progressed through the later K-Jetronic to the new L-Jetronic. "We were way down the road with D-Jetronic when K-Jetronic—then a product of the Bosch Diesel division—was announced. D-Jetronic worked in our application and is well proved, with over three million car sets produced. The D gives a natural progression to the L." Mundy pointed out that the V12 was conceived from the outset for fuel injection: "We went way down the road with Brico, who later withdrew, so we were some time getting under way again with injection."

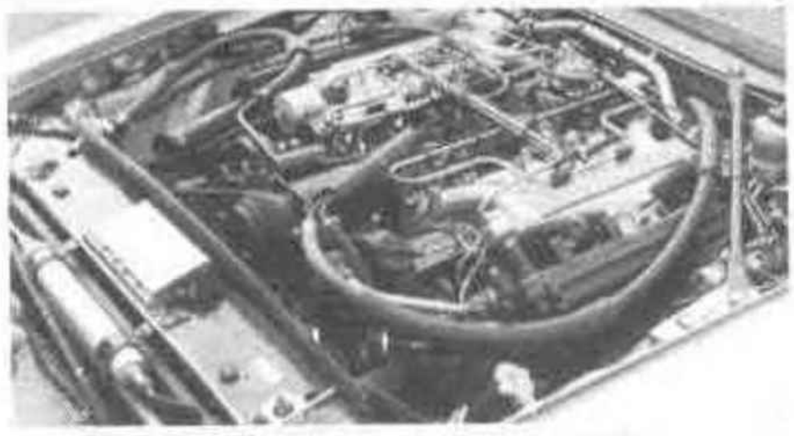
Apart from the improved "driveability" and tamper-proof virtues of the injected engine referred to in our XJ 5.3C road test, Mundy cited American Federal fuel tests carried out in 1974 on a fixed highway cycle which saw the carburetter V12 give 12.0 miles per US gallon, the injection car improve to 17.4 m.p.USg. and a BMW 3.0 injection give 15 m.p.USg.

Ancillaries to the engine include a Marston Superpak crossflow radiator, an oil cooler, an engine-driven viscous cooling fan and a thermostatically-controlled electric fan and stainless steel exhaust systems.

The XJ-S follows V12 E-type practice in being available with a choice of Borg-Warner Model 12 3-speed automatic gearbox or a 4-speed, all synchromesh manual gearbox (the V12 saloon and coupé is automatic only). Both versions use a Salisbury Powr-Lok limited slip differential with the 3.07:1 final drive ratio recently adopted by the XJ 5.3C. A single-piece propshaft is fitted. The manual gearbox has the latest revised ratios with slightly lower first gear. Informing us that the empty eighteenth hole in the dashboard illuminations might be utilised for an overdrive, Bob Knight confirmed what we'd suspected: Jaguar are working on an electrically controlled two-speed axle as an option for the car. A much more satisfactory and simpler answer might be to put into production the superb 5-speed gearbox we tried in Harry Mundy's XJ12 recently (MOTOR SPORT, August).

Running Gear

Most of the subframe-mounted suspension parts are identical to those introduced on the XJ6 in 1968, but the mountings, geometry and steering rack specification have been aimed at producing a more sporting steering response. At the front the semi-trailing wishbone and coil-spring suspension, with built-in anti-dive geometry, is retained, but the caster and camber angles have been modified and a thicker anti-roll bar of 0.875 in. diameter fitted. At the rear there are the familiar tubular lower transverse wishbones with driveshafts acting as upper links, radius arms and twin coil-spring damper units, much as first used on the E-type in 1961. To improve the



The fuel-injected V12 produces 285 b.h.p.

roll stiffness for that sporting response a rear anti-roll bar of 0.75 in. has been fitted; the saloon has none, at least for the moment. Front and rear spring rates are slightly reduced to compensate for the reduced weight and improved roll stiffness compared with the V12 saloon.

Adwest power-steering is standard, of course. In the XJ-S the system is in its higher ratio guise, with an eight instead of seven tooth pinion and a 17.5:1 overall ratio, identical to the rack used in the XJ 5.3C.

Hand in glove with the suspension modifications goes a brand-new Dunlop tyre developed specially for the XJ-S. The 205/70 VR 15 in. Dunlop SP Super is a low profile, steel braced radial with a block tread pattern, which Bob Knight told us gives a much better wet grip and a better combination of traction and cornering forces. This tread reduces the degenerating bending forces in the tyre and so allows the use of a softer compound with much better damping to improve wet grip. Most of the high-speed endurance tyre testing was carried out on that favourite old Jaguar stamping ground, the Jabbeke autoroute in Belgium. The tyres are fitted to the same, handsome GKN Kent alloy wheels, 6JK x 15 in., which have been optionally available on V12 saloons and coupés for some months.

The all-disc braking system is borrowed from the rest of the XJ family. The ventilated front discs are of 11.8 in. diameter with four piston calipers, while the inboard rear discs are of 10.9 in. diameter. There is a Girling in-line tandem servo and incorporated into the front-to-rear split hydraulic system is a pressure differential warning actuator which shuts off one circuit should there be a failure.

Driving the XJ-S

If the looks have not inspired this Jaguar enthusiast writer into adulation for the XJ-S, a drive back to the Jaguar factory along a varied route from the Cotswolds reminded him that the questionable aesthetics are only skin deep. Beneath the surface of the XJ-S is probably the quietest, smoothest, fastest and best-handling production car in the world: there are some cars which beat it in individual departments, but the writer can think of no other which can boast such a perfect combination of all these attributes.



Instrumentation is particularly clear.

The pre-production test car was not without its faults, however. For starters there was the uninspiring Borg-Warner automatic gearbox to attract the identical criticism we made about that of the XJ 5.3C: poor kickdown, a low torque converter stall speed and so the imposition of an acceleration lag in the 45 to 50 m.p.h. cruising region, when the engine is ticking over at well below the 3,000 r.p.m. limit at which it starts to breathe. There is one good thing about the XJ-S which you don't get with the XJ 5.3C—you can buy it without that Borg-Warner box . . .

Other criticisms—only two spring to mind—front seat cushions needed tilting up slightly to prevent the occupants sliding forwards under braking and the handbrake fouled the arm-rest when applied. These faults ought to have been eradicated from production cars.

This car was so deceptively rapid down the straights, calling for heavy braking into corners, that at first it appeared to be a "point and squirt" machine. A glance at the speedometer dispelled this—120 m.p.h. came up so easily that we were braking sharply to 80 m.p.h. or so for a corner which lesser cars with sporting pretensions would be taking at 60 or at most 70. In spite of the added burden of automatic transmission, the test car's brakes were magnificent in feel and performance, although they did lose a touch of their effciency after a deal of heavy punishment.

Jaguar have always been brilliant at producing a compromise between good handling/roadholding and ride comfort. In the XJ-S they have excelled themselves. There is considerably more feel and feed-back through the now superb power steering, roll is considerably reduced from that of the saloons giving the car a tautness which makes it feel so much more controllable, and there is less understeer. My colleague in the test car found himself entering a sharp right and then left over a bridge at entirely the wrong attitude and speed, having expected a continuous right: in rally driving fashion he flicked out the tail in the wrong direction to scrub off speed and then flicked it back again to line the car up for the left-hander, which it took without drama. We were both amazed: the XJ-S had responded to the quick changes of direction with the alacrity and precision of a rally Escort.

This sort of rapid motoring is accomplished with a minimum of fuss and noise. There is a distant whirring when the engine is pushed in low and intermediate, but at any cruising speed the engine is almost totally silent. The whole car is flooded with sound-deadening material, Jaguar's great knowledge of engine and suspension insulation is brought into play and combined with the Sayer aerodynamics this machine is almost as noiseless as one can conceivably achieve from a moving object. This feature, the comfortable seats (except under heavy braking) and the efficiency of the Delanair automatic air-conditioning we have praised highly in the past, make the XJ-S into one of the pleasantest—and fastest—four-wheeled passenger environments in the world. This is a stupendously good motor car, a credit to British Leyland, Jaguar and a much-needed fillip for the British motor industry as a whole in the eyes of the world.—C.R.

Continental Notes

CSI Formula One

IN MILAN recently the CSI made some instant decisions concerning Formula One racing as part of a short-term policy, and formulated a group to consider Formula One in the long-term. This "CSI Formula One Group" will consist of the President of the CSI and two representatives each from the CSI, the organisers, the constructors, the sponsors, and the drivers. To take effect from May 2nd next year, the date of the Spanish Grand Prix which is the first World Championship event in Europe, the following details have been announced, the aim being better safety and to reduce the cornering speeds of Formula One cars. (Those in charge of our destinies still think safety is linked with cornering speeds!):

1. Formula One cars must have substantial structures extending forward of the pedals for the protection of the driver's legs and feet. (A lesson learnt from the accidents to Hailwood and Ashley.)
2. There will have to be a supplementary roll-over bar around the instrument panel and a straight-line from the highest point of this to the highest point of the main roll-over bar must pass over the driver's helmet. (This is an interesting problem and drivers who "lie low" like Merzario will be at a premium.)
3. Oil coolers and pipes must be protected by deformable structures at least 10 mm. thick, and the oil tank must also have this protective covering. (This could produce oil-temperature problems.)
4. The maximum overhang of the rear aerofoil, which is at present 1 metre or 100 centimetres behind the centre-line of the rear axle, must be no more than 80 centimetres behind the centre-line. (A cheese-paring, half-hearted decision.)
5. The maximum overhang for any front aerofoil device, which is at present unlimited, is fixed at a maximum of 120 centimetres ahead of the front axle centre-line. (This is fair enough, but Ferrari and McLaren will have to watch it if they continue wheelbase length experiments by altering front wishbone angles fore and aft.)
6. Rear wheels complete with tyres, are limited to a maximum width of 21 in. the wheel diameter being fixed at 13 in.
7. The maximum overall width of a Formula One car is set at 215 centimetres (which should not worry anyone, now that narrow-track cars are in fashion).
8. The maximum height for the engine air-collector box is set at 85 centimetres and 80 centimetres maximum for the top of the orifice. These distances to be measured from the lowest part of the suspended structures. (They must have been talking to Harvey Postlethwaite and looking at the new Hesketh; scrutineering of this should be amusing.)

To round it all up the CSI have decided that they cannot think of a new Formula for Grand Prix racing so the present engine capacity limit of 3-litres will remain in force until December 1981, with the existing limitation of 12 cylinders. On the sports-car and long-distance racing scene a maximum duration of four hours has been imposed (except for Le Mans), so that the classic 1,000-kilometre races will have to get their skates on if they don't want to be demoted to the Spa 913 kilometres, or the ADAC 732 kilometres. In spite of this reduction not being popular with the competitors the CSI made the decision, presumably for the good of the sport. (Whatever that might mean.)

Formula One Cars

News has been given forth from France that the Ligier Grand Prix car is rapidly taking shape and the first tests are expected to take place this month with an official presentation in November. The aim is to have the car ready and tested before the Argentine Grand Prix in January, and Jean-Pierre Beltoise is named as the test and development driver, though there are mutterings that Jean-Pierre Jarier will be the number-one driver. It seems a safe bet that the car will be driven by a Jean-Pierre. The money behind this project comes from the French cigarette company Gitanes, who backed Matra last year in Sports Car Racing, and the car will be called the Ligier-Gitanes (the Gs are pronounced "shgee"), though no doubt the media will pass it into the oblivion of initials and call it the LG as they have with Mr. John Player's Special which they call JPS and we call Lotus. It will be painted in the vivid blue and white of Gitanes cigarette packets, featuring the black silhouette of the dancing gipsy girl. Oh yes, and most important of all, it will be powered by a Matra V12 engine, some of the Matra racing team now working at the Ligier factory in Vichy. The whole project is very much an all-French affair and speculation is rife that it might even be on French racing tyres.

* * *

In the August issue of MOTOR SPORT there was a small and unobtrusive announcement among the advertisements supporting our 50th Anniversary saying that Dan Gurney's All American Racers are hoping to return to Grand Prix racing. More than that I do not know, but ever since Gurney returned to his native land he has said he would like to return to Grand Prix racing with his own cars, no longer as a driver of course, but as constructor and entrant of the AAR-Eagles. This year they won the Indianapolis 500-mile race with Bobby Unser driving, but for me it has always been a note of regret that Dan Gurney himself never won the "500", for he always typified the "real American racing driver" and his natural place seemed to be on the winner's rostrum at Indianapolis. He has probably been looking at the efforts of the Penske and Parnelli teams to break into Grand Prix racing, and saying to himself, "Gosh-darn, if I couldn't do better'n that, I wouldn't try". Now and again long letters pass between Gurney and myself, discussing Grand Prix racing, where it has come from, where it is now and where it is going, and Gurney has said more than once: "What are you guys *doing* to Grand Prix racing over there?" referring to the continual messing-up of circuits in the name of the great god, Safety. Nurburgring was always Gurney's idea of a true Grand Prix circuit and he used to say that if the Formula One brigade want to race on flat Autodromes why don't they go to Indianapolis. Come to think of it a lot of them did, and came back with a lot of ideas that altered the Grand Prix scene. Remember how we used to laugh at the "Snap Easy Tab-Washer Special", saying why don't they call it a Watson-Offenhauser or whatever it really was, and how we did not really believe they stopped racing when it rained? Nor did we like to believe the stories about car-sponsors making the rules and having an interest in race organisation. Of course, it hasn't come true in Europe, we wouldn't let America influence European Grand Prix racing, would we? When I first took a close interest in Indianapolis the whole entry was dominated by four-cylinder Offenhauser-powered specials, with the odd renegade using some way-out engine, like the Novi-V8 or the six-cylinder Sparkes-Thorne. There was a time when a lone straight-eight Maserati car, built in its entirety in a small factory in Bologna, beat all the Offy-powered specials. Strange how things go the full circle. At Monza last month a 12-cylinder Ferrari, built in its entirety in a factory in Maranello, beat all the Cosworth-powered specials. With the exception of renegades like Ferrari, BRM and Matra the whole Grand Prix scene is made up of specials built round one type of engine, the Cosworth DFV, and it looks like going down in history like the old Offenhauser four-cylinder.

Indianapolis led the way on a number of good things that are now part of Grand Prix racing, like alloy wheels, aerodynamic devices, side radiators, disc brakes, slick tyres, to name but a few. It was Gurney's advertisement that sparked off this diatribe on Indianapolis, but nevertheless I am sure he will be most welcome back on the European Grand Prix circuits, or what is left of them.

* * *

The Canadian Grand Prix, which should have been held in September, was cancelled because the organisers and the Formula One Constructors could not agree financial terms. All the Formula One teams in the Constructors' Union do a "package deal" with race organisers, and they are very strong and united; those who are not in the Union are a minority and only fill the back of the grids anyway. There was not enough money being offered so they all refused to enter for the Canadian Grand Prix, and when the offer was increased they did not waver from their original decision. Quite rightly, they said they had made a decision not to support the Canadian race and were going to stick by it. Nowadays too many decisions are made by committees or unions and then revoked and certain aspects of motor racing live in a continual air of uncertainty. However, there is a feeling that there was more in the Constructors' boycott of the Canadian race than met the eye, and with some members of that illustrious body you can guarantee that what they say and what they think are two different things. Don't be surprised if in the future the Canadian Grand Prix is replaced by one in California, Japan or the Middle East. Lots of people want to get on the band-wagon of Formula One race organising, especially after seeing the spectator attendances at Silverstone, Nurburgring and Osterreichring, and the Canadian race was never very popular or for that matter very successful.

* * *

Many people think the advent of sponsors or, more correctly, the use of motor racing by the advertising world, is the millenium. Recently a Formula One team was still awaiting the promised multiple thousands of

pounds from one of its sponsors, a private owner was still awaiting some thousands of pounds from his sponsor, and a small Club was still waiting for their promised hundreds of pounds from a sponsor. In all three spheres the advertisers had received the promised publicity for which they were prepared to pay, except that they forgot to pay! Sponsorship is not the be-all and end-all of successful racing.—D.S.J.

Brighton Speed Trials

(September 13th)

IT IS NICE to know that some things do not change, especially when they are good things, and the annual Speed Trials on the Madeira Drive at Brighton is one of those. My first impression of the sea-front Speed Trials at Brighton was in 1936 when S. E. Cummings made fastest time by a car in 22.89 sec., over the half-mile course as it was then. He was driving the supercharged 3-litre Vauxhall Villiers and it climaxed a successful sprint season by Cummings with this famous old car. Eric Fernihough, riding a 996-c.c. supercharged Brough Superior motorcycle went one better and made fastest time of the day with 20 sec. exactly, which constituted a new course record. Since those days the Brighton course has been extended to the International kilometre and the annual battle of racing car *versus* racing motorcycle has always been a strong feature of the event. This year was no exception and though the cars won this time, motorcycles were second and fourth overall, but a strong headwind prevented any records being broken by the faster contestants. David Purley drove his 3.4-litre 4-cam Cosworth-Ford V6-powered Chevron to FTD in 19.7 sec., while Tony Weedon rode his supercharged 498-c.c. Triumph-engined drag bike into second place at 20.05 sec.

The existing records for the Brighton kilometre, which were set up last year, stand to the same two competitors: 18.62 sec. for Purley in a F5000 Trojan-Chevrolet and 18.96 sec. for Weedon on his Triumph-engined motorcycle.

With financial support from Gilham Motors Ltd. of Brighton and Mazda Cars, and from Messrs. Fribourg and Treyer together with the ever helpful Shell Petrol Company, the Brighton & Hove Motor Club were able to put on this year's event in the face of rising prices and gave pleasure to well over 200 competitors for there is never any lack of entries for this once-a-year event. At 60p a head, the large crowd of spectators, who look down on the course from the promenade walk, had a good day's entertainment, slightly spoiled by rain appearing just as the entry completed its first run, so that few were able to improve their times on their second runs.

There is always plenty of interest throughout the entry, divided into 15 classes, from Touring Cars to Grand Prix Cars, but perhaps the most intriguing was the defeat of five Daytona Ferraris by an old J2 Cadillac-Allard, which Jim Tiller, the owner for 17 years, drove down the course in 25.1 sec. to the best Ferrari time of 25.6 sec. That class was won by Bob Oram in a stripped and lightened 3.8-litre Jaguar E-type coupé in 24.1 sec. A truly shattering performance in the Special Saloon category was 23.1 sec. by John Pope in his Vauxhall Magnum Super Saloon powered by a V8 Aston Martin engine with two exhaust turbo-chargers, and a noteworthy time was the 24.8 sec. by Mike Barker in the D-type Jaguar of Bob Roberts.—D.S.J.

FASTEST SIX

1st	D. Purley (Chevron-Cosworth 3.4-litre V6)	19.70 sec.
2nd	A. Weedon (Triumph 498-c.c. s/c. motorcycle)	20.05 sec.
3rd	J. Williamson (Surtees-Chevrolet V8)	21.10 sec.
4th	D. Camier (Suzuki 750-c.c. 3-cyl. motorcycle)	21.20 sec.
5th	J. Bailey (McLaren-Chevrolet V8)	21.70 sec.
6th	R. Marsland (Chevron-Hart 2-litre Sports)	22.00 sec.

The Swiss Grand Prix

Regazzoni Wins in France

(August 24th)

DESPAIRING of being allowed to hold motor racing in their own country, the Automobile Clubs of Switzerland hired the Dijon-Prenois circuit in France and with the financial aid of the Marlboro cigarette company they organised a Swiss Grand Prix for Formula One cars. The Ecclestone-Mosley Formula One Road Show allowed 16 of their members to take part, one from each team and two from Marlboro's own team, McLaren. Lasting just over one hour the outcome was a satisfactory one for everyone, as Regazzoni, a Marlboro-sponsored driver (and a Swiss national), was first in a works Ferrari, Depailler of ELF Team Tyrrell was second (a nice gesture to the French circuit owners), Mass was third in one of the Marlboro-sponsored McLarens, and Peterson was fourth in a rival cigarette sponsor's car (we are all friends!). Hero of the day to keep the French spectators enthused was Jarier (the French motor-racing idol) in a Shadow with Cosworth power, in case the Matra V12 could not prove equal to the situation (embarrassing for France). He was on pole-position at the start and led for 34 of the 60 laps before coasting to a stop in front of the stands with a sheared shaft in the transmission, inside the gearbox. However, he was awarded the fastest lap and was the moral victor even though Regazzoni finished first. Of interest was the first race appearance of the new C-type Hesketh. World Champion Emerson Fittipaldi also took part but cooked his clutch at the start and retired.

Results :

SWISS GRAND PRIX—Formula One—60 laps—Dijon-Prenois, France
3.289 kilometres per lap—197.34 kilometres—Warm and Dry

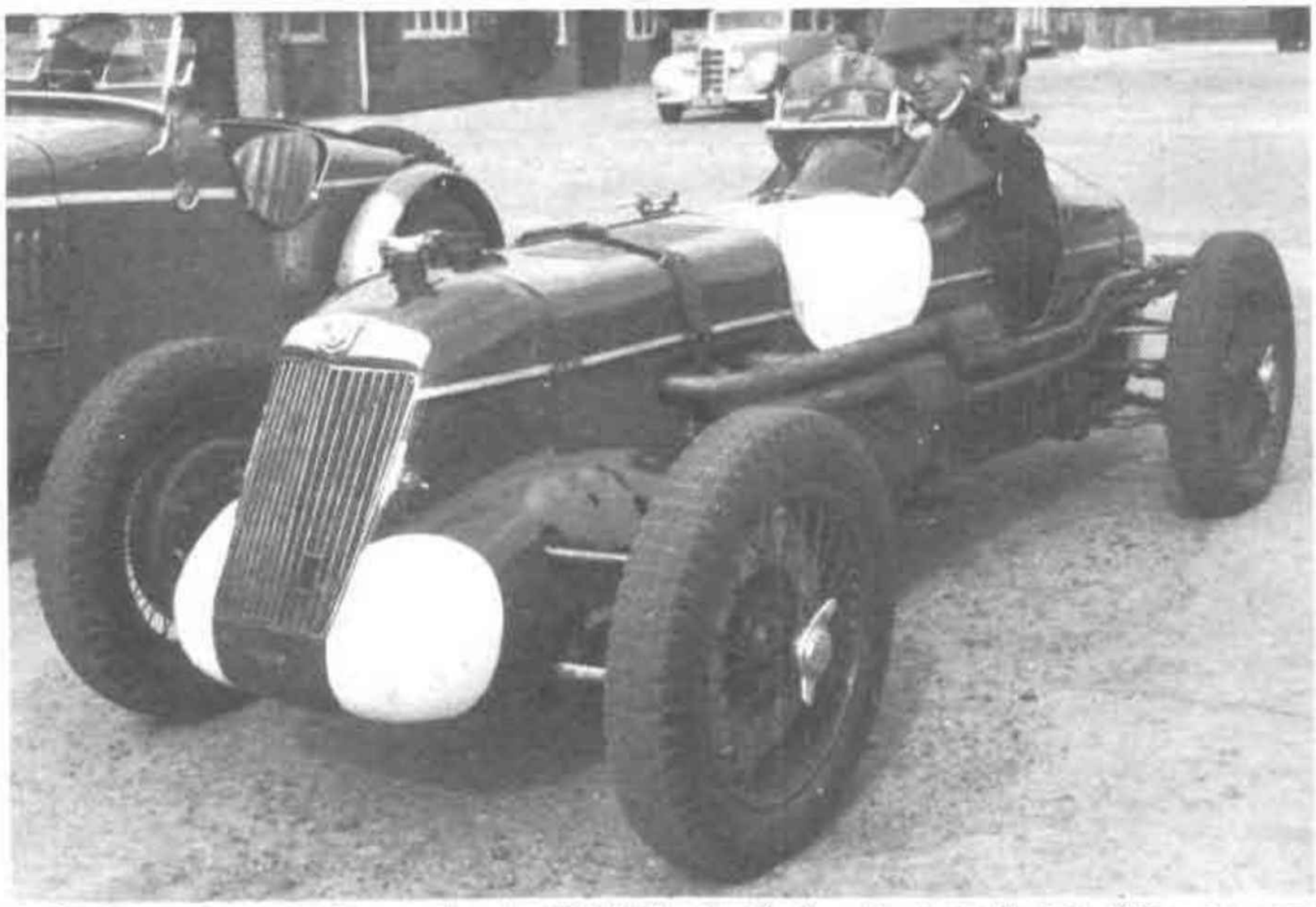
1st	G. Regazzoni (Ferrari 312B3/021)	1 hr. 01 min. 25.34 sec.—194.091 k.p.h.
2nd	P. Depailler (Tyrrell 007/4)	1 hr. 01 min. 33.69 sec.
3rd	J. Mass (McLaren M23/6)	1 hr. 01 min. 40.78 sec.
4th	R. Peterson (Lotus 72/R9)	1 hr. 02 min. 05.48 sec.
5th	J. Watson (Surtees TS16/05-4)	1 hr. 02 min. 10.89 sec.
6th	C. Pace (Brabham BT44B/3)	1 hr. 02 min. 11.24 sec.
7th	T. Pryce (Shadow DN5/2A)	1 hr. 02 min. 12.00 sec.
8th	J. Hunt (Hesketh 308C/1)	1 lap behind
9th	C. Amon (Ensign MN/04)	1 lap behind
10th	J. Laffite (Williams FW/04)	1 lap behind
11th	V. Brambilla (March 751/3)	2 laps behind
12th	R. Stommelen (Hill GH1/3)	2 laps behind
13th	A. Trimmer (Maki FC101/02)	6 laps behind
14th	J. Vonlanthen (Williams FW/03-2)	9 laps behind

Fastest Lap : J-P. Jarier (Shadow DN5/4A), in 1 min. 00.44 sec.—195.903 k.p.h.

Retirements : E. Fittipaldi (McLaren M23/8-2) burnt out clutch, on lap 7; J-P. Jarier (Shadow DN5/4A) broken transmission, on lap 34.

16 *starters* — 14 *finishers*.

From the Archives—2



R. E. Tongue is seen in his new R-type MG Midget in the Brooklands paddock in 1935. In recent years Reggie Tongue has been one of the influential people behind the Oulton Park circuit, and he still follows the sport closely. The R-type MG was very advanced in its day, designed by H. N. Charles and featured a backbone chassis frame (the Lotus Elan is almost an exact copy) and had all four wheels independently sprung by wishbones and longitudinal torsion bars. The 4-cylinder engine was highly supercharged and ran on alcohol fuel and the car was intended as a racing prototype of a future production sports car but the demise of MG into the Nuffield group made the idea still-born.

Around and About

Records

SHORTLY before his untimely death, as a result of the accident in practice for the Austrian Grand Prix, Mark Donohue had engraved his name in the records book by covering a lap of the Taladega Superspeedway at 221.03 m.p.h. This constituted an all-time highest average speed for a closed-circuit race track, the previous best being 217 m.p.h. by A. J. Foyt. Donohue was driving a Can-Am Porsche 917 with exhaust turbo-charging, specially developed by the Porsche experimental department with inlet tract intercoolers as the standard system was found to have a short limit at full throttle, when more than 1,000 b.h.p. is developed.

No doubt we shall soon see Foyt having a go to improve on this with his Coyote-Ford V8 USAC car, and these record attempts are to be applauded for we now know how fast a turbo Porsche 917 can be made to go. It puts into perspective the fatuous speeds of 230 to 240 m.p.h. quoted by drivers and the Le Mans organisers for an unblown Porsche 917 down the Mulsanne straight some years ago. An officially timed record run is the only sure way of settling maximum speed discussions. When is someone going to prepare a Formula One car for a record run and settle maximum speed arguments? How about it March Engineering or the Hesketh Motor Company?

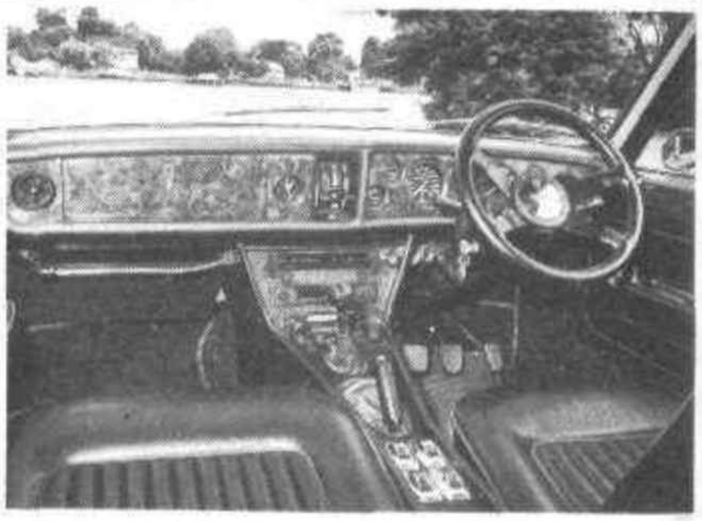
VW to race in Britain?

THE announcement of the 110 b.h.p. Golf GTI at the Frankfurt Show could well forewarn of an immensely strong challenger in British saloon car racing. With a kerb weight of 1,719 lb. and 103 ft. lb. of torque the GTI can be expected to manage 113 m.p.h. and 60 m.p.h. in less than 9 seconds. It's obvious that German manufacturers, thanks to their Government's attitude to speed limits, are still very much interested in the performance world.

This very fast new VW comes with Bosch K-Jetronic injection and this feature has contributed a great deal to the 57 per cent power boost over the old Golf 1500LS. Maximum torque is at 5,000 r.p.m. and it seems as though the big engine formula has paid off in terms of fuel consumption too, for VW in England are talking in terms of 35 m.p.g. average. 113 m.p.h. and over 30 m.p.g., we thought only Colin Chapman was interested in those sort of figures, but now we have got a mass-producer proving that necessity (in the form of imported Arab oil) really is the mother of invention.



From Panther Westwinds in Byfleet comes this luxurious variation upon the Triumph Dolomite and Dolomite Sprint, the Panther Rio, designed as a compact town car runabout for the very, very rich. Bob Jankel's firm totally re-skin and re-style the Dolomite monocoque in aluminium. Within, there is the opulence of electric windows, burr walnut, deep pile carpeting and Connolly leather all executed in beautiful detail. Prices start at £7,900 for the basic Dolomite-engined car to £8,900 for the fully-equipped Sprint version. Panther's first fully contemporary production car, the Rio has an initial order of 100 from H. R. Owen, now sole UK dealers for all Panthers.



Mono-Beetle

AFTER all those years of Wolfsburg trying every twist to the Beetles theme, the World's largest selling car is to revert to a single model for British customers. This will be the 1,200 c.c. 34 b.h.p. derivative which has been in production over the last 30 years, though it has been modified considerably in that time.



THE DREAM of racing cars through central Birmingham took a step closer to reality with the recent Birmingham Motoring Festival, sponsored by Duckhams. Over 250,000 people are estimated to have watched hundreds of different competition cars parade through the streets from Monday to Sunday, and it's known that the Birmingham GP faction now have the support of many prominent city council members.

New? No
Revised? Yes

WHILE the Frankfurt Motor Show entertained the Germans and Earls Court loomed ahead, the manufacturers decided to tell us all about the changes they have been making in the hope of attracting the cash that hasn't been sucked away to meet the price of oil-based products.

By far the most interesting package, for those that can afford it, came from Porsche, who now "claim to make the most practical luxury car available". They refer to a number of really worthwhile changes in the UK range, including a softer 3-litre Carrera and a cheaper (£7,799) 911 N model, to begin a range that stretches to £15,497 for the virtually unchanged 260 h.p. Turbo model.

At £10,997 the Carrera 3 is available at the same price with a fixed head and electric sunroof, or as a Targa convertible: either five-speed or three-speed Sportomatic can be specified without further charge. All Carrera 3s now come without the former sporting aggression —spoilers and firmly set Bilsteins—but with Bosch K-Jetronic injected 3-litre motor to replace the earlier 2.7-litre six. Peak power is down from 210 b.h.p. to 200, but extra torque from the larger engine and injection changes is said to leave top speed and 0-60 m.p.h. times unaffected, while top gear flexibility is improved. Included in the standard equipment will be automatic heat control system, headlamp washers, heated and remote control door mirror and a good choice of interior trims. Those that want the spoilers of the old Carrera can opt for the Carrera 3

Sport specification, which includes the new comfort approach and engine, but adds the sporting Bilsteins, wide alloy wheels (7 in. front, 8 in. rear), and Recaro sports seats. All that costs approximately £500 more than the basic Carrera 3.

The old 911S and 911 series with 175 and 150 b.h.p. engines have been replaced by the 911L Coupé (£8,498) and Targa (£8,898) models, both with the 165 b.h.p. level of tune, which is shared by the latest 911N. To reduce the price of Porsche motoring below £8,000 the N loses items like tinted glass, electric windows, rear wiper, oil pressure gauge, anti-roll bars and even the fifth gear.

Welcome for all customers are the provision of a six year rust warranty on the body, and unlimited mileage first year guarantee, instead of the previous 12 months/ 12,000 miles.

* * *

A minor inaccuracy in our story about Bristol cars in the August issue of MOTOR SPORT has mildly embarrassed The DeVilbiss Co. Ltd., of Ringwood Road, Bournemouth, Dorset, purveyors of the infra-red arch used by Bristol in their painting process. Their Mr. Drew points out that their arch does not "bake" the paint, as we have it. In fact, Bristol specifically avoid the need for baking by the use of air-drying synthetic paints, the drying process of which is accelerated by the DeVilbiss arch from about 24 hours to 35 to 40 minutes. "Baking" takes place only with low-bake paints, not used by Bristol, when the car is placed in a low-bake oven to give a stove finish. There are considerably more than the three DeVilbiss arches we suggested were in the country, Jaguar, for example, having installed eight recently.

* * *

It is the fact that the body of the TVR is *symmetrical*, not *asymmetrical* as the type or the typewriter has it on page 1163 that makes the TVR easy to produce in right or left-hand-drive forms.

* * *

As we go to Press, Jensen have just appointed a Receiver, Aston Martin have announced plans to be back in full production by the end of the year with the V8 and the four-door Lagonda and a nation-wide steel strike seems imminent, yet another threat to the country and particularly to its tottering motor industry. Gloom or no gloom Motor Show time is here again and as ever MOTOR SPORT will have a stand on the ground floor at Earls Court. See us there from October 15th to 25th.

* * *

British Leyland said "thank you" for our favourable road test of the Wolseley 2200 in the September issue—by dropping the model. In future all the 18/22 series cars will have the name Princess. There will be four models: the 1800, the 1800HL, the 2200HL and the 2200HLS, the direct replacement for the Wolseley. No doubt owners of Austin-Morris/ Wolseley 18/22s wil be most grateful to British Leyland for making their cars obsolete just eight months after the model's introduction. All in the interests of corporate identity. you understand. Or confusion. The decision means the end of the road for the Wolseley name, 79 years after Herbert Austin built the first prototype based on a Léon Bolleé.



New Lotus 77

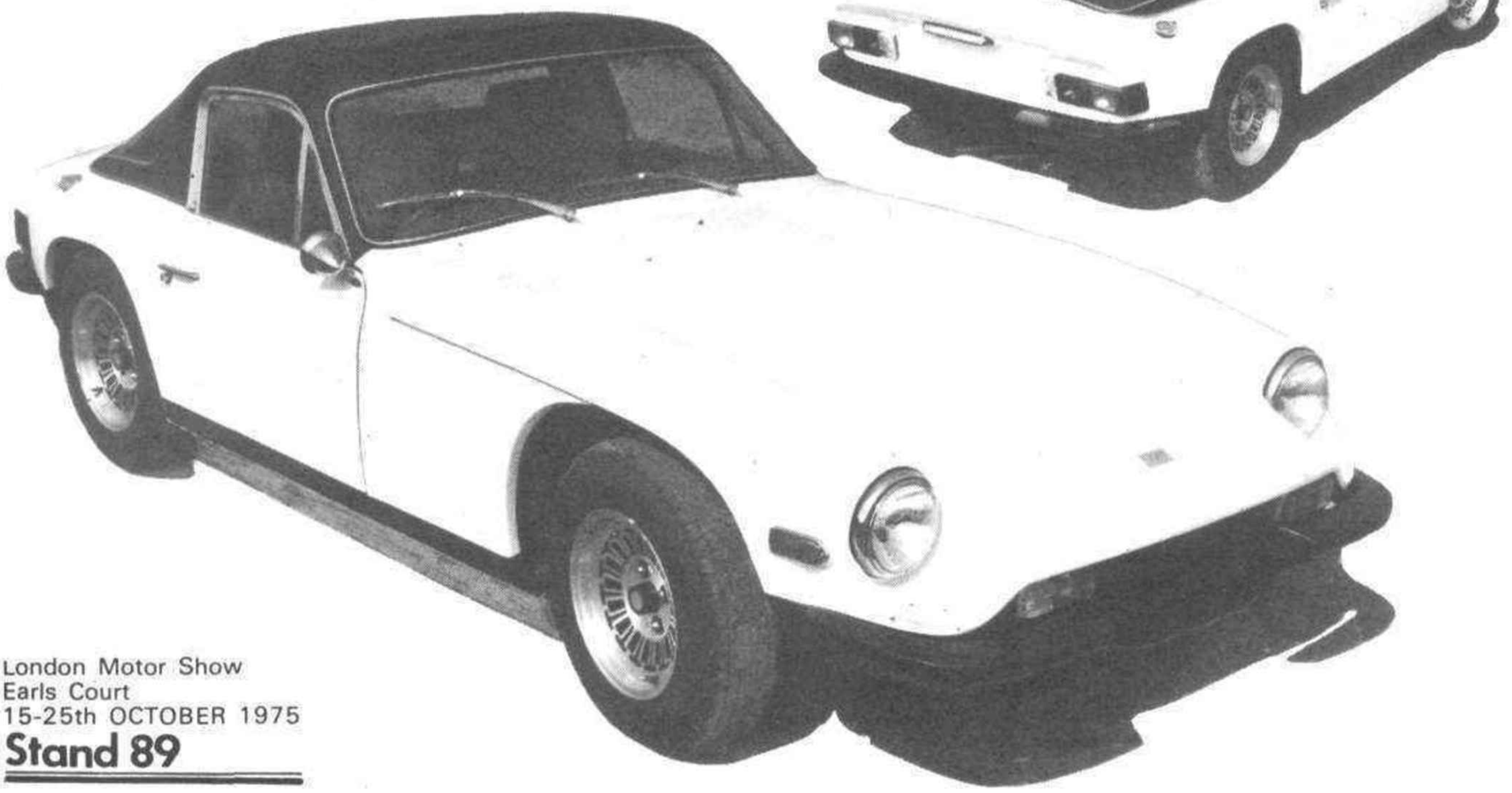
AS WE CLOSE for Press Colin Chapman introduced the new Formula One Lotus (*seen above*), which is the long-awaited successor to the Lotus 72 and the ill-fated John Player Special which turned out to be the Lotus 76. At the time of writing the new Lotus Formula One car is called the John Player Special, the car shown being JPS 11, but time and success will tell if it retains this title. It is soon to be put through a thorough test programme in readiness for the 1976 Grand Prix season and a series of five cars is planned. The test-circuit at the Lotus factory at Hethel is being improved to F1 circuit standards and a great deal of instrumentation is being installed. Salient features of the design philosophy of this new Lotus is the facility to build variations of wheelbase and track together with centre of gravity changes in order to assemble a car suitable for any circuit. The braking system is inboard for all four wheels and there are calipers fore and aft on each disc; these new calipers, designed in conjunction with Lockheed, also provide the pick-up points for the suspension members and the complete corner assembly of wheel, hub, drive-shaft, suspension, coil-spring/damper unit and brake assembly is a unit in itself, easily detachable from the monocoque chassis. The once fashionable air-box feeding the Cosworth DFV engine is replaced by the new-vogue side entries, while water and oil radiators are together on each side of the car. This wholly new Lotus, conceived by Colin Chapman and designed in detail by Geoff Aldridge and Martin Ogilvie, returns to the original basic Lotus conception of light weight, simplicity and function, design features of which Lotus seem to have lost sight of in recent years.

Shortly after seeing the new Lotus Formula One car Ken Tyrrell showed us a new and revolutionary Formula One car from the drawing-board of Derek Gardner. It was presented as a research vehicle for a future ELF-Tyrrell Grand Prix car, and if the practical testing on this new car meets the design calculations it will form the prototype for the ELF-Tyrrell in the spring of 1976. It was stressed that the car presented to us was strictly a test-vehicle which complies with the F1 rules as they stand at the moment, and it is known as Project 34.

Both of these new Formula One projects will be dealt with in greater detail in the November issue of MOTOR SPORT, by which time the Lotus will have been tested and we shall have had the opportunity of observing the revolutionary new ELF-Tyrrell Project 34 undergoing its initial track-testing.

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Tel: Halesowen (021-550) 3923

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Surrey
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and
142 Finchley Road
LONDON NW3
Tel: 01-794 9659/8491

TVR Engineering Limited, Bristol Avenue, Blackpool, FY2 0JF. Telephone: 0253-56151

TVR



Illustrating the atrociously wet conditions which curtailed the Austrian Grand Prix, Mass spins into the infield.

The Austrian Grand Prix
—A washout

Osterreichring, Knittelfeld, August 17th

THE ENTRY LIST for the Austrian Grand Prix was very full, almost to the point of overflowing as regards drivers, but after the debacles of the British Grand Prix and the German Grand Prix there was a distinct shortage of racing cars. The McLaren team were reduced to M23/9 for Fittipaldi and M23/6 for Mass, with no spare car, and Lotus had 72/R9 for Peterson and 72/R8 for Henton, also with no spare car. In the Tyrrell team Scheckter's wreckage from the Nurburgring has been rebuilt around a new monocoque tub, making it 007/6-3, while Depailler was still happily in 007/4 in its original and virgin state. Unlike McLaren and Lotus, the Tyrrell twins did have a spare car, number 007/5. Also still enjoying a spare car luxury, and needing it, was the Brabham team. Reutemann had BT44B/1 as usual, and Pace had B4, but they both had recourse to using the spare car, B3, during the meeting. The four March cars at this race were as used in Germany, with the same driver/car combination; Brambilla 751/3, Stuck 751/2, Lombardi 751/1 and Donohue 751/5. The Scuderia Ferrari did another shuffle on their set of cars, with Lauda in 022, Regazzoni in 024 and the reserve car was 023. The BRM team were back with their usual pair of cars and it was hoped more power and more reliability, with Evans aiming to use P201/05 as the race-car. The Shadow team had more cars than they knew what to do with, Pryce as usual being in DN5/2A with 3A as the spare car, while Jarier had the brand new Matra-powered car DN7/1A. His usual car, DN5/4A was standing by ready for use but the Frenchman was not interested in it, putting all his efforts into the new car.

After his brief flirtation with Team Lotus, John Watson was back with the Surtees team, in TS16/05-4, and Frank Williams had hired out a car to the Swiss amateur driver Joseph Vonlanthen, this car being a rebuilt version of FW/03, which Ashley crashed at the Nurburgring. The Williams team had "found" another monocoque tub in the stores and used it as the basis of the rebuild, creating FW/03-2. Laffite as usual had FW/04. In the Hill team there was a shortage of cars as GH1/1 was a write-off after Brise had crashed at the Nurburgring, so he took over the latest car GH1/4. Rolf Stommelen was making his return to the team and took over GH1/3, so that Alan Jones' temporary contract terminated as was agreed from the start. The Hesketh team hired out their spare car 308/3 to the American driver Brett Lunger and Hunt retained 308/2, while there was no sign of the new C-type Hesketh. The Parnelli team had their usual pair of cars for Andretti and Wilson Fittipaldi had his latest Copersucar sponsored car. Morris Nunn had two entries, with Chris Amon returning to Formula One in MN/04 and Wunderink having another try in MN/02. To complete the list there was Harald Ertl, the Austrian journalist living in Germany, with the gold coloured Hesketh 308/1 and Tony Trimmer having another go with the rather sad Japanese Maki.

For some people practice never did go right, in particular the Brabham and Parnelli teams seemed to be in continual trouble with one thing or another, while Team Lotus had their troubles in large doses. Before the end of the first practice session Reutemann had come walking back to the pits, abandoning BT44B/1 with a broken Hewland transmission and Andretti abandoned Parnelli VPJ4/003 with a blown-up Cosworth engine. Reutemann set off in the spare Brabham but only went half a lap before the oil filter centre sheered off and the Cosworth engine lost all its oil, and Brambilla's practice was cut short when his Cosworth V8 engine lost all its oil pressure, the March mechanics getting stuck in immediately to install a new engine ready for the afternoon practice. Lotus trouble arrived violently when Peterson was about to drive through on the inside of a slower car on a right-hand bend when the "rabbit" moved across in front of the Lotus. Locking up everything Peterson avoided a collision but smashed the Lotus along the barriers and at first sight 72/R9 looked to be a write-off. However, the Lotus mechanics set to work and by next morning the car was running again, Peterson in the meantime taking 72/R8 from Henton for the afternoon practice.

Lauda, as usual, was getting on with the job, out to win his home Grand Prix, and set fastest practice lap in the morning session and went even faster in the afternoon session as the temperature dropped after a very hot mid-day. Fittipaldi, Regazzoni, Pace and Depailler were not far behind the flying Austrian, but no-one else was really in the running. Unfortunately the Austrian timekeepers seemed to lose interest and they only issued afternoon times for those drivers who improved on their morning times, or at least that was all the information that came from the fancy computer that published results. In the afternoon session there still seemed to be more trouble than success with some people and after keeping up with the Matra V12-powered Shadow the BRM broke its engine and put out an enormous smoke screen. The spare BRM was brought out of the paddock but Bob Evans never came back, being stuck on the far side of the circuit with the blown-up BRM. Andretti in the spare Parnelli car, still with inboard front brakes, had his second Cosworth V8 engine blow up and Regazzoni's Ferrari broke its engine so the Swiss had a go in the spare car. The heat and high-speed of the Osterreichring were playing havoc. Pryce had to use the spare Shadow as his own car had a fuel leak, but Jarier was still happy with the Shadow-Matra V12. Near the end of practice the front suspension broke on Wilson Fittipaldi's car and he crashed heavily into the catch fencing, injuring a hand rather badly. Peterson found the long-wheelbase, coil-sprung Lotus 72/R8 somewhat different from his own car but did not show any improvement in lap times. Hunt joined the fancied runners with a very good afternoon time that put him second overall, and the general pace was really hotting up. Scheckter seemed to be left behind, as did a number of other fancied runners.

On Saturday morning the weather had changed completely and it was cool and damp and not conducive to high-speed laps. The mechanics had done an enormous amount of work in the paddock and most teams were back to square one. Henton was back in the long-wheelbase Lotus R8, while Peterson was back in the rebuilt R9. Andretti was back in 003 with the outboard front brakes and a new engine, while another engine was put in the BRM, and Ferrari had replaced the engine in Regazzoni's car, and Reutemann was back in his own car while Pace had a go in the spare Brabham. The dampness on the track added more than two seconds to the lap times, so only those with specific things to try bothered to go out until conditions improved, though they never got as good as Friday and it was Stuck who made fastest lap on Saturday morning.

Towards the end of the session things began to speed up a bit but then all manner of troubles occurred. Andretti blew up his third engine of the meeting, the team now down to one remaining engine in the spare car, and Pace reverted to his own Brabham BT44B/4 only to complain of a "funny feeling". This manifested itself a few laps later in the left-rear stub axle breaking and send-

ing the car spinning into the barriers on the flat-out right-hand bend at the top of the hill after the pits. Not long after that had been cleared up the Maki came to rest with no drive to the rear wheels and then Henton crashed his Lotus which ended all his hopes of a race, for the team had run out of spare suspension parts, having used them all up on Peterson's car.

The change in the weather had come to stay and before the last practice session began the rain had come. There was a complete reluctance for anyone to venture out for quite a time but then someone mentioned that it might rain on the following day, which was race day, so most of the drivers had wet-weather tyres fitted to their cars and set about finding out what the Osterreichring was like in the rain, and of the times given Regazzoni was fastest. What had started off as a cracking good two days of practice degenerated into a rather miserable and damp affair, but the crowds were happy as Lauda was on pole position for the start and the British were happy for Hunt alongside him. The whole atmosphere of the Osterreichring has grown rapidly into an enormous camping, beer and sausage festival and the crowds were enormous in spite of the damp conditions.

Sunday morning was bright and sunny and the campers were busy drying out while the bright light was not helping the headaches of the beer-drinkers. The regulation early morning untimed testing session soon got underway and all seemed set for a really good Austrian Grand Prix. A crowd of up to 140,000 was estimated and they all seemed to be in place by 9 a.m. While the test session was in full swing Mark Donohue had a front tyre go flat on the Penske March 751 as he was taking the flat-out right-hand bend at the top of the hill after the pits. The March veered off the track into the catch nets, mowing them down as it went. They snowballed under the car and launched it over the Armco barrier, striking two Marshals as it went. Donohue seemed unhurt, apart from a blow on the head and was returned to the paddock hospital quite coherent. The Marshals were taken to hospital with bad injuries and one of them subsequently died. Donohue was flown by helicopter to Graz hospital for a check-up, but on the way internal head complications set in and he had to be operated on immediately. It was with deep shock that we learned later he had died on the following Tuesday.

This accident not only stopped the test session but delayed the programme of supporting races and threw the organisation into mild chaos so that nobody seemed to know what was going to happen. The supporting races were reduced in length, but the remainder of the test session for the Formula One cars were allowed. All the while the lovely sunny day was fast disappearing and an ominous bank of rain clouds was building up behind the mountains overlooking the circuit. While the organisation was having trouble so were some of the teams, Brabham and Parnelli in particular. After his practice crash Pace had elected to race the spare car, but during testing an oil seal failed in the engine, so he had to revert back to his regular car. Reutemann was also in trouble as a fuel bag was leaking and had to be changed in a panic, and the Shadow team had had to change a fuel bag on the Matra-engined car. The Parnelli was overheating its oil so the larger radiators off the spare car were fitted to 003 and just before it looked as though the race might start the BRM had engine trouble and Evans switched to the spare car. There had been a lot of changing of front tyres after Donohue's crash and with the approaching rain the pits were knee-deep in tyres, so it was not surprising that the Brabham team got in a muddle and sent their cars to the start on unmatched pairs of rear tyres, as regards overall diameter,

STARTING GRID

24 J. Hunt (Hesketh-Cosworth V8) 308/2 1 min. 34.97 sec.	12 N. Lauda (Ferrari—flat-12) 312B3/022 1 min. 34.85 sec.
10 H-J. Stuck (March-Cosworth V8) 751/2 1 min. 35.38 sec.	1 E. Fittipaldi (McLaren-Cosworth V8) M23/9 1 min. 35.21 sec.
8 C. Pace (Brabham-Cosworth V8) BT44B/4 1 min. 35.71 sec.	11 G. Regazzoni (Ferrari—flat-12) 312B3/024 1 min. 35.41 sec.
9 V. Brambilla (March-Cosworth V8) 751/3 1 min. 35.80 sec.	4 P. Depailler (Tyrrell-Cosworth V8) 007/4 1 min. 35.78 sec.
3 J. Scheckter (Tyrrell-Cosworth V8) 007/6-3 1 min. 36.14 sec.	2 J. Mass (McLaren-Cosworth V8) M23/6 1 min. 36.12 sec.
21 J. Laffite (Williams-Cosworth V8) FW/04 1 min. 37.60 sec.	7 C. Reutemann (Brabham-Cosworth V8) BT44B/1 1 min. 36.43 sec.
17 J-P. Jarier (Shadow-Matra V12) DN7/1A 1 min. 37.62 sec.	5 R. Peterson (Lotus-Cosworth V8) 72/R9 1 min. 37.61 sec.
23 A. Brise (Hill-Cosworth V8) GH1/4 1 min. 37.69 sec.	16 T. Pryce (Shadow-Cosworth V8) DN5/2A 1 min. 37.64 sec.
18 J. Watson (Surtees-Cosworth V8) TS16/05-4 1 min. 37.96 sec.	25 B. Lunger (Hesketh-Cosworth V8) 308/3 1 min. 37.87 sec.
29 L. Lombardi (March-Cosworth V8) 751/1 1 min. 38.43 sec.	27 M. Andretti (Parnelli-Cosworth V8) VPJ4/003 1 min. 37.97 sec.
14 R. Evans (BRM V12) P201/02 1 min. 39.53 sec.	31 C. Amon (Ensign-Cosworth V8) MN/04 1 min. 38.75 sec.
32 H. Ertl (Hesketh-Cosworth V8) 308/1 1 min. 40.72 sec.	22 R. Stommelen (Hill-Cosworth V8) GH1/3 1 min. 39.56 sec.
20 J. Vonlanthen (Williams-Cosworth V8) FW/03-2 1 min. 42.80 sec.	33 R. Wunderink (Ensign-Cosworth V8) MN/02 1 min. 42.58 sec.

Non-starters:

M. Donohue (March 751/5), 1 min. 38.19 sec.—Crashed Sunday morning

B. Henton (Lotus 72/R5), 1 min. 38.72 sec.—Crashed Saturday morning

W. Fittipaldi (Fittipaldi FD/03), 1 min. 38.14 sec.—Crashed Friday afternoon

A. Trimmer (Maki F101/02), 1 min. 44.88 sec.—Did not qualify.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 35.21	no improve	1. 36.36	1. 59.59
2	J. Mass	McLaren M23/6-Cosworth V8	1. 36.88	1. 36.12	1. 36.34	no time
3	J. Scheckter	Tyrrell 007/6-3-Cosworth V8	1. 36.39	1. 36.14	1. 37.52	1. 56.81
3T	J. Scheckter	Tyrrell 007/5-Cosworth V8		not used		
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 35.78	no improve	1. 37.82	1. 55.57
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 37.61	—	1. 37.70	2. 01.72
5T	R. Peterson	Lotus 72/R8-Cosworth V8	—	no time	—	—
6	B. Henton	Lotus 72/R8-Cosworth V8	1. 39.27	—	1. 38.72	—
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 36.43	no improve	1. 37.98	1. 58.75
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	no time	—	—	—
8	C. Pace	Brabham BT44B/4-Cosworth V8	1. 35.71	no improve	1. 38.35	—
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	—	no time	—
9	V. Brambilla	March 751/3-Cosworth V8	1. 37.26	1. 36.01	1. 35.80	1. 55.50
10	H-J. Stuck	March 751/2-Cosworth V8	1. 36.43	1. 36.38	**1. 35.38**	1. 55.49
11	G. Regazzoni	Ferrari 312B3/024 (T5)—flat-12	1. 35.41	no improve	1. 36.64	**1. 54.09**
11T	G. Regazzoni	Ferrari 312B3/023 (T4)—flat-12	—	1. 36.71	—	—
12	N. Lauda	Ferrari 312B3/022 (T3)—flat-12	**1. 35.14**	**1. 34.85**	1. 36.40	1. 55.99
14	R. Evans	BRM P201/05 V12	1. 41.54	no improve	1. 39.53	1. 57.77
14T	R. Evans	BRM P201/02 V12		not used		
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 37.64	—	1. 39.01	1. 55.21
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	—	1. 37.70	—	—
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8		not used		
17T	J-P. Jarier	Shadow DN7/1A-Matra V12	1. 37.76	no improve	1. 37.62	2. 00.60
18	J. Watson	Surtees TS16/05-4-Cosworth V8	1. 38.32	no improve	1. 37.96	2. 07.44
20	J. Vonlanthen	Williams FW/03-2-Cosworth V8	1. 46.33	1. 42.80	1. 57.72	—
21	J. Laffite	Williams FW/04-Cosworth V8	1. 38.44	1. 37.60	1. 38.25	no time
22	R. Stommelen	Hill GH1/3-Cosworth V8	1. 39.56	no improve	1. 46.01	1. 57.25
23	A. Brise	Hill GH1/4-Cosworth V8	1. 42.47	1. 37.69	1. 39.00	1. 56.12
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 36.26	1. 34.97	1. 39.89	1. 58.21
25	B. Lunger	Hesketh 308/3-Cosworth V8	1. 39.49	1. 37.87	1. 39.78	2. 00.68
27	M. Andretti	Parnelli VPJ4/003-Cosworth V8	1. 39.61	—	1. 40.05	—
27T	M. Andretti	Parnelli VPJ4/001-Cosworth V8	—	1. 37.97	—	1. 56.09
28	M. Donohue	March 751/5-Cosworth V8	1. 39.52	1. 39.00	1. 38.19	2. 02.01
29	L. Lombardi	March 751/1-Cosworth V8	1. 38.87	1. 38.86	1. 38.43	no time
30	W. Fittipaldi	Fittipaldi FD/03-Cosworth V8	1. 38.14	no improve	—	—
31	C. Amon	Ensign MN/04-Cosworth V8	1. 39.40	1. 38.75	1. 40.31	1. 57.29
32	H. Ertl	Hesketh 308/1-Cosworth V8	1. 41.41	1. 40.72	1. 42.25	2. 15.20
33	R. Wunderink	Ensign MN/02-Cosworth V8	1. 42.58	no improve	1. 46.35	2. 09.25
35	A. Trimmer	Maki F101/02-Cosworth V8	1. 47.76	1. 44.88	1. 45.40	—

but this was not discovered until the race was over!

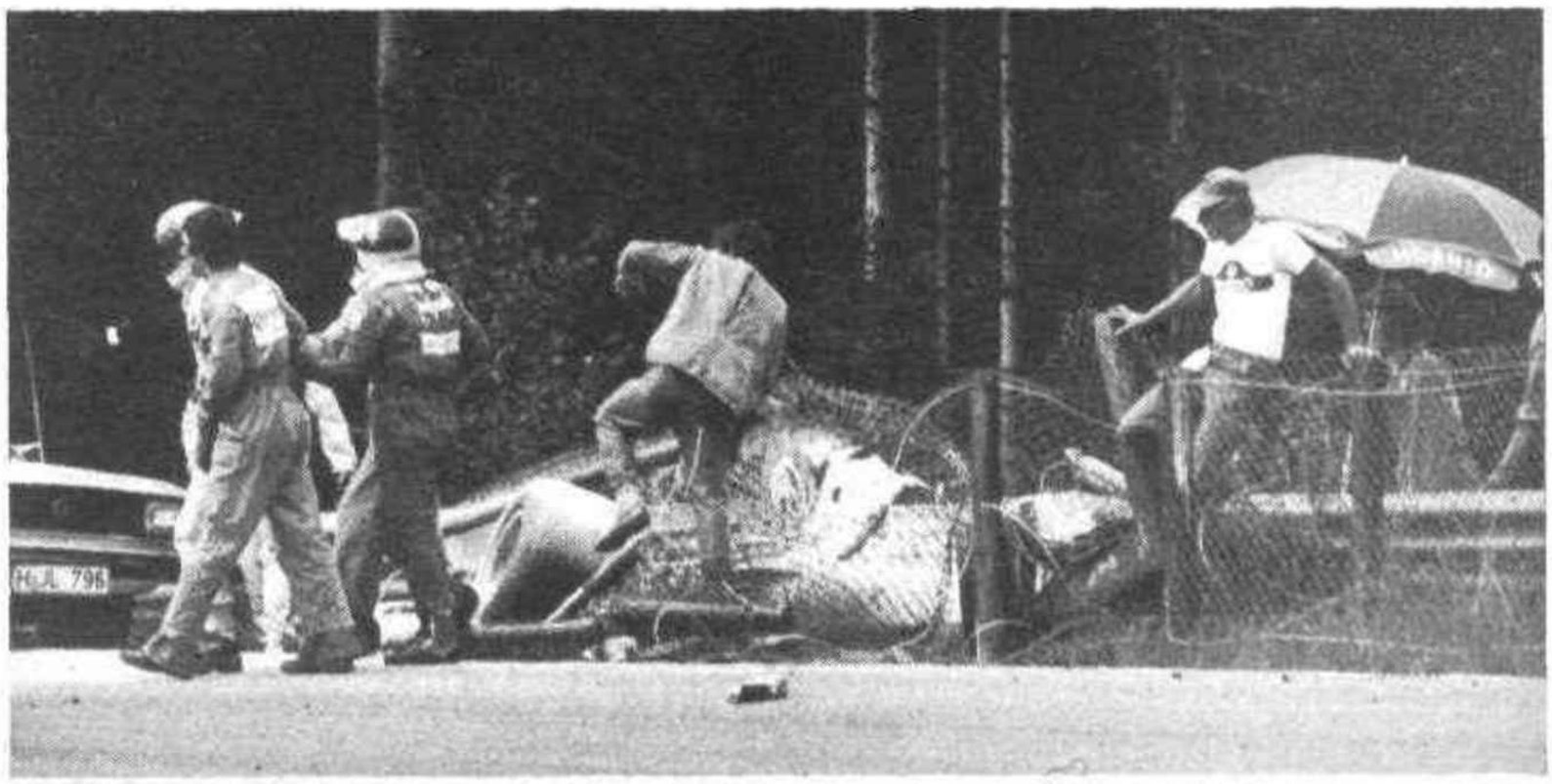
With Donohue out of action and Henton without a car the grid was reshuffled to let in Vonlanthen and Wunderink, and finally, after so much hanging about that the crowd began to get belligerent, 26 cars faced the starter. In appalling conditions the race started with Lauda taking the lead followed by Hunt, while Depailler shot through from the fourth row into third place before they had passed the end of the pits. The spare BRM went out almost immediately with engine trouble and Andretti went off the track, so lap 3 saw only 24 cars go by in great spumes of spray. Pace's engine sounded awful, as did Vonlanthen's, but it was remarkable that the rest ran so well in view of the amount of water about. At 5 laps Depailler was suffering from front wheels that appeared to be out of balance and Brambilla passed him into third place, but Lauda and Hunt were quite a long way out in front of him. Behind Depailler came Stuck,

Peterson, Fittipaldi, Mass, Pryce and Brise, the last three really getting to grips with the conditions once they had got through the incredible spray of the opening laps.

By 10 laps the heavy rain had stopped and it almost looked as though it might dry up, which would have meant a mad rush into the pits for dry-weather "slick" tyres. Lauda looked to be firmly in the lead and it just seemed a formality for him to reel off the 54 laps and win yet another Grand Prix for Ferrari. Hunt was holding a good second place, but Brambilla was getting closer; Peterson was showing some of his old fire and was up to fourth place, followed by Mass, Depailler, Fittipaldi, Pryce, Brise and Regazzoni, the rest being too far behind to be of much consequence. Scheckter had dropped from seventh place on lap 4 when he got a puncture and had to drive slowly to the pits for a new tyre, but was now going strongly and gaining ground on the slower runners. Stuck spun off the circuit on lap 12 and on lap 14 Brise had a balance weight come off a wheel and had to make a hurried pit stop to change the out-of-balance wheel.

Now the rain returned with a vengeance and Lauda was not at all happy with the handling of his Ferrari on the streaming track and at the end of lap 14 he had Hunt and Brambilla tight up behind him. As he relaxed his effort on lap 15 they both shot by him in a pretty unruly and forceful manoeuvre and in torrential rain Hunt led the Austrian Grand Prix for the Hesketh team, but Brambilla was pressing him hard, the swarthy Italian feeling really confident with the handling of the works March on the streaming track. He pressed hard for three laps and took the lead on lap 19, pulling away so fast that it seemed the Hesketh must be in trouble; but it wasn't and Hunt held on to second place ahead of a very dejected Lauda. In the pits Pace retired with all sorts of things not to his liking and Depailler stopped for a new pair of front wheels and then Peterson stopped to change his yellow visor for a clear one, losing a good fourth place in the process. As the rain continued Lauda was passed by Mass and then by Pryce and looked in danger of being passed by his team-mate Regazzoni, who had Peterson charging after him in a most spirited fashion. At 26 laps the rain was heavier than ever, with thunder and lightning all around and a deputation from the team managers was lobbying the organisers to stop the race.

While Brambilla was away on his 29th lap the chequered flag was waved as Stommelen passed and the race was over. When Brambilla finished lap 29 he saw the chequered flag, waved to his pit crew and promptly went sideways up the streaming track and thumped the barriers, bouncing back into the middle of the road and carrying on with the front of the March all smashed up. Everyone skated over the finishing line, somewhat relieved, and on that last lap Mass had spun off the circuit but got back on again, losing third place to Pryce, and Peterson passed Lauda to take fifth place. Eighteen cars finished this very unsatisfactory race and as the shouting and yelling went on in the pits between those who wanted to restart the race and those who had had enough, the rain eased right off and it began to dry up: it was too late, the race had been stopped with the chequered flag, it had gone more than half-distance and was over.



Emerson Fittipaldi helps his shaken brother away from the wreckage of the Copersucar during practice. But for the catch fencing Wilson would have slid down the Armco with far less damage.

It was another unsatisfactory Grand Prix in this troubled year of 1975 and one wonders if it is not all due to too many people and too many unions trying to run Grand Prix racing. Nobody denied Brambilla his victory for he had out-driven everyone on the streaming wet circuit, the March 751 being admirably set up for the conditions, unlike a lot of the opposition. It was not only Brambilla's first Grand Prix victory but also the first for March Engineering, previous March victories being scored by the Tyrrell team. It is over five years since March Engineering burst upon the racing scene and a lot of people predicted they would sweep the board. Five years to the first Grand Prix win, and only half a Grand Prix at that, is a long time, but the road is a hard one.—D.S.J.

Results:

AUSTRIAN GRAND PRIX—Formula One—54 laps—Osterreichring—5.911 kilometres per lap 319.19 kilometres—Race stopped at 29 laps—171.419 kilometres—Storm and tempest

1st	V. Brambilla (March 751/3)	57 min. 59.69 sec.—173.30 k.p.h.
2nd	J. Hunt (Hesketh 308/2)	58 min. 23.72 sec.
3rd	T. Pryce (Shadow DN5/2A)	58 min. 31.54 sec.
4th	J. Mass (McLaren M23/6)	59 min. 09.35 sec.
5th	R. Peterson (Lotus 72/R9)	59 min. 20.02 sec.
6th	N. Lauda (Ferrari 312B3/022)	59 min. 26.97 sec.
7th	G. Regazzoni (Ferrari 312B3/024)	59 min. 35.76 sec.
8th	J. Scheckter (Tyrrell 007/6-3)	1 lap behind
9th	E. Fittipaldi (McLaren M23/9)	1 lap behind
10th	J. Watson (Surtees TS16/05-4)	1 lap behind
11th	P. Depailler (Tyrrell 007/4)	1 lap behind
12th	C. Amon (Ensign MN/04)	1 lap behind
13th	B. Lunger (Hesketh 308/3)	1 lap behind
14th	C. Reutemann (Brabham BT44B/1)	1 lap behind
15th	A. Brise (Hill GH1/4)	1 lap behind
16th	R. Stommelen (Hill GH1/3)	2 laps behind
17th	L. Lombardi (March 751/1)	3 laps behind
18th	R. Wunderink (Ensign MN/02)	4 laps behind

Fastest Lap: V. Brambilla (March 751/3) in 1 min. 53.9 sec.—186.82 k.p.h.

Retirements: M. Andretti (Parnelli VPJ4/003) accident, on lap 2; R. Evans (BRM P201/02) broken engine, on lap 3; J-P. Jarier (Shadow DN7/1A) fuel feed trouble, on lap 12; H-J. Stuck (March 751/2) accident, on lap 12; J. Vonlanthen (Williams FW/03-2) engine trouble, on lap 16; C. Pace (Brabham BT44B/4) engine trouble, on lap 19; J. Laffite (Williams FW/04) gave up, on lap 22; H. Ertl (Hesketh 308/1) wet electrics, on lap 26.

26 *starters* — 18 *finishers*

Reflections in the Austrian Rain

EVEN BEFORE practice began the local people of Knittelfeld and Zeltweg were explaining how beautiful sunny mornings would turn to rain by 4 o'clock in the afternoon. Yet the Austrian Grand Prix organisers planned to start their race at 3 p.m. for no obvious reason, and sure enough the beautiful Sunday morning of August 17th turned to rain by 4 p.m. Because of the accident to Mark Donohue in the early-morning test-session, which delayed things while catch-fences were replaced and Armco barriers were repaired, the organisation seemed to lose a certain amount of control. To add to the delays a number of cars in the supporting saloon car races also crashed, and the cumulative delays meant that the Grand Prix was nothing like ready to start at 3 p.m. When everyone was ready to start, the rain could be seen slopping over the edge of the mountains behind the circuit, so they all dilly-dallied about and finally the rain came and everyone went back to the pits to change to wet-weather tyres.

The race eventually started at 4 p.m. in really wet conditions and everyone knew exactly what they were doing. For 26 of the 54 laps the race ran its course with varying fortunes for teams and drivers, and all the starters deserved a medal for completing the first lap and carrying on for more. If they had all stopped at the pits and told their team managers "this is impossible", no-one would have blamed them. Andretti went off the road because of "brain fade" as he put it, and Stuck went off from an error of judgement, but the rest stayed on the road. On lap 26 Jochen Mass lost all adhesion down the hill past the pits, for the rain was really bucketing down and even on "knobbly" wet-weather tyres his McLaren aquaplaned. By sheer luck it sailed through the deep water in a zig-zag path without leaving the track, and once on the uphill section of the circuit the tyres

regained grip and he went on racing.

By this time the McLaren Team Manager and Denis Hulme, representing the GPDA, were making noises about stopping the race "before someone got hurt". They had the support of the Ferrari Team Manager and the Brabham Team Manager. While the leading group were on lap 29 the representatives of the GPDA and the Formula One Constructors' group appealed to the organisers to stop the race, and the chequered flag was put out as Rolf Stommelen completed his 27th lap. Meanwhile Mass had lost control once more and spun off into the fields; he regained the circuit unaided but dropped from third to fourth place. After Stommelen came Scheckter and Fittipaldi completing lap 28, and then came the leader Brambilla, completing lap 29, followed by the rest of the runners and the whole affair came to rest. As more than half distance had been completed the organisers were in a position to say the race was finished, which they did.

All this seemed all right, except that Ken Tyrrell was very upset, as he did not seem to know the race was being stopped, and as the rain had ceased by the time everyone had returned to the pits, he was all for re-starting the race and completing the distance. As his two runners were lying 8th and 11th, due to early pit stops, and were making up ground it was understandable that he was very upset about the race being abandoned. The McLaren Team Manager was relieved to have Mass and M23/6 still all in one piece, and as Fittipaldi was in ninth place and going slower and slower all the time, they had nothing to lose by stopping the race. The Ferrari Team Manager was keen to stop the race as Lauda could not cope with the conditions, the Ferrari not handling well in the rain, and he had dropped from the lead to fifth place and was about to lose that to Peterson, which he actually did on the last lap. The Brabham Team Manager had nothing to lose as Pace had retired and Reutemann was in 14th position. The Hesketh team were happy the race had stopped for Hunt's engine had just gone on to seven cylinders as he started lap 29, and the March team were delighted as it assured them of victory. Team Lotus had mixed feelings as Peterson was sixth after a pit stop and though he might have climbed back to fourth he was unlikely to win, and the Shadow team were more than content to stop as Pryce was nicely third.

Taken all round it seemed that stopping the race was a popular move, but was it correct? If you looked closely you saw a whole lot of vested interests at work under the blinker of safety. Just how safe or how dangerous it was out on the circuit only one person could know, and that was the driver. There were 18 of them out there and obviously they were all relieved to see the chequered flag, but I doubt if any of them were thinking of giving up just at that moment. I am wondering if it is right that outside influences should be brought to bear on the organisers to stop a race when there is no accident, no blockage of the track, and the drivers have not given up. If the McLaren Team Manager thinks it is too dangerous or risky for his drivers and machinery he has a pit signal he can use to call his drivers in. The same goes for the Ferrari Team Manager and all the others, though I am sure Tyrrell, Chapman and



Rolf Stommelen made a welcome return to F1 racing in Austria.

Mosley would not have used their signals. The whole way the race was stopped smacked of Union pressure and it is no credit to the Austrian organisers or the International Stewards that they succumbed to this pressure. The question has been asked before and must be asked again: "Who *is* running Grand Prix racing?"

On a more pleasant note, the first practice session on the Friday was a round of "welcome back". The BRM and the Surtees teams were back in the fray, after missing the German Grand Prix, Chris Amon was back, driving the latest Ensign, Brian Henton was being given another try with Team Lotus, but the most popular return of all was that of Rolf Stommelen. It will be recalled that he had a horrific crash in the Spanish Grand Prix when the rear aerofoil broke off his Hill car, and he suffered leg injuries and broken bones. Everyone was very pleased to see he had made a good recovery and, true to his word, Graham Hill had kept the number one spot in his team available for Stommelen whenever he felt fit enough to return. He had a drive in a saloon-car race at Zandvoort shortly before the Austrian Grand Prix, which regained for him the feel of racing, and he was happy to rejoin the team at the Osterreichring. So often a driver has a bad accident, does not fully recover and quietly fades away from the scene, Mike Hailwood being a recent example, that it was with some relief that Stommelen was first seen spectating at the German Grand Prix and made steady progress from then on.

Another welcome return was made by the Matra V12 engine, this time in the back of a UOP-Shadow DN7, but somehow it seems to have lost that ear-splitting scream that it used to have in the days of Beltoise and Pescarolo in the blue cars from Velizy. Perhaps the Ferrari engines and Cosworth engines have caught it up on decibel output, for they certainly have on b.h.p. output. None-the-less it was nice to see and hear a Matra V12 engine in Grand Prix racing again. Particularly pleasing was to see the enthusiasm with which Jean-Pierre Jarier was tackling the job of driving the DN7. It was no half-hearted attempt, with one eye cocked over at the Cosworth-powered DN5 standing in the paddock, or a dickering between the two cars. As far as Jarier was concerned there was only one car for him and that was the DN7. With that approach in the cockpit the Shadow-Matra V12 project could get somewhere. It certainly started well by being ahead on the grid of Pryce in the Shadow-Cosworth V8, even if it was only 0.02 sec. ahead.

A remarkable feature of the race was the number of rabbits about the place; I am not referring to the furry kind that dash across the track, but to "learner drivers", though some of them have been about long enough to have learnt by now. All this season the Italian girl Lella Lombardi has been setting a low norm and I don't say this in a disparaging way at all, for in the present Formula One company she has been doing jolly well just to get in the races. She is usually on the back of the grid and at the end of the list of practice times, so it came as a disturbing shock to find as many as eight drivers behind her at the end of a day's practice. Now this did not mean she had suddenly found a huge speed improvement, for she was driving in her usual way (which is a lot faster than some of her critics could drive), so it meant the eight drivers were very sub-standard by the general average of 1975 races, and this really was far too many "rabbits" on such a high-speed circuit as the Osterreichring. Peterson found this out to his cost when one of them moved across just as he was overtaking, and other fast drivers were heard to complain about the amount of slow traffic about during practice. To save embarrassment I will not name the "rabbits", perusal of the practice times and starting grid will have to suffice.

The problem of the circuit owner and his never-ending battle with the continual progress in Formula One was very apparent at the Osterreichring, especially with regard to the pits. When the circuit was opened in 1969 the pits layout and the pit road itself seemed enormous and the width of the road seemed larger than was really necessary, even with Porsche 917s competing. Now, only six years later, the impression of the pit road in practice was one of cramped conditions. It was not absurd, like Brands Hatch, but was only just adequate with wider cars and more of them, and there were very few unoccupied pits with 30 competitors practising. The pits at the Osterreichring are very popular with spectators for they are covered by a huge balcony from which you can look down on the pit road itself or over into the paddock behind the pits, but this facility for spectators has its problems for the organisers for the public everywhere insists on smoking cigarettes and one day a fag-end is going to fall on some petrol below and set off a big fire. Although there are plenty of signs saying NO SMOKING, like all official signs they are often ignored, and can you blame people when the organisers accept sponsorship from Memphis, their own national cigarette company, and for every NO SMOKING sign there are a dozen urging people to smoke Memphis cigarettes. The world is full of clashing interests, especially the motor racing world.

If the British Grand Prix, officially called the John Player Grand Prix, was a Jamboree, then the Austrian Grand Prix, officially called the Memphis Grand Prix, was a *Beerfest*. As some people in the paddock were saying, it seemed like a glorious three-day booze-up with a supporting Formula One race. For what it was worth, the FIA gave it the title of the Grand Prix of Europe.

D.S.J.



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CARS FOR A GENERAL

[Having sensed that Major-General Sir Edmund Ironside, that great military person in every sense of the word, had enjoyed an unusual motoring life, we were delighted when his son, Lord Ironside, agreed to write about his Father's cars. We publish herewith his account of these cars, some of them unusual, and which accomplished some unusual journeys.—ED.]

BORN ON May 6th, 1880, my Father was already a tall and imposing young man by the time he was gazetted a 2nd Lieutenant at 19 in Queen Victoria's Army, sailing immediately for South Africa to fight the Boers as a Horse Artilleryman. From that moment, he gradually outstripped all his brother officers in every sense, acquiring over the years the public nickname of "Tiny" Ironside. He was extremely well built in addition to being immensely large, and this presented problems to those who had to provide for him. Shoes, clothes and such things as theatre seats were never big enough. Gloves were too small and he often had to bend under doorways and ceilings to avoid knocking his head. He was, in riding terms, difficult to "mount" and, for the horse age in which he was brought up, this was a definite disadvantage. Only the Army could provide animals of sufficient size to bear his weight, and even then with some difficulty. One horse he had for many years in South Africa as a Major was called "Hippo", giving him the nickname by which he was often known to his closer friends. And then when he was a General there was a 19-hander called "Mighty Atom", which he used to ride out in London down Rotten Row. This horse was a very large thoroughbred indeed, but there were few like him.

His first mechanised mount in the years before the 1914/18 War was a four-cylinder FN motorcycle with shaft drive. It provided a comfortable and reliable "seat". Later in 1912, posing as a Norwegian, he was to see these machines being assembled at the Fabriques Nationales Works when he joined the payroll of that firm for a short period on special service to obtain intelligence about their armaments manufacture. For a man who was fluent in 14 languages, this Belgian escapade was easy going by comparison with the two-year special service assignment alongside the German Army in South West Africa, for which a grateful Fatherland unknowingly awarded him their campaign medal.



ANOTHER CAPABLE chauffeur—the Owen Magnetic in 1922 with Landsley, who later went to the Duke of Kent at Coppins.

He married in June 1915 and moved into his first rented home at High Wycombe after returning from command in Archangel in 1919, bringing with him his servant, Constantine Ossipov, the 16-year-old son of the leader of the nearby Vaskaranda village. Kosti, as he was always known to the family, formed a close bond with my Father and invariably called him Papashka, or Little Father, grateful perhaps for taking him out of Bolshevik hands into the free world. He was really more than a servant, for his duties included that of bodyguard. This was illustrated by an incident in Archangel when Kosti shot down the gunman attempting to assassinate my Father, with an automatic pistol. One shot ploughed through his fur hat, one ripped off an epaulette and a third grazed his breeches. Before the gunman had time to fire again, Kosti had shot him down, thereby saving his master's life. This was just one of the miraculous escapes from bullets which my Father used to recount, but Kosti always remained the most constant and alert attendant, later becoming his chauffeur and eventually settling in France after changing his name to Osterley. The story is that, seeing this name on a signpost one day near London, he decided that it was a suitable anglicised version of Ossipov and so adopted it!

My Father was called away again almost immediately. Now aged 40 and a Major-General with a knighthood, he could afford to buy his first car in peacetime England, for my Mother to use whilst he was away. It was an open two-seater Riley with a two-cylinder engine and paraffin lamps. It was considered to be one of the best models of its time for private use. It even had a canvas cover as well as a windscreen, and a sliced potato rubbed evenly across the glass made up for the lack of wipers if it came on to rain. However, first of all he had to teach my Mother to drive. She recalls that every lesson ended in tears and it was only after he had left England that she was able to learn the art happily, from the local garage proprietor.

This trip in 1920 was my Father's first acquaintance with large motor cars. He was leading a special mission to Hungary for the Allies to chase the Rumanian Army back to its homeland, and was issued with two practically new Rover-Sunbeam touring cars from a large government depot at Earls Court. These were the best that were available and, to make matters more difficult, they were equipped with acetylene lamps. The small entourage, loaded with 80 gallons of petrol, including Kosti (now temporarily in uniform for the occasion), set off under the magnificent seal of His Britannic Majesty's Secretary of State for Foreign Affairs, which read as follows:—

TO ALL WHOM IT MAY CONCERN

This is to certify that
MAJOR-GENERAL
SIR EDMUND IRONSIDE,
K.C.B., D.S.O.,
is proceeding on a special Mission to Hungary on the authority of the Supreme Council of the Allied and Associated Powers. He will be accompanied by one officer, one servant and two chauffeurs, and will travel in two motor cars, of which the following are particulars:—

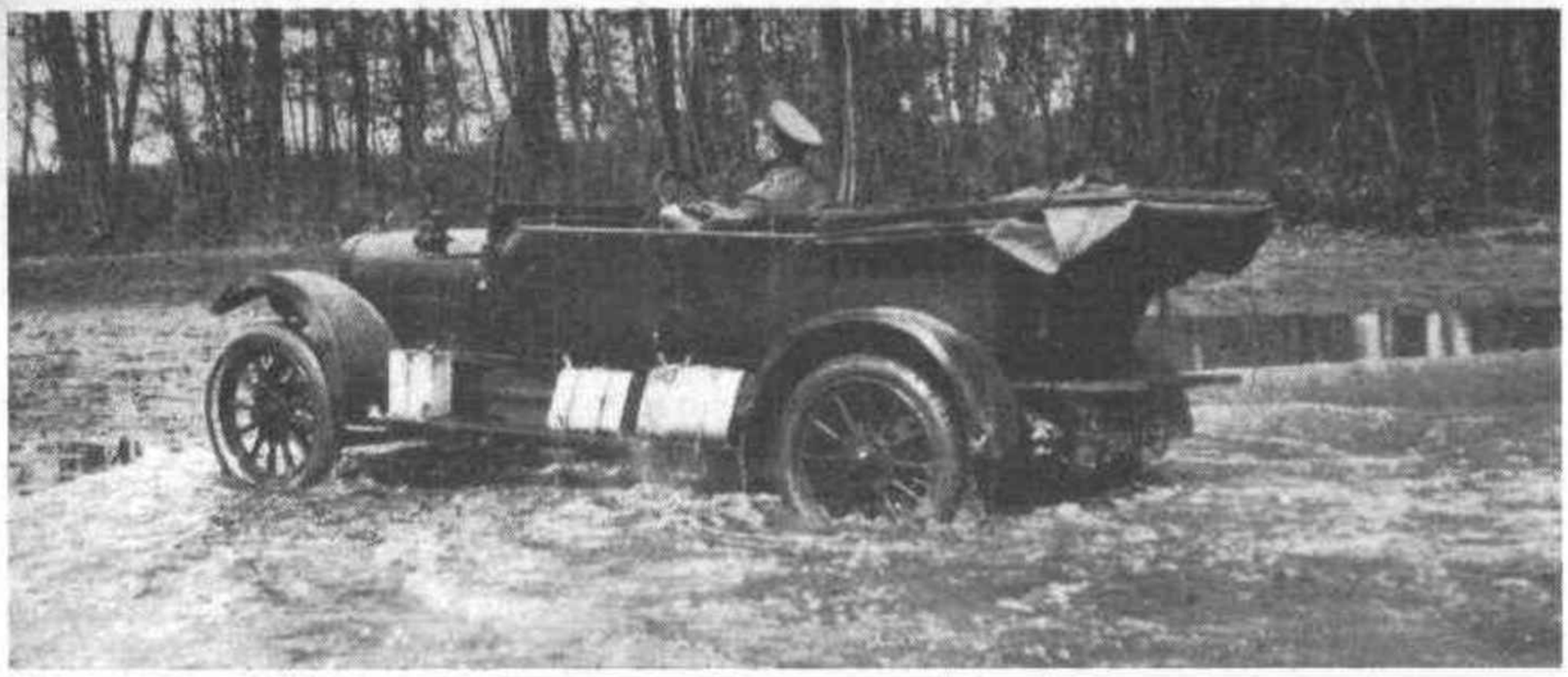
(1) Rover-Sunbeam Open Touring Cars.
(2) Colour—Khaki.
(3) H.P.—12/16.
(4) Cylinders—4.
(5) Seating Capacity—4.
(6) British Registration Numbers:—
L.U. 7505.
L.U. 7506.
(7) No. of Chassis—1055.
1095.
(8) No. of Engines—2107.
V.B. 2108.
(9) Value—£650.

It is requested that all whom it may concern will give every possible assistance to Major-General Sir Edmund Ironside in the furtherance of his mission.

CURZON OF KEDLESTON.
[Signed]



ONE OF THE Rover-Sunbeam cars negotiating the floods in Hungary, 1920. Back to horse-power!



MY FATHER driving one of the Rover-Sunbeam cars out of the Hungarian floods. Free at last!

It may have afforded protection to the person, but not to the cars. There were constant breakdowns, overnight stops for repairs, and at Basle the tempting sight of two large 75-h.p. Mercedes tourers with electric lighting going for a song was too good to be true. How easy it would have been to make an exchange, but Sunbeams had been issued and the Quartermaster expected Sunbeams back again. Besides, a British General on official duty had to be seen with British-made cars.

The most spectacular part of that long journey to Hungary was a hair-raising ride with the cars being transported by rail through the Voralburg Tunnel. The fact that petrol was almost unobtainable in war-torn Europe meant that the extra supplies were like gold and had to be watched all the time, so the party had to take it in turns riding on board.

After many more months of fighting in Turkey and Iran, my Father then came back to peacetime soldiering in 1921 as Commandant of the Staff College at Camberley, and with the prospect of a number of years at home he then bought himself another car, more suited than the Riley to his size.

As he comments in his diary of September 21st:—

"I shall want one for the family if not for myself. Cars are going down in price, but one with a movable seat capable of taking me is difficult to find. We are thinking of a 20-h.p. Austin. They are good powerful cars and stand up to the work, I believe." And so he bought the Austin and trained Kosti to drive it. "After his first effort he was so delighted that when he came in he took the cook and danced her round the kitchen."

Meanwhile, the little Riley carried on running. In November 1921 he records: "Took the little Riley up to Coventry to have the gears looked at and did the 80 miles in four hours. Roads north of Oxford in a bad state. I wonder when they will find something which will stand up against this appalling wear and tear of fast traffic. It seems to me that we ought to insist upon pneumatic tyres. I found one of the Riley sons, who took the car over. He was still running one of the same models." That statement perhaps speaks for itself and for the name of Riley.

Then, in May 1922, the Duke of Westminster was advertising his Owen Magnetic for sale. This was just the sort of opportunity for which my Father was looking, a large bargain-price car costing over £3,000 new, having covered barely 23,000 miles, and only nine months old, now selling for £350. Thus at last he had a "mount" that could bear him: "I have taken the plunge and exchanged my Austin for an Owen Magnetic. Whether I have taken my courage too much in my hands I do not know. The car goes magnificently in every way and is far superior to a Rolls. The electric drive is so very easy that the wear and tear on tyres and on the engine must be less. I think most people are too frightened of electric complications. The method of drive is really the best available. She was very dirty, and Kosti and I have been cleaning her up thoroughly and we are going to burn the paint off the wheels and repaint them yellow to go with the royal blue of the car."

A new car is just like a new toy. It must be shown off on every occasion: "Ran down to Bexhill with the new car and my wife. She is not so easy to drive though there is very little to learn. Distance 97 miles. The car does about 12 or 13 to the gallon, but one need only use petrol and not bother about benzole, which saves probably 8*s*. every time one fills the tank. The mileage thus comes up to about 16, so that I do about the same as the Austin. I ran back through London, making 110 miles, and stopped at Le Grice Elers, a firm of motor people, agents for the Owen Magnetic. They say I have a wonderful buy and I really think I have. They overhauled the car and say there is nothing wrong at all. I hope it will do us well. We must get a luggage carrier put on to the back and then we shall be up-to-date with everything."

But like all new "mounts", everything goes swimmingly for a while, until the first fall, in this case just after a mere 10 days: "A very hot day. Up to London and a burst tyre in consequence. I bought a new Michelin Cable 935 × 135, which with the tube cost me £16.20."

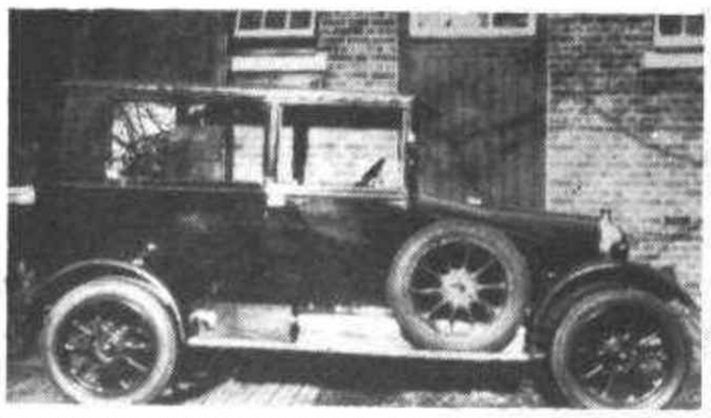


THE OWEN Magnetic, 1922, "*an uncommonly good buy*".

In June there was a drive to Epsom for the Derby, followed by visits to friends, attendance at official functions, and so on. The novelty wore off and the car slipped nicely into the background of English life. Various changes were noted. For instance in the middle of June: "Have fitted some things called 'Amplokons' to the Magnetic and put in two smaller jets in order to save petrol. The car seems to run just as well and probably a little steadier than she did, especially at the slower speeds. I see there has been a lot of correspondence in the papers about their use and, practically speaking, they have given good results, although theoretically they seem to be downed by all the experts." And finally by the end of June he had made up his mind: "Car running magnificently. We have consumed nearly 90 gallons of petrol since we had it a little under two months ago. It is a small part of the running costs when all is said and done. Tyres are always a good deal more. I think we have made an uncommonly good buy. I shall be so spoilt with this car that I shall never be able to drive another one with gears and crashing every time."

In August the valves were ground-in at Le Grice Elers, and in November a big-end bearing was replaced, and then Kosti, mad keen to join the Army, was recruited into the Tank Corps at the beginning of 1923. Also at this time, the first signs of trouble were appearing at the Crown Ensign Works at Willesden (817, Hawthorn Road, NW), when my Father drove there to have the electric switchgear repaired: "Discovered the Crown Ensign Works in a state of dilapidation, but the Manager and Head Mechanic both had a look at the car and the mechanic drove it round a bit. He said the difficulty was in the control mechanism and that the arcing was unavoidable. Otherwise she wanted nothing. They had a big Crown Magnetic there with a six-cylinder 38.9-h.p. Ensign engine and an open English body. They had a few improvements on her and you heard a little click when you dropped into each gear, which would make it much easier driving in the dark. She had a great bonnet on her like a Rolls. He tells me that there are about 40 Owen Magnetics in England and few of them have ever been in the shops for repairs."

The car duly went to Willesden for repair and a fortnight later he went down to see it, getting involved in a little company promotion on the way: "They have only one really good mechanic and he had taken things down to show me. The transmission is all right and that is the main thing. After 30,000 miles it requires no adjustment, which is a good recommendation. I saw the Head-man, called Gillet—most civil. He dragged me in to see his Solicitor in Chancery Lane, a little man called Bower, and I told him that the transmission was really good. They say that the licence on the transmission has been badly handled in the past and that they now have all the World rights outside America and are going to float a company. I expect they will be after me to take shares, but as I haven't any money, I cannot be tempted. He tells me that there were about 1,500 Owen Mag-



THE MORRIS-COWLEY saloon at Camberley in 1927.

netics made and that is all. I am going to write him a letter telling him how good I found the car."

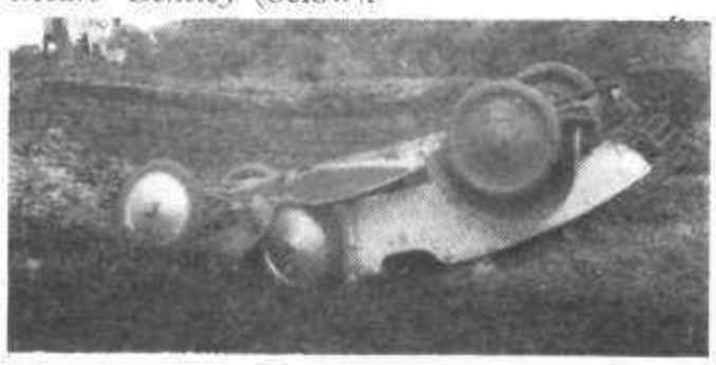
By the middle of 1924, after a trip to Belgium, the car had covered 37,000 miles altogether. My Father bought Kosti his discharge from the Army and he came back again to him as personal servant and chauffeur. In the new age of mechanisation, of which my Father was a proponent, he was an obvious target of the Motor Trade, which was now very much alive to the possibilities of business with the Armed Services. On October 8th, 1925, he was the SMMT's guest for dinner, the night before the Motor Show. The Home Secretary, Sir H. Joynson-Hicks, Guest of Honour, spoke of the increasing traffic and cost of building roads—exactly the problems of today. This was followed by a visit to the Motor Show, making comparisons with the new "cheap" American cars. Buicks for under £500, but the Owen Magnetic chassis at £750, an Aster at £620 or a Beverley-Barnes at £750, still seemed the best value for money. The most striking car was a Kissel sports-model. By the end of 1925, my Father was considering a new engine: "The old Buda engine is getting so very noisy at high speeds. A replacement Red Seal Continental engine for £150 would keep the car going for years. Our old Magnetic has been running since 1917 and has done 72,000 miles, and I see no reason why it should not go on for ever if it is treated properly." He felt that a sleeve-valve engine would be the best, perhaps a Daimler, Panhard or Minerva, but the problem remained. He even went to the Willys-Overland Works at the end of King's Road to consider a Willys-Knight engine. By 1926 he was back on half pay again and the coal strike put an end to ideas of engine replacement, at least for the time being.

With nothing to do, on half pay, and now living temporarily in Norfolk, my Father and Kosti spent a good deal of time doing odd repairs and tuning-up. The little incidents became the important event of a day, such as: "In running to Holkham, we managed to fuse all our lights and were stopped by a policeman, who allowed us to borrow a light and go on. He should have turned us in." A new car was out of the question, in any case: "I am much afraid that my friend Morgan of the Magnetic Car Co. has gone broke. He failed to bring down the finished car to a man called Johnson, who was quite prepared to buy one on my recommendation, and I don't believe he now has a single one on the road. I saw a certain number of Magnetics for sale by another firm, all the smaller kind, and he may therefore have sold up his stock. It is a pity, but I suppose, people are shy of anything new and also expensive. It is quite a different thing buying a secondhand car very cheap and running it. The amount of money required to run a car business in these days is colossal. All the other people connected with the Magnetic tell me that over £15,000 has been lost already in the Company. I can quite believe it, as the overhead charges are ludicrous." The car continued to be maintained by Kosti and my Father, and it became a sort of lifeline in Norfolk, constantly in use, fitted with a trailer and looking spick and span.

Then, at last it was back on full pay again, in October 1926, at Aldershot, in command of the 2nd Division, which coincided with another visit to the Motor Show. He was disappointed by the large number of stands in the hands of the carriage-builders. "I liked the eight-cylinder Beverley-Barnes, but I have now seen them in three shows running and have never seen any on the road. I was sorry to see that the Magnetic was not showing this year."



THE CONVOY of Ensign Magnetic, Bentley and straight-eight Wolseley setting off from Bombay to Meerut in 1928. *My Father and Kosti are standing by. The wreckage of Ronnie Mears' Bentley* (below).



PREPARING the Ensign Magnetic for crossing the Parbati River causeway. The car was driven over with the exhaust 12 *in. under water.*

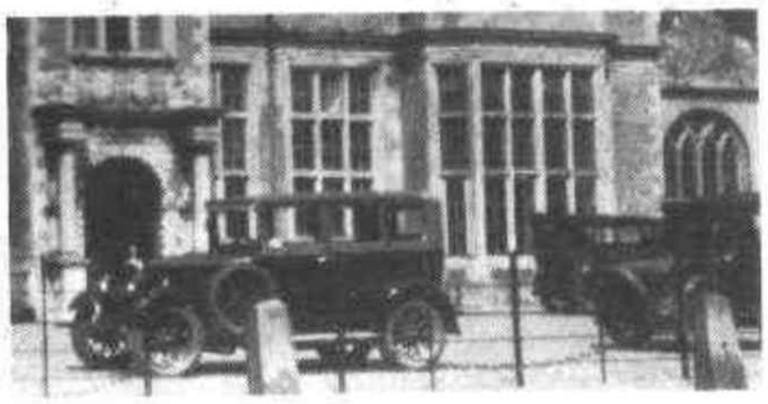
The petrol bills for the Magnetic in the last six months of 1926 showed 496 gallons at 13 miles per gallon, and a smaller second car soon became a necessity. So in January 1927, when the Magnetic was being dismantled and rebored, a Morris-Cowley saloon was bought, for £120: "I shall not register the Magnetic until the next quarter so as to save a certain amount of expense. The saloon will delight the family." Finally, when the Magnetic was ready for the road again, at the end of March after a complete engine overhaul, the mechanic fractured one of the half-shafts, having apparently applied the electric-brake fully at 30 m.p.h. or so. This was put right and the car returned to the road again with a new heart, having covered well over 100,000 miles. The electric-brake must have been tricky to use as again in March 1927, a mechanic fractured a half-shaft, not knowing what the effect would be if it was applied at 30 m.p.h.

The car, after its major overhaul, was running perfectly again. With no Government car at his disposal as at Camberley, a large reliable transport was necessary for the Divisional Commander, who had to tour his Command regularly. At this time, Le Grice Elers were offering a 1922 Crown Magnetic in yellow livery on a Berliet chassis, with the Minerva engine, for £350 and only 30,000 miles on the clock. Le Grice Elers wanted a quick sale and lent the car for trial, as the owner—a lady—had just inherited £190,000 and was going to live in Italy. So, in August,

my Father offered £200 and it was accepted. Kosti was immediately put to work with Simoniz cleaner and the result was a car as good as new, until a few days later in Norfolk there was a collision with the Walsingham Tax Collector, causing a damaged wing; not serious, but annoying.

In April 1928, he recorded 5,600 miles' driving in six months, at 13 miles to the gallon, with petrol at 1*s.* 5*d.* per gallon after an increase of 4*d.* tax in the Budget. With an appointment to Command the Meerut District in India, plans were made to ship the new car out there and drive on from Bombay. On October 10th the car was loaded on to a Cunarder at Liverpool and for £26 was transported to Bombay. At Bombay, on November 16th, everything was ready for the drive to Meerut, including Kosti, who now had an Afridi boy assigned to him. According to local opinion, only the crossing of the Taptee River looked as if it would present any problem, and sure enough it did, on the second day out of Bombay, when they reached it in the afternoon: "Then began our difficulties. The most frightful arguments with the men in charge of the boats. After a deal of haggling and actual measurement, I proved to them that one ferry boat would not take the car. It took over an hour to collect the other boat and lash it securely to the first one. The whole was towed over quite easily by a kind of swinging method, the men wading in the water, and the passage took about 30 min. Then came the real difficulty, as they proposed that I should let the car down very steep ramps into about a foot of water. The very minute it started I saw the chassis was going to touch and it actually did so on the edge of the boat, owing to the enormous length of the wheelbase. I had the car up again and the haggling began again for more ramp. I actually had to get my ruffianly Afridi boy to go off and fetch one from another boat. All the ferry-men began grumbling and I had to jump on them hard. Eventually, I rigged up something like a ramp and the car came down and rushed through the water and sand and up onto the road. I had taken off my shoes and stockings to help in the operations. and ran up to get my coat and money to pay them, when I discovered petrol and oil pouring out on the ground. Fearing the worst, we got the car up to the top of the incline and I dived underneath and, for a moment, I really thought that the bottom of the crankcase had gone. But the damage was only to the sump and I eventually blocked up the hole with a piece of stick. This doctored the oil question sufficiently, but the petrol tank was more serious. The exhaust pipe was fastened to the bottom of the tank and had been pushed up, making a little hole about ½ in. long. This we blocked up with soap and drove on into Sherpur to the Dak Bungalow. Here I found the petrol leak getting worse, so I had to do some thinking.

"The petrol tank had to come off and there was an end of it. The garage in Bombay had made such a fuss about taking it off that I thought it would be a big job, but we did it in half-an-hour and by 5 p.m. I had it off and on the ground. We were 1½ miles from the actual village so I stopped a two-horse cart and a native gentleman inside gave me a ride with my tank to the nearest iron-man. He couldn't solder so I had to go on myself into the town (which was having a market day) and



THE SECOND Morris-Cowley in 1930, *outside Felbrigg Hall, Norfolk.*

I eventually found a tin-smith. The whole place became pandemonium when I asked him to solder my hole at once, as he was actually engaged in making picture-frames and wouldn't turn over. I found my Urdu becoming more and more fluent, as I warmed-up to things, and the crowd took a hearty part in our doings. We were a better side-show than any other. How they love an argument! I believe that if I had given up they would have been quite annoyed. Finally I said that I would do the thing myself and persuaded him to produce his various instruments. You cannot imagine the enthusiasm and amusement of the crowd when I began, and the old tin-smith and his assistant actually left their frame-making and came and watched me. Then came the matter of payment. He ought to have paid me for the amusement and advertisement given to the crowd. I gave him a rupee and with that he was more than pleased. Then, with two men bearing the tank, I returned to the bungalow, and started to put the tank back again. We had emptied the petrol—nearly 25 gallons—into basins and thence into a big bath. We then found the bath was leaking steadily and eventually found we must have lost, one way and another, about 10 gallons. Still, the tank was in and the leak stopped. . . .

"Eventually we ran into the village and tried to get some oil. A crowd of shouting people in the pitch dark and the man who sold the oil was found to be away but would be back in an hour. I knew that it would be more and so we pushed off, after I had knocked down two of the crowd standing around me to get them out of my way. Then the climax arrived, when a passing *bhil*-cart dragged off our spare wheel and the extra tyre attached. The wheel we found—the tyre no, and so we had to go on in despair. . . ."

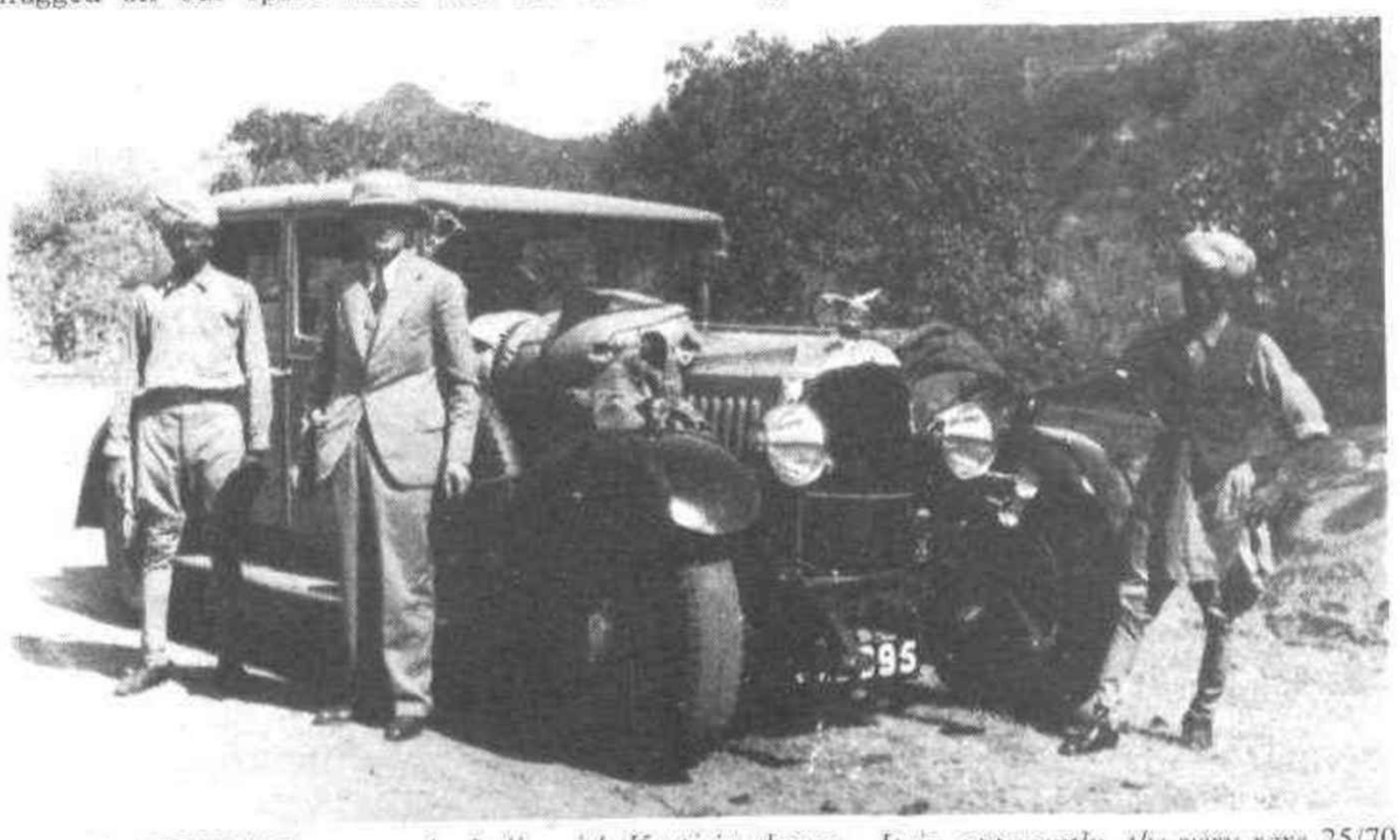
Permanent repairs were made at Delhi and the car took up station at Meerut, settling into the steady routine of Army life, with inspection tours, hunting trips and everything else. It was seen all about the Command, often unexpectedly, to the embarrassment of Junior Officers, who nick-named it the "Yellow Peril". It was not without its minor troubles, such as wing damage from bullock collisions, changing the Autovac to give a better petrol supply on steep hills, and replacing batteries, tyres and so on. That was all, until January 1929, when my Father was due for home leave and decided it was time to put the car up for sale. The advertisement in *The Times of India* read as follows:—

The property of Major General Sir Edmund Ironside, shortly going home:
32 HP Magnetic, gearless, clutchless. Easy to drive and maintain. Landaulette body by Clark of London—Aluminium bonnet. Rear trunk with two suitcases by Finnigan. Running Board gun box. This car has been touring all over India in cold, hot and wet seasons. Any trial. General Ironside's European chauffeur will instruct purchaser's driver in driving and maintenance. Photograph if desired. For sale at very reasonable price. Apply to C. Osterley, Flagstaff House, Ranikhet.

Its owner wrote: "Kosti has produced an offer for the Magnetic car for 2,000 rupees. This sounds a small price to give for such a car, but then it only cost me 3,000 rupees landed in this country after 1½ years' work at home. We have done nearly 50,000 miles in three years and all for a capital value of about £70. One cannot complain of that, if it comes off. I have told Kosti to close with the deal at once."

Returning to Meerut after home leave, Major-General Sir Ironside sighted the Magnetic on January 24th, 1931, in Jhansi Fort, laid up in a garage and virtually abandoned. It was sad to see it in this state. What an epitaph for a fine old car.

For the time being, at Holkam, my Father was driving the old Morris-Cowley saloon, which had followed the family from Camberley up to Norfolk. This was replaced by another one in August 1930. When my Father finally returned from India he had to set about finding a replacement for the Magnetic. Nothing had been so ideal for him



THE VAUXHALL on tour in India with Kosti in charge. It is, apparently, the very rare 25/70 *with fluid flywheel.*

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as the two Owen & Ensign Magnetics, covering between them from 1922 to 1930 at least 200,000 miles in all conditions across two Continents, when motoring was both hazardous and eventful at the best of times. This was well illustrated by his accounts and the fact that during these years, the necessity for a safe and reliable mode of travel was always in the forefront of his mind. He was an advocate of mechanisation, for which he battled hard from 1922 onwards, when he was in a position of influence. Later, when cars were more commonplace, other matters took precedence in his mind, but perhaps he created something of a record with the Magnetics.

The new venture, which was one of the first things I remember as a small boy, was the purchase on his 50th birthday, May 6th, 1931, of a straight-eight Wolseley saloon, Reg. No. YV 7923, from Watson of Aldeburgh, who supplied him with all his future cars up to 1939. He records, after taking it home: "Rather a triumph, as I haven't driven a car with a clutch and gears for 15 years, but it is a delightful car to drive."

Back on half pay again and home at Holkham, two cars were too much in the 1931 economic recession. The Morris-Cowley was sold and the Wolseley rebored to carry on transporting the family around Norfolk, whilst promotion to Lieut.-General brought with it the sinecure of Lieutenant Governor of the Tower of London. What a position for a man of action! The stagnation of half pay was intolerable, but he stuck it out.

Gradually the dead wood in the higher branches of the Army fell away and by 1933 my Father was offered the post of QMG of the Indian Army, after being on half pay for about 2½ years in all. The new appointment meant another car and he also bought his first house, at Hingham. The new car was a large six-cylinder Vauxhall saloon [25/70 h.p. ?—ED.] with a fluid drive [?—ED.], which like the Magnetics then travelled many thousands of miles up and down the Indian Continent, looked after, and mostly driven, by Kosti.

In 1934 the old Crown Magnetic was again sighted in the same garage at Jhansi completely abandoned and no more than a heap of junk. Home leave in 1935 brought promotion to General and, of course, the opportunity to buy another car with which to go back to India. Watson's produced an eight-cylinder Stutz, which as an American make would be more saleable out there than an English model, but then after he had been using this for a month or two, Watson's came up with a Daimler Double-Six, which with its fluid drive suited my Father better. I remember the first day we had it and my Father decided to clean the plugs. Being an inquisitive 12-year-old, I asked whether I could lift the other side of the bonnet and take a look. Of course the first thing I saw was six more plugs, so I enquired whether these were going to be cleaned as well. I was told that I was mistaken, as all the plugs were on one side of the engine and were now being cleaned. I protested, but it was not until my Father came round to look that he realised the car indeed had six more plugs and consequently 12 cylinders!

When the time came to return to India at the end of the summer, the plan was to drive



THE DAIMLER Double-Six at the opening of the Vimy Memorial, my Father and Christopher Stone taking lunch.

the Double-Six to Genoa, put it on the Lloyd Triestino *Victoria*, and then sail off to Bombay. But things didn't quite work out like that. After a troublesome trip with fuel feed failures and other stoppages right through France, the car finally had to be left behind in the care of friends at Cannes, with the idea that my Mother, coming later by boat, would pick it up at Marseilles. Everything went as planned, until she was watching the car being hoisted aboard and somebody showed her an English paper headline announcing "General Ironside appointed to Eastern Command". Thereupon she closed her eyes and ordered the car back to England and proceeded on to India as if nothing had happened, particularly as the Government were paying for her passage. The appointment took effect in 1935, so that when my Father returned he found the car waiting for him. Kosti by now was looking for a better position and finally and sadly left the family's service. However, the Army now provided a driver and servant and a private chauffeur was really superfluous.

The Double-Six Daimler ran well, but its main disadvantage was that it needed the continuous attention of one man; minor repairs, constant adjustments to the engine and so forth. It was a fussy car and was turned into Watson's again in 1936 in exchange for a Chrysler, which carried my Father happily for another 50,000 miles in the two years leading up to his appointment as Governor of Gibraltar in 1938. On the Rock, surprisingly enough, he needed more cars than ever and he sailed out there with three models. The first was a large 40-h.p. Lanchester coupé, a real Governor's car with extra rear seats and glass screens, which could proceed evenly and slowly in procession and allow the occupant to stand up and take salutes. There were not many makes designed for this military-style performance, and it was a thoroughly good car, later bringing him back through Spain in 1939, by special permission of Franco, to England again, to the new and final challenges of his career.



THE DOUBLE-SIX boards the ferry for France.

The second car was a Reo Royal, fitted with a torque-converter, and the third—the only new car he ever purchased in his life—was a small Ford saloon. The War came and the cars went up on chocks. But then finally came a Rolls-Royce, quite by chance, when my Father was CIGS in the first few months of the War. I mention it because it had an unusual feature in the design of the windscreen. Sir Geoffrey de Havilland had made a patriotic and generous gesture towards the War effort by handing over his personal Rolls with its aerodynamically-designed body as a gift to the Army for the use of the CIGS. The windscreen was divided and the flat surfaces in reverse slope met in the middle, giving the impression of the stem of a fast motor-boat. It was not a good arrangement for driving as the field of view was obscured at a critical point, but the car remained with the Army until Monty bought it back from them, when he finally left active service with NATO. As far as I know, he still owns it. In 1945 the Lanchester was sold and I later saw it running in Sunderland as a taxi. After that there were a succession of small Daimlers until my Mother finally sold the last one after my Father's death in 1959, together with the Eagle mascot which has been on every car since 1920. Needless to say, the back-rest of the driver's seat was stretched beyond repair!

Looking back over the decades, I have counted as many motors as years that have gone by, but I have only mentioned the principal models of which there is a definite record. I think that the significant factor is that from the point of view of travel worthiness, he got the best value out of the American cars. This I believe is still true today, all things being equal. But all things are not equal and the trend to Continental models really reflects the desire for robustness and simplicity which often seems to be missing in the British designs. Not all models exhibit these features but many do, and they offer greater comfort over long distances, especially for a bigger man like myself. I always feel that the lack of room inside the Jaguar is ridiculous by comparison with its length, and the narrowness of Rover seats assumes that all men are built like fly-weights. It is difficult to find a roomy car in the popular ranges and even Ford's big models lack space nowadays. I am sure that the average human size is not diminishing, yet car designers seem to take an opposite view and work on the theory that it is. One day, no doubt, they will discover the truth and then maybe we shall have cars of more generous internal proportions.

Book Reviews

"History of Lamborghini" by Rob de la Rive Box and Richard Crump. 169 pp. 9¾ in. × 7 in. (*Transport Bookman Ltd., Syon Park, Brentford, Middlesex.* £7.00. *Postage 35p extra.*)

With the appearance of this book, a joint effort by Richard Crump of the VSCC and his Motor Trade friend Rob de la Rive Box, another gap in the files of one-make history is filled in. Ferruccio Lamborghini did not turn to automobile production until 1947 and it wasn't until 1963 that he began planning production of the Lamborghini GT cars, as rivals to the best that Italy could then offer in this field. So it may be thought that this history of a so-recent make is rather premature. However, Lamborghini owners will no doubt welcome coverage of all the Lamborghini models to date, and a potted description of how it all came about.

This the book offers. There are 19½ pages about the beginnings of Lamborghini supported by numerous pictures and another 133 of these art pages are devoted to tabulated specifications and good illustrations of all the Lamborghini models—350GTV, 400GT, Marzel, P538, Monza, Miura, Espada, Islero, Jarama, Jota, Urraco, Countach, and variants of these. As the authors remark, the Countach may be the last of the supercars the World will see and it is pleasing to have this compact record of how it began and where it has got to, at Sant Agata. I would have liked broken-down production figures, a list of owners, and a little more inside information for the price of the book, although if you can afford to buy and run a Lambo, what is seven quid for its story? There are some Press quotes, from British and American motor papers; about the only one from MOTOR SPORT seems to be D.S.J.'s comment that the Espada at the 1968 London Motor Show should have been given a prize for ugliness, although we have kept a pretty careful eye on Lamborghini along the years. The only performance figures quoted concern estimated top speed, so far as the tables are concerned and in other ways the book is a bit superficial. Nice to have it, nevertheless. Incidentally, for the record, as they say, I do not think Ferruccio found a 500 c.c. four-cylinder Fiat to tune in 1947 but I can believe that he increased its engine capacity by 181 c.c.—W.B.

"How To Watch Motor Racing" by Stirling Moss. 152 pp. 8¼ in. × 5½ in. (*Gentry Books Ltd., 85, Gloucester Road, London, S.W.7.* £3.25.)

This is a subject which D.S.J. has written about in these pages and now Stirling Moss has devoted a complete book to it. Stirling deals with not only how to get the maximum of enjoyment from watching motor racing but what it is all about—blending history with why competition cars are built the way they are and the techniques of driving them, even to elaborations of those early diagrams that sought to show how to corner quickly. He then goes on to discuss watching practice, starts of races, how to effectively keep a lap-chart, and how to understand and appreciate the techniques used by drivers as a race progresses. He gives tips about using a stop-watch at races, describes some typical hard-fought contests and the book concludes with a spectator's guide to the GP circuits, Moss starting with Monaco as the one he says is ideal from both the onlooker's and the driver's angle. The book touches on other aspects of the Sport besides GP racing and, being written by an expert, is something for reading during the winter in preparation for another season's spectating next year.

The dust jacket has a fine picture of the author, even if, as someone remarked, he seems to have gone in for a blue-rinse. I liked the picture of Nuvolari in an Auto-Union and primitive vizor at Berne in 1937 but was horrified that Stirling does not appear to be certain that it is a Crouch that his father was driving at Brooklands in the 1920s.—W.B.

One of the best general books about motorcycles yet published is "Classic Motorcycles" by Vic Willoughby. It is packed with excellent pictures of bicycles old and new, mostly in fast action, backed by sectioned drawings of engines, etc., and supporting text by this very knowledgeable writer. Willoughby tells how he got his BMCRC Gold Star at Brooklands on a petrol-burning 1939 Velocette Mk. VIII, the only petrol 350 to do this and most of his text is about racing. There are 25 colour plates and all the great makes are dealt with, from ABC (and even Ner-a-Car) to Yamaha vee-four. I am not writing more, because I want to get to really enjoying this book, which is just the job for introducing car folk to two-wheeler history, even up-to-date history. It is excellent value at £3.95, especially as many of the 240 photographs are rare contemporary shots. I love the one of the "Right Crowd" watching Fernihough being push-started at Brooklands on the blown Brough Superior but younger enthusiasts will warm more to the many pictures of Husqvarna, Benelli, Ducati, MZ, Honda, Suzuki, Yamaha and the like. The publishers are The Hamlyn Group, Astronaut House, Hounslow Road, Feltham, Middlesex.

* * *

More titles have recently been added to the Olyslager Auto Library. They include a pleasing survey of "Motorcycles to 1945" with reproductions of contemporary advertisements, and lots of rare and interesting pictures, even drawings by motorcycle artists, while as the Editor is Bert Vanderveen there is much absorbing data appertaining to both World Wars, with a table of the numbers of each make of machine in possession of the British Armed Forces in 1918, together with a breakdown of makes of sidecars. Fascinating, as well as informative. Other titles in this series are "Cross-Country Vehicles from 1945", also edited by Vanderveen, and "British Cars of the Late Fifties (1955-1959)". The publishers are Frederick Warne, 40, Bedford Square, London, WC1B 3HE and each volume costs £2.95.

Cars In Books

I HAVE CEASED to be surprised at the unusual places in which one finds references to cars. A book my wife had been reading, "Laura Knight" by Janet Dunbar (Collins, 1975) contained a mention of an early motor car, she informed me. So I looked, and soon came upon the inevitable references to motoring. The great artist had married Harold Knight and in 1912/13 they were living at Oakhill in Cornwall, where the low rent asked enabled them to do "something they had often talked about: they bought a car, a small Belsize". They enjoyed driving this along the coast and inland but it was sold in 1915 when the war changed almost everyone's way of life.

They do not seem to have bought another car. But later in the book there is an interesting reference to Dame Laura Knight, R.A., hiring "an old but meticulously-groomed Rolls-Royce car" to take her to her painting assignments. She had been told about it by Ally Bert, one of her circus friends. It was run normally as a wedding and funeral car by a Mr. Sully, who had a garage in Brixton. He agreed to drive Dame Laura to Epsom and Ascot for the racing and generally look after her. She painted from inside the Rolls-Royce and from its roof and when she was invited to paint at the gipsy camp on the Common at Iver in Buckinghamshire, Mr. Sully took her there as well, leaving after breakfast each morning and returning at a late hour. She was frequently photographed by the Press, working from the Rolls. This seems to have been in 1931/32, certainly not later than 1935, so the car was no doubt a Silver Ghost. A picture of it in the book shows it to have been an enclosed-drive landaulette with disc wheels, the spares side-mounted.

Later in this interesting book there is a description of an accident involving the Duke of St. Albans' Rolls-Royce when it was conveying Dame Laura to Upper Grosvenor Galleries for a TV interview in the summer of 1969, when she was 92. She was thrown off the seat onto the floor. But she insisted that the interview go on, although the collision affected her hands and legs for a while. One wonders whether these two Rolls-Royces survive? Over, perhaps, to the RREC or to Mr. John Oldham.—W.B.

The MG-B/C Club

ALL THOSE readers who wrote in earlier this year suggesting a Club for MG-C owners need want no longer, they have their wish. If they don't mind sharing with MG-B owners, that is. John Hill informs us that he is secretary of the MG-B/C Club formed earlier this year to cater for these two models plus V8s and any later MGs which may be introduced. Since production figures for the two models exceed the total MG production for previous models the Club is said to be proving very successful.

There's a useful service for the supply of new and secondhand spares: an average of two cars are available for spares each month and even a damaged V8 is included in the itinerary of spares available. Technical advice is readily available and the Club Newsletter includes technical articles, competition modifications, historical articles, news of spares, members sales and wants, even jokes, we're told.

John Hill can be contacted at The "B" Hive, 197 Walkwood Road, Hunt End, Redditch, Worcestershire.

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2500S—Flagship of the Triumph range



AT A TIME when Secretary for Trade Mr. Peter Shore was lecturing the country about buying British (although surely he should have been advocating trading in European cars since, by the edict of the people, Britain is a small parcel of the European continent?) it was a comforting feeling, in more senses than political, to be driving the new Triumph 2500S.

I was able to try this latest car, of a make which may well become British Leyland's prestige product, in about as varied driving conditions as you will encounter in this Island during the summer months—Motorway cruising, dawdling along Shropshire lanes when we were early for a dinner date, twisting it in a hurry over the Welsh hills, negotiating heavy London snarl-ups, and inching it along in what I can only hope, for the sake of the good folk of Kent, was a record hold-up on the A21. This extended getting-to-know the new Triumph top-model was arranged by Ann Whitehouse, who looks after this section of BL Press services with notable efficiency.

What the Triumph design-team has done is to get rid of the never-really-trouble-free petrol-injection 2500PI engine and provide one using two SU HS6 carburetters to give, they claim, a car with the smoothness and silence of the old 2000TC, the performance of the 2500TC, and a little extra refinement of its own. It certainly seemed to me a very nice motor-car under the varied conditions in which I used it. The engine is a long-stroke (74.7 x 95 mm.) six-cylinder of 2,498 c.c., giving 106 (DIN) b.h.p. at 4,700 r.p.m. but able to operate without anxiety up to 5,750 r.p.m. It is, let us agree, an old-style iron engine, with four main bearings and push-rod o.h.v. In this the BL policy is one of economy, as it is in scrapping fuel-injection, which may require correct servicing but which offers bonuses even on family-style cars in respect of fuel conservation and quick starting.

However, this old-fashioned Triumph Six starts very urgently if the manual choke is employed and it gives adequate performance in conjunction with a four-speed gearbox having overdrive on third and top. You can count on a top pace of around 105 m.p.h., which is mostly purely academic these days, and 0-60 m.p.h. step-off in 11¼ seconds.

The power is delivered smoothly and quietly, helped by good sound insulation, so that wind noise is more obtrusive than mechanical cacophony. The gears are changed by a substantial non-spring-loaded lever with long movements. It is a reasonably pleasant one to use unhurriedly, and the very convenient flick-switch for bringing in overdrive is on the lever's knob. The clutch is rather heavy but smooth, the disc/drum servo single-circuit brakes also smooth, light and progressive. The central handbrake has an enormous grip and small movements.

Comfort is the key-note of this big Triumph. The seats are large and well padded, the steering column adjusts for rake, and there is ample ventilation from side eyeball and central adjustable fresh-air grilles. The trim is cloth, with simulated leather on the doors, and walnut cappings on doors and facia. Pile carpets, well fitted, add the required touch of luxury. There is a vintage look about the facia, with scattered instruments on a wood background. A clock, with seconds hand (why?) on the left is augmented by heat, voltage and fuel-level gauges and the matching, white-digit Smiths speedometer and tachometer. The circular Triumph warning-lights cluster and the rotary lamps'-switch extending from the steering-column are retained, as are the two control-stalks, the r.h. one working the turn-indicators. This one has the horn-button on its extremity but I prefer the horn switch to be on the steering wheel. All knobs are large and well symbolled, the three-spoke steering wheel has a leather-covered rim, quarter-lights are provided in the front doors, and the new 2500S looks every inch a Triumph, although the new-style cast-alloy wheels, shod on the test car with Michelin XAS tyres, and the new badge with emphasis on the "S", single it out.

The all-independent coil-spring suspension gives an easy ride on normal roads and the power steering, if a little vague, allows three turns from lock-to-lock to be used, for quick response, with a small turning-circle. The engine does not belie its ancient ancestry unless well and truly extended and at 70 on a Motorway the engine speed drops to 2,650 r.p.m. if overdrive is engaged, a very restful pace. This overdrive also helps to give a good r.p.m. figure—over a big mileage I recorded 28.1 m.p.g. The fuel light remains on for a very long time before replenishing of the 14-gallon tank is necessary. The pedals are large but wide-spaced. The heater on the central console has sensible and nicely-contrived controls. Stowage is provided on under-facia shelves and in a lockable, wood-lidded cubby hole. The splines of the i.r.s. prove sticky when starting from rest and, perhaps peculiar to this particular car, irritations were a vibratory rear-view mirror, an external door mirror that was too loosely mounted, and water entering the boot and soaking the carpet if the Triumph was left out in heavy rain.

For those who appreciate a car of crisp Michelotti outward styling combined with a vintage specification and interior, the Triumph 2500S, at £3,353.22, should make its mark. The test car had tinted glass and a Triplex laminated windscreen and in some 1,300 miles I found it to give pleasurable motoring and to have had an oil thirst of almost nil.—W.B.

In Print

A READER has thoughtfully sent us two publications of motoring interest. The first is a Burnham Signs brochure, which illustrates some of the vehicles used by the firm, which supplies the AA, Duckhams, London Transport, etc. with road signs, down the years. Their 1907 van needs an expert to identify it. Other pictures are of Mr. F. Y. Burnham's 1921 10 h.p. Citroën tourer, similar to the one in which I was driven by a relation's chauffeur along the S. Wales lanes of the period, the Company's 1932 Austin 10/4 van, which should interest the Austin Ten DC, and their modern Ford Transit.

The other publication is a very nicely illustrated Rosser & Russell Ltd. advertising brochure, interesting to me because it refers to how this well-known firm of heating, ventilation and mechanical engineers bought its first motor van in 1913, and of its association with George Constantinesco, the Romanian scientist. Although it is stated that Constantinesco developed his famous propeller interruptor gear at the Company's Queen's Wharf in the later years of the 1914/18 War, and a howitzer that blew itself into the canal at Alperton, his automatic transmission isn't included. He is, however, credited with tuning a Citroën for Lord Halsbury, using a form of steam injection, which is said to have resulted in a speed of 85 m.p.h. on the Kingston By-Pass. This seems fast, but the car may have been a r.w.d. Citroën Six of the period.

From the magazine of the Malaysian & Singapore Vintage Car Register we learn that bits of the famous R. T. Horton offset single-seater K3 MG have been coming to light which may result in the car being rebuilt to near its original form. Also, that this year's Malaysian GP was won by B. Tyler's Model-T Ford.

W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



WINIFRED BODDY presents the MOTOR SPORT *Brooklands Memorial Trophy to winner H. R. G. Conway (Bugatti), while third-place-man, VSCC President Bernard Kain (Bugatti), looks on approvingly. Colin Tieche, placed second in his J4 MG, was unfortunately having a ride to hospital in the ambulance while the ceremony was taking place!*

THE VSCC WINDS UP AT LLANDOW
(August 30th)

THE VINTAGE SCC went to Llandow circuit, near Cowbridge, in Welsh Wales, for its final race meeting of 1975, repeating the 1973 pattern. This had the quaint merit of providing a suitably primitive setting, with a taste of "early Bol d'Or" about it, *i.e.*, the one-mile course is bumpy, pot-holed in places, with grass showing above the surface, and the uncovered wooden stands have about them something of the atmosphere of an early French road-race. Because the course is so short credit laps have to be awarded even to some of the less-pedestrian cars, to avoid early starters in handicap races coming round while the back-markers are still on the starting grid, to the confusion of the onlookers. And it is a long way from London and the Midlands. Against this, Llandow lets you camp, there is sea close at hand for hardy bathers and the August VSCC meeting was a pleasantly informal affair. Unfortunately, from our viewpoint, the lack of any Press facilities made reporting in the rain difficult, as Tony Bird had summarily refused us permission to join the concourse of vehicles at the start/finish line, which is out of sight from the Paddock, after we had thoughtfully provided ourselves with an openable mobile Press-box on Dunlop tyres, in the form of a Triumph Spitfire . . .

Racing opened with a 10-lap Scratch Race for vintage and p.v.t. cars, won without apparent effort by Ellison's aluminium-bodied 1½-litre Riley, which lapped at 69.23 m.p.h., Bond, high-revving the blown engine of his Austin Ulster, being second and Taylor's Aston Martin third. Already the alarms and excursions had started. After McGrath had so very nearly had his yellow Austin 7 roll over, Philbrick's Nippy Austin hit another car at Paddock corner and slowly inverted itself; this on the first lap of the first race! The ambulance was required, but injuries were minor.

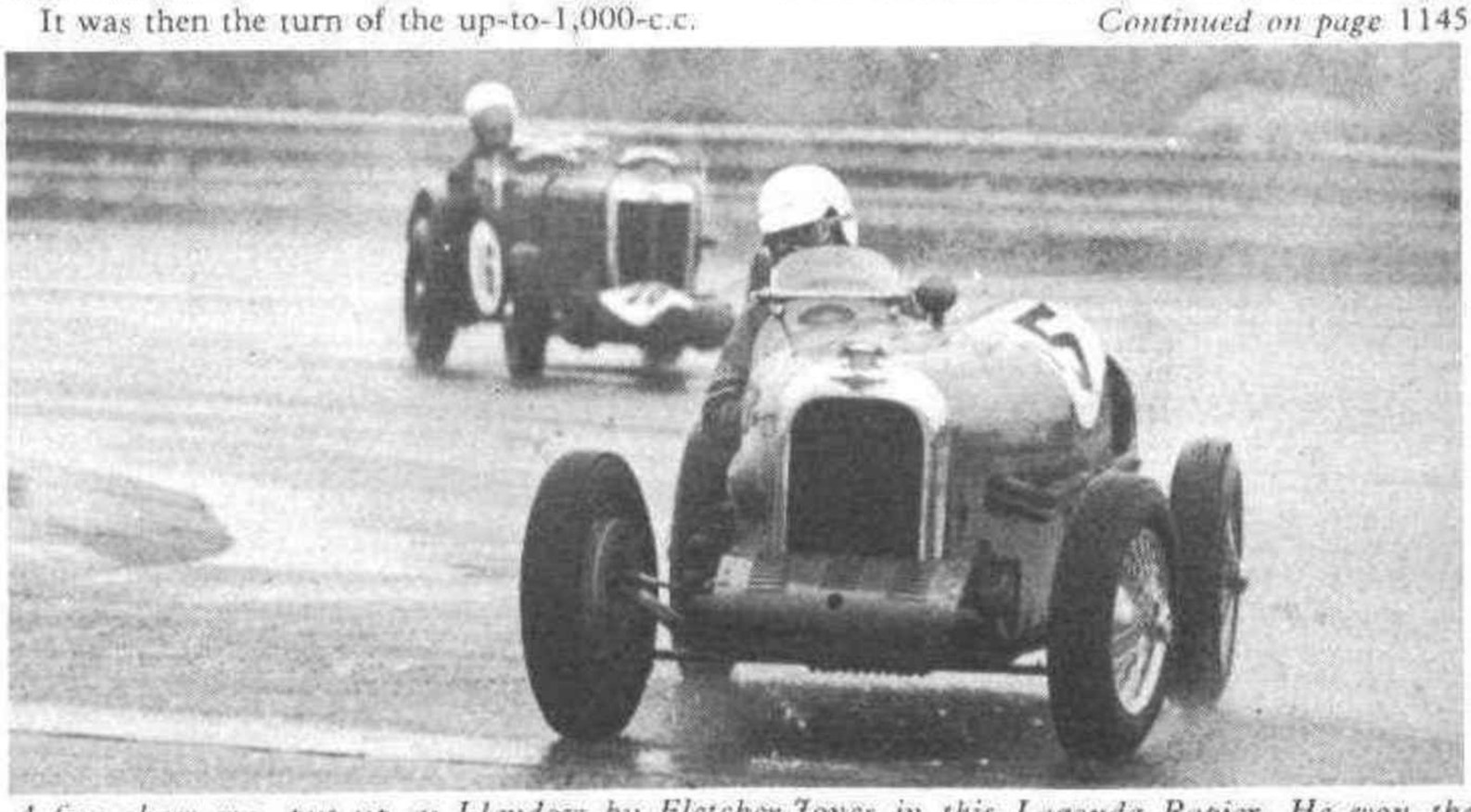
Next we had the combined Holland, Melville and Geoghegan Trophies Race, to a total of 20 laps, but only 12 counting for the Melville, a cause of some confusion in apportioning points in the MOTOR SPORT Brooklands Memorial Trophy Contest. But it was a great sight, as Footitt kept the Cognac Special ahead of Kain's Bugatti. At one time Footitt appeared to be slowing but he opened up again when Kain pressed him, to win at over 75 m.p.h. Another intense struggle was taking place behind, with Conway, Junr's road-equipped Type 37A Bugatti staying ahead of Smith's hydraulic-anchored Brooklands Riley Nine, but only just ahead, especially at the corners, for the entire distance. It looked unsensational but Smith must have been trying as hard as Conway and they were respectively winners of the Melville and Geoghegan trophies. Conway, like Footitt, was awarded 18 points for his efforts. But the Holland contestants had, naturally, lapped the smaller-engined pair. Musselwhite spent much of *his* time in incipient spins in his smoking MG.

Rain made the third race difficult to report (porridge-like notebook, Tony!) but we can say that in this 10-lap Handicap credit laps were used, so we might not have been much the wiser, anyway. The results gave Gillies in a 1½-litre Riley as the winner, from Macpherson's Frazer Nash and Daniel's Hopper Special BMW. While getting soaked in the Paddock stand we thought Ellison was going to score his second win. But he spun off right at the end, leaving victory "on the road" to Tony Jones and "Patience". There was another small incident, when Taylor's Aston Martin, now driven by Crellin, tangled with the Hotchkiss.

It was then the turn of the up-to-1,000-c.c. cars to contest the Spero and Voiturette 20-lap race. On a still-wet track Fletcher-Jones did tremendously well, leading all the way in the Lagonda Rapier and being over a lap ahead of the opposition at the finish, having averaged 57.56 m.p.h. and lapped at 59.82 m.p.h. Tieche, leading for the MOTOR SPORT Trophy at the beginning of the meeting, was second, his J4 MG being blown but giving away 340 c.c. to the Rapier. Barbet's Riley was third, Eyre's Ulster Austin won the Voiturette part, and Maxwell's twin-cam fabric-bodied Salmson won on handicap; but there was no doubling up of points this time.

A 25-lap Allcomers' Scratch Race promised excitement, until we found that the entry of 14 included only three post-war historic racers, all Maseratis, of which all three were non-starters, Summers' Type 34 consolidating its absenteeism, Margulies' having destroyed its gearbox in practice, and Felton's so-called 1938 car doing three laps beforehand, only to go off-song and return to the Paddock. It was left to Freddie Giles in the borrowed Cognac to keep us on our toes, as he so nearly lost it in different types of slides on the wet

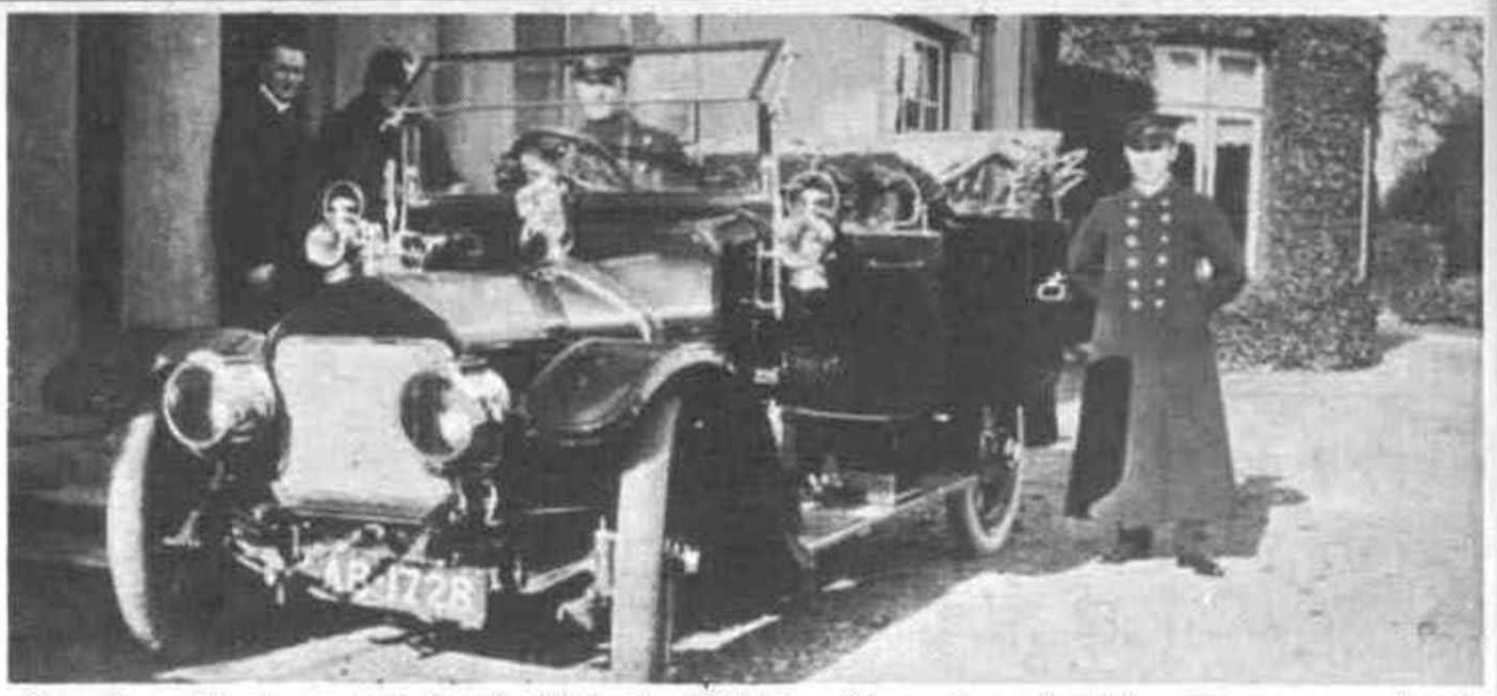
Continued on page 1145



A fine show was put up at Llandow by Fletcher-Jones in this Lagonda Rapier. He won the Spero Trophy Race and also a 10-lap handicap.

Chauffeur's Column

[My request that old chauffeurs with interesting driving careers behind them get in touch with us, so that we might interview them for the purpose of recalling unusual cars they had in their care, the conditions appertaining to those days, when there was a decent relationship between their employers and themselves, often extending over a lifetime, and when the cars they tended were valuable, individual aspects of a leisured family way of existence, has met with a sufficiently good response for old-time chauffeurs, an all but defunct breed, to be given a column of their own, so that we can recall experiences from an age that has departed and the like of which will never be seen again.—Ed.]



Chauffeur Dench seated in the Wolseley-Siddeley. Note the splendid uniform worn by the valet alongside the car.

ON A BLAZING hot day last August I drove a Triumph 2500S comfortably out through the SE suburbs of London and on the A21 towards Hastings, only to come upon long hold-ups beyond the Sevenoaks/Tonbridge By-pass, as coast-bound traffic came to a halt at Pembury. This caused me to arrive over an hour late for an interview with Mr. Dench, who had been a chauffeur in private service almost all his life. The meeting had been kindly arranged by one of his sons, Mr. B. A. Dench, a fruit-farmer who enjoys driving, now in a Peugeot estate-car, after a spell as a satisfied Renault owner.

His father was born in Crawley, Sussex, in 1892 and remembers being taken to see the Emancipation Run from London to Brighton in 1896. Leaving school at 14, he was apprenticed to Nightingale & Thorpe of Crawley; he has a fine framed photograph of the garage workshops at this time, in which beyond a line-up of period motor cars can be seen a tricycle the garage made for a local chemist whose injured leg made ordinary gear-changing impossible. Mr. Thorpe invented and installed an infinitely-variable belt drive on this tricycle, worked by moving a control lever to take the drive from a 5/7-h.p. Peugeot motorcycle engine. The cars young Dench worked on included tiller-steered Lanchester, two chain-drive Panhard-Levassors, chain-drive Lorraine Dietrich, etc. He learned about sprags, acetylene lamps that went out if water got into them, treating cone clutches with collan oil and bits of hack-saw blade, and about hot-tube ignition—concerning the latter, Mr. Dench remembers Mr. Thorpe buying an ancient Daimler and selling the platinum-tube in London for more than he had paid for the car. Another local car was an Arrol-Johnston dog-cart, owned by Mr. David Hoadley of Handcross. It was started by the driver first tilting the steering wheel, then standing up and pulling the engine over with a rope—Mr. Dench gave me a demonstration of this cranking process of 70 years ago.

He recalls the local police traps of those days, when the fine for exceeding 10 m.p.h. beyond the Sun Hotel was a stiff £5. The AA scout in Crawley was Billy Beale, who used to warn drivers of an impending trap by standing outside the hotel with his AA disc reversed and painted red. Grateful autocarists would throw him tips as they slowed down. . . . The foreman, Mr. Nimmy Nichols, who had previously worked at Brooklands, used to trick the police operating the trap either by going into it at high speed and then pretending to break down before he had been timed, or by spinning his test chassis round on its steel-studded tyres and returning the way he had come!

Mr. Dench joined-up in 1915 and was posted to France, where for four years he drove sleeve-valve Daimler ambulances. He was attached at various times to most Divisions, picking up the wounded at RAPs and conveying them to MDS, or to CCS further back—some older readers will recall these first-aid posts. Where the Daimlers couldn't go Model-T Fords with two stretchers were used.

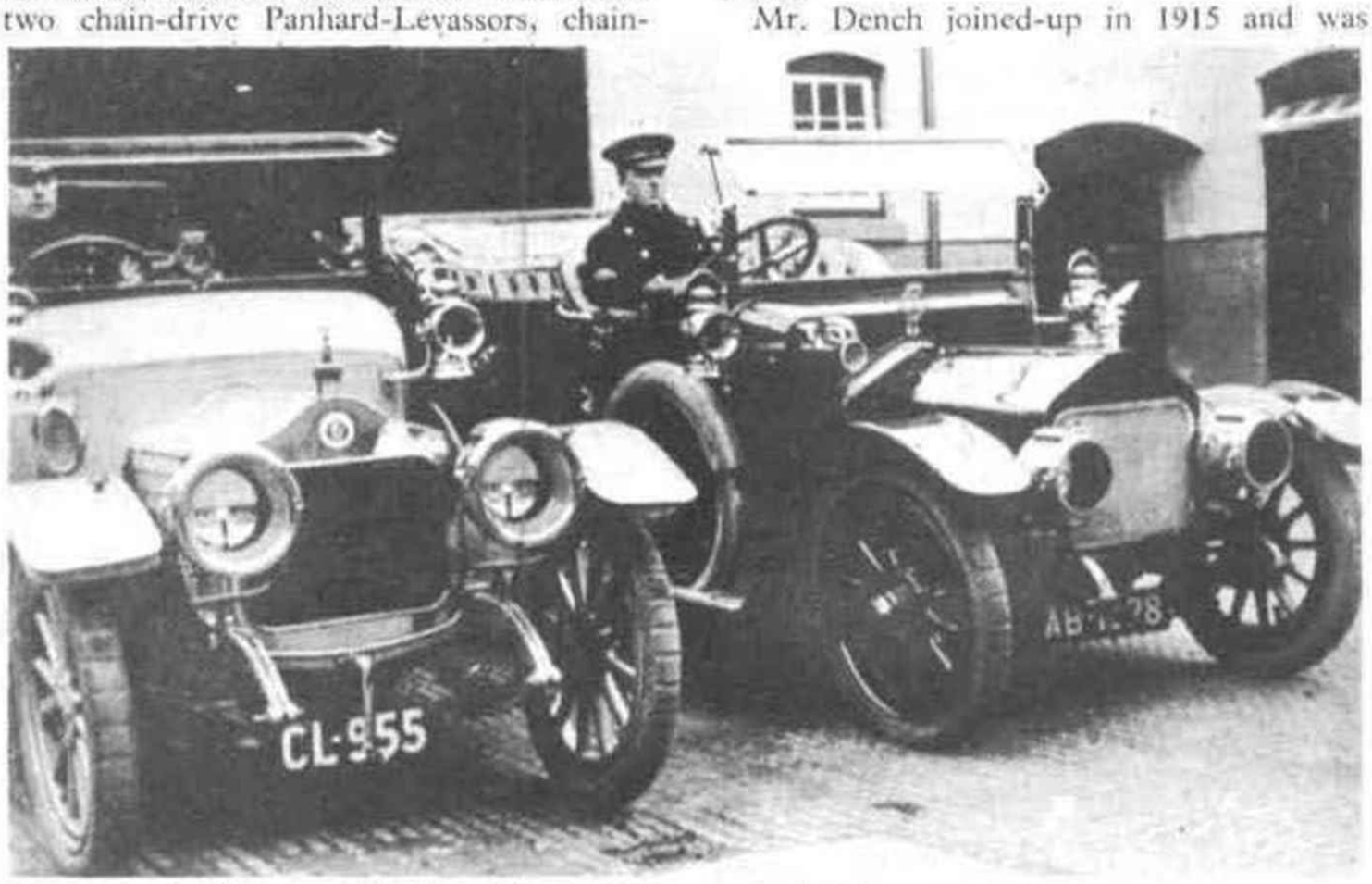
Demobbed, the now experienced Dench went back to his job as chauffeur to Mrs. Cheape, mother of the famous polo-player, who lived four miles from Redditch. The mainstay of the motor stable was a pre-war 16/20 Wolseley-Siddeley, backed up by a Minerva of similar age and an Argyll. For three months in the summer the Wolseley-Siddeley was driven from Worcestershire to the owner's three houses on the Isle of Mull. It was the first car to penetrate to that side of the Island, after being hauled off the ferry by ropes. Mr. Dench, who by this time had a second chauffeur to assist him, remembers taking the car back to Adderley Park for its annual overhaul, before the long journey to Scotland. This consisted of the car being completely stripped to its component parts, and repainting of the body. Wolseley's had a test-track round the factory, on which it would afterwards be tried out. On one occasion a mosquito had got under the layer of muslin used to protect the wet varnish and the chauffeur was not allowed to remove the car until it had been repainted. They were lent a Vulcan while this was going on.

When Mrs. Cheape died he took a job with Mrs. Edie of Rigby Hall near Bromsgrove. Here, besides having care of a 28-h.p. Daimler, he also had charge of the house lighting-plant, a Crossley gas-engine that required the assistance of the head gardener to get it started, and which had a tendency to blow out its porcelain plug.

On the death of Mrs. Edie he went to work for a Mr. Low in Essex, taking with him the Daimler which had been bought by his new employer. Other cars used by this family were a Calcott and a Wolseley Hornet. The son, who was at Cambridge, had a Salmson. When the Daimler was sold Mr. Dench went to Longbridge to take delivery of a new Austin Twenty.

In 1926 he took a job the other side of Tunbridge Wells, where they had a 30-h.p. Armstrong Siddeley, backed up by smaller versions of this rugged make. He remembers the Armstrong Siddeley 30 as under-tyred, so

Continued opposite



Dench in the Wolseley-Siddeley with the Minerva of the Cheape family.

LLANDOW—continued from page 1143

course. But he managed nevertheless to keep comfortably ahead of the flying Phillips in his 328 BMW. Black drove nicely to third place in his Alfa Romeo and Selwyn-Smith's 328 BMW was fourth, in this sadly processional event. Footitt knows the AC-GN better than Giles but both are pressers-on. Yet whereas Ron made fastest lap of the afternoon in his race, at 79.30 m.p.h., the best Freddie could do on the now slippery course was to average 61.42 m.p.h. for the 25 laps, against Footitt's 75.24 m.p.h. for his winning 20 laps when the course was dry.

The sun, alleged to be rare in Wales, returned for the remaining three 10-lap races. By grace of three credit laps White's 1921 touring-bodied push-rod-o.h.v. GN was victor of the first handicap, at a rousing 40.54 m.p.h., which makes us wonder whether any VSCC or BARC race has ever been won at a lower average? He kept dutifully to the right, even when puddles drenched the air-cooled propellant. Adams' 4-seater Riley 9 was second, Musselwhite's MG third, with best lap at 62.72 m.p.h. by the J4. Fletcher-Jones then endorsed the effectiveness of himself in the Rapier by winning a rather similar handicap at nearly 71 m.p.h., from Barbet and Macpherson. But all eyes were on Kain, now really going, since he had put another gearbox in the 35B Bugatti, having lost third gear in his previous race. He tried very hard, but couldn't catch Phillips' BMW to which he had given 25 sec. start, in spite of lapping fastest of them all, at 77.92 m.p.h. The final event, a 10-lap Scratch Race, was marred because, a lap from the end, Tieche, making a great bid to regain his lead in the MOTOR SPORT Trophy contest, went onto the grass beyond Paddock corner. The MG went end-over-end, flinging its driver out. He was quickly on his feet but was taken to hospital, so Winifred Boddy



Tieche in his ex-Hamilton J4 blown MG in action before his accident.

wasn't able to give him his second prize (Conway being first, Kain third) in the Brooklands Memorial Contest. Fortunately, his injuries were such that he was back home by Monday. Simon Phillips had won, with a lap at 75.63 m.p.h., from Collis' 4.3 Alvis and Selwyn-Smith's BMW, Simon thus qualifying for the new Bill Phillips Trophy, presented by his mother. It is for standard-bodied p.v.t. cars, which is how all cars in the VSCC *should* be bodied! But one replica Lagonda, and another that is apparently a replica of a replica of a Team Car, had somehow got in.

So ended a rather dicey meeting, with Maxwell sadly contemplating his Salmson, which he had rolled in the sixth race, and Mann repairing damage to his Monza Alfa Romeo sustained on the way to Llandow.

W.B.

Results :

25-lap Allcomers' Scratch Race :
1st : F. G. Giles (Cognac Special), 61.42 m.p.h.
2nd : S. F. Phillips (BMW).
3rd : W. D. A. Black (Alfa Romeo).

20-lap John Holland, Melville and Geoghegan Trophies Race :
1st : G. R. Footitt (Cognac Special).
2nd : B. B. D. Kain (Bugatti).
3rd : H. R. G. Conway (Bugatti).

20-lap Spero and Voiturette Trophies Race :
1st : D. F. Fletcher-Jones (Lagonda Rapier), 57.56 m.p.h.
2nd : C. E. Tieche (MG).
3rd : D. G. Barbet (Riley).

First 10-lap Scratch Race :
1st : D. J. Ellison (Riley), 66.25 m.p.h.

Second 10-lap Scratch Race :
1st : S. F. Phillips (BMW), 73.05 m.p.h.

First 10-lap Handicap :
1st : B. A. Gillies (Riley), 52.84 m.p.h.

Second 10-lap Handicap :
1st : D. R. White (GN), 40.54 m.p.h.

Third 10-lap Handicap :
1st : D. F. Fletcher-Jones (Lagonda Rapier), 70.87 m.p.h.

Fastest Lap of the afternoon : G. R. Footitt (Cognac Special), 79.3 m.p.h.

Bill Phillips Trophy : S. Phillips (BMW).

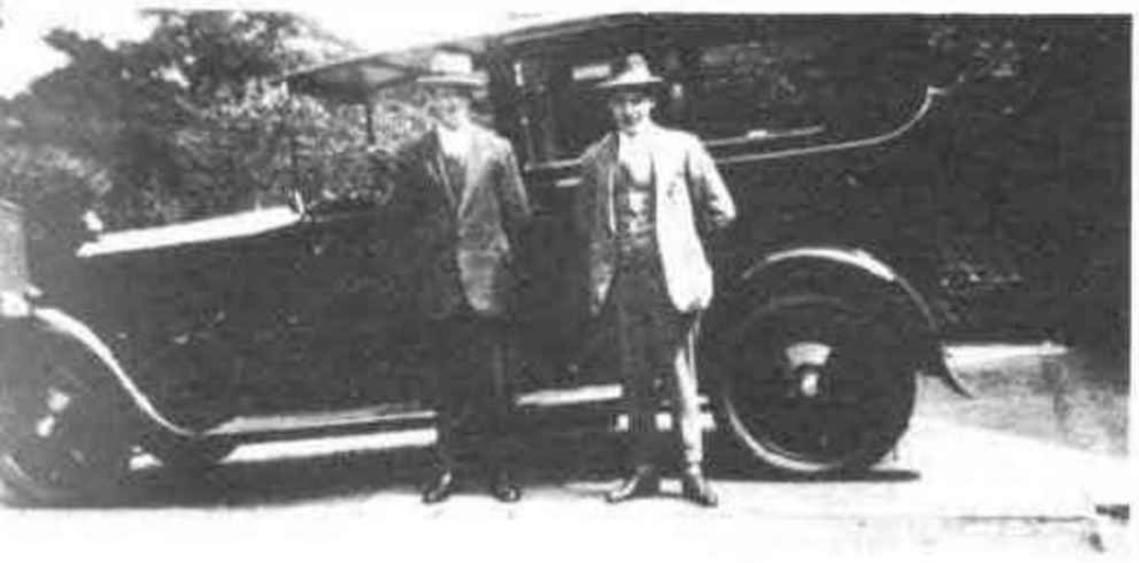
1975 MOTOR SPORT Brooklands Memorial Trophy :
1st : H. R. G. Conway (Bugatti), 54 pts., £75 and Trophy.
2nd : C. E. Tieche (MG), 52 pts.
3rd : B. B. D. Kain (Bugatti), 49 pts.

CHAUFFEUR'S COLUMN—continued

that he was always having to mend punctures with a Harvey-Frost vulcaniser. The car was prone to skidding and it needed expert judgement not to swipe a line of costers' barrows if a slide started on London's wood-blocks. When in London the cars were garaged in Grosvenor Crescent Mews. Later on, after a succession of Armstrong Siddeleys, the family had several big Humbers including a Snipe and a Pullman, which he drove until he retired in 1970.

So the memories came flooding back. Of taking two Warland rims and three spare innertubes for the Wolseley-Siddeley to the Isle of Mull and using them all in one day. Of buying petrol, Pratts, Glico, or Carburine, in two-gallon cans charged at 3/- each, a shed being stocked with 30 such cans at a time, the cost per gallon varying from 8d to 10d. Of playing jokes on other chauffeurs, like asking one of them to swing a Napier, which had a left-hand rotation of its starting-handle, or betting that the Wolseley-Siddeley, which had dual ignition with a trembler coil, would start "on the switch" from cold, on one occasion to the disbelief of Capt. Gibbs' chauffeur, who drove a Hotchkiss, when they were waiting for orders at the Grand Hotel, Torquay. Also the Panhard, by the light of whose sparks from the trembler coil you "could read a newspaper".

Mr. Dench has two Contour Books, with which he used to plan journeys, one of these detailing the hills to be avoided on more than 350 routes. He tells of the problems of mastering strange cars when guests came to dinner at the Hall and he was instructed to take their cars round to the stables, and of how, in the Army, there would be a call for Rolls-Royce drivers and, as these men stepped eagerly forward, they would be told to fall out and put their kit on a Model-T! He is adamant that "there was only one motor car", the Rolls-Royce Silver Ghost, which was not bettered even by makes such as the Sheffield-Simplex. He also confirms what I have been told previously, namely that to be employed by a family before the war was a secure and very satisfactory experience, especially if the Master was of the Nobility, rather than one who had mustered his wealth from trade. Not only was the family chauffeur well looked after, in return for working all the hours he was needed (a car would often be sent off on some errand, such as fetching a lady's maid, when the train could have been used, and no matter at what hour it returned, it had to be washed and polished and ready for use at 9 a.m. the next day—or the same day!) but his dependants were included and often, as in Mr. Dench's case, a cottage on the estate was left to him on the death of his employer. Incidentally, he was driving his Humber Sceptre up to a few months ago.—W.B.



The Armstrong Siddeley 30—under-tyred, notorious for skidding and suffering frequent punctures.

V-E-V Miscellany.—The Bean CC has published a list which shows it to have six two-cylinder Perrys (the fore-runner of the Bean), three 11.9 Perrys, 34 Bean 11.9s, 30 Bean Fourteens, five 14/40 and 14/45 Beans, nine 18/50 Beans, nine Bean commercials, plus a few others of which no details are available, on its Register. Its ABC sections know of 115 motorcycles to the design of the ingenious Granville Bradshaw, with another 25 of which details are not fully recorded, and no fewer than 63 owners of ABC Scootamotas or Scootamota engines, including your Editor, with his 1919 e.o.i. engine; pretty remarkable, considering that most of these motorcycles and scooters date from before 1922. The nephew of Etienne Lepicard, who died in 1972 and who was responsible for Derby and Donnet-Zedal racing cars in vintage times, seeks information about these cars, especially FWD Derbys, and their drivers. Following our remarks in the Jubilee issue, Prince Marshall has since issued another number of *Old Motor* to subscribers, so this magazine is by no means dead. An "elderly Rolls-Royce" is reported as possibly derelict in Wales; we hope to investigate.

The Morgan Three-Wheeler Club is most commendably active. While the VSCC may one day add a straight sprint to its fixture list, perhaps over an old-time seaside promenade course, the Morgan chaps not long ago had sprints at Norfolk Park, Sheffield (666 yards, with bends) and at Duxford (a straight ¼-mile), and at a camping week-end in the Lakes they tackled Hardknott Pass, the Morgans of the party embracing ten F-types, a Family Sports, an Aero, an MX Super Sports, a Sports, two Super Aeros, an MX Sports and a Special SS, etc. Thirteen Morgan 3-wheelers went to Beaulieu and they were even talking of a Night Trial! Great enthusiasts, who deserve full support! The Membership Secretary is Mike Bamber, Flat 75, Withdead Court, Lodon Road, Brighton, Sussex. Richard Odell continues to dig out history appertaining to his sand-racing side-valve Riley, RW 104. It seems unlikely that this was turned into Victor Gillow's Brooklands SV car but odd that the latter overturned in 1930 and smashed its radiator cap and that when Don Wood bought the sand-racer in 1957 it had a wooden bung for a radiator cap. Just a coincidence, presumably! The *Watford Evening Echo* recently published a picture of Saunders Garage, Marlowes, in 1922, with a Chevrolet tourer outside, a bull-nose Morris in the entrance and BSA motorcycles in the showroom windows. The garage was sold in 1946 and the site redeveloped in 1956. That you sooner or later see a VW Beetle is borne out by a picture of the site as it is today—with two Beetles passing by!

The Trade has sold a rare 1919 side-valve four-cylinder Hispano-Suiza tourer to a Tokyo firm specialising in vintage cars, we learn from Robert Fisher Ltd., who packed it for shipping. It travelled in company with a 1934 Rolls-Royce P2. The Hispano-Suiza carried a screen-mounted searchlight and the badge of the Royal MC of Spain. While we were at Llandow for the VSCC Race Meeting a one-time Rover agent in Cardiff at the time of the 9/20 and 14/45 models showed us photographs of tuned 8/18 and 10/23 Talbots he used to own, one of them endowed with disc wheels and a pointed-tail two-seater body, another with a Fiat Eight f.w.b. front axle. There were also photographs of his three-wheelers, one made from Model-T Ford parts, another with Ford Ten engine, and Rover Specials, in a doorless version of which he had arrived at the course. The tubular, braked front axle from a vintage Chrysler has been found in a wood in Mid-Wales, where there are rumours of a buried Bean, and in a house in Buckinghamshire have been found the remains of what appears to be a four-wheeler version of the vee-twin, front-wheel-drive BSA.

The Surrey Vintage Vehicle Society has discovered a photograph of the Lakers Hotel, Redhill, in *circa*-1925, with a bull-nose Morris and another car passing by and a Humber doctor's coupé and what may have been a Daimler in the forecourt, this being the hotel where they hold their monthly meetings. We hear that the Le Mans Singer Nine and another of the Singer Nines which we reported as in the Swansea area are now being restored, while the person who is restoring a semi-derelict 1935 Singer Le Mans Speed Model in Durham wants to trace the original owner of the car, Reg. No. BLW 650, a Mr. L. J. Flack who probably used it in the Land's End, Edinburgh and Torquay events of 1936, when he was living in Ealing. A reader in Yorkshire is restoring a 1923 8/18 Talbot/Darracq coupé and needs details of what the body should look like. Letters can be forwarded. Among the many congratulatory letters our Golden Jubilee issue provoked, we were glad to receive one from J. S. Worters, the great Brooklands rider, who prepared the Multi-Union which so nearly broke the car lap-record. N. J. Mavrogordato wonders if two hotels frequented by Donington habituees have survived? One was the "Black Boy" in Nottingham where the German teams stayed (three-star in 1939, when dinner cost *5s.6d.*) and the other was "The Hotel That Is Different", between London and Donington, where visitors signed their names on the walls.

Vintage Postbag

MOTOR SPORT and Bentleys

Sir,

Perhaps to justify your confidence in our records relating to Vintage Bentleys, I thought you might like to have the following information concerning those bought new by your predecessor, the late T. G. Moore.

1. *3-litre, purchased January* 1927: Speed Model (*i.e.* "Red Label") Vanden Plas 4-seater. Chassis No. LT 1593. Registration No. YE 812. This car is still in existence and belongs to C. R. Kidd, of Aberdeen.

2. *4½-litre, purchased November* 1927: 10 ft. 10 in. wheelbase. Vanden Plas 4-seater. Chassis No. SL 3073. Registration No. YU 3243. This car was rebuilt on to a 3-litre 9 ft. 9 in. wheelbase chassis in 1953 in Singapore and has been in the Gibbs Pancheri family for almost 30 years. It was used regularly by Gibbs (our Executive Director) in competitions in Malaya and is now shared by son Michael who can be seen motoring it round Silverstone to no mean effect at VSCC and BDC meetings.

3. *4½-litre (Supercharged), purchased April,* 1931 (*not mentioned by you*): Vanden Plas 4-seater. Chassis No. MS 3926. Registration No. GO 1400. This car still exists and has been in the ownership of R. K. Carter in Ohio, USA, since 1957.

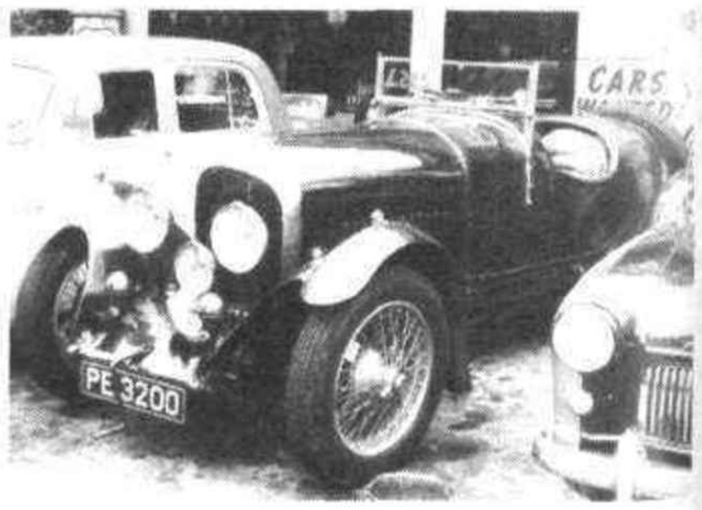
As to John Stevens' 3-litre (Chassis No. 759) it was delivered new to Godfrey Davis in September, 1924. Pre-war owners were Capt. H. A. Young, J. E. Ruffer, L. Arkwright, H. R. Collins, K. G. Bergin, R. W. Johnston, G. Sutton, R. F. Turner and W. S. Gibbard. Since the war it has been owned by N. O. Kendall, Major M. J. Mathews, J. Edwards and A. A. Haywood. Any of the above owners among your readers will feel a glow of pride (and nostalgic regret) to know that this 14th-hand Bentley has been restored to such perfection by its present owner.

Cobham STANLEY SEDGWICK
President, Bentley DC

4,400% Appreciation!

Sir,

Please refer to two adverts in your August MOTOR SPORT, one by David Scott-Moncrieff on inside of back cover showing a Blue Label appreciating from £895 to £6,750, nearly 600% in four years. The second advert is on page 977 by Keeler Motor Company for the ex-Woolf Barnato 3-litre for sale at £12,500 and worth every penny. Enclosed is a photograph I took in 1956 or '57 of the same car PE 3200 which was for sale at £285! I considered buying the car but did not; I should have. That is appreciation of about 4,400% in 18 or 19 years. The Bentley was for sale somewhere down the Bayswater Road area, not even under cover, and was in a very fine condition.



Keep going with wonderful MOTOR SPORT.

Bloxwich RONALD SMITH

AYL 2 and JJ 93

Sir,

I cannot add a great deal to Anthony Blight's factual letter in your August issue, but I can confirm that JJ 93 carried Dr. Roth's Talbot body on a standard 105 saloon chassis.

I bought the car from Rowland Smith's in 1936 or '37 for, if I remember rightly, £130 soon after the Roth body had been mounted; the car was not sold to me as an Alpine and it was obviously not one as a number of minor features betrayed it, nor did I know at the time that it was the Roth body. However, I lived within a few doors of Dr. Roth and he spotted at once that it was his car's old body and, if proof were needed, he gave me back the unique name badge

which the cowling had carried and which he had kept as a souvenir and this fitted immediately the existing holes.

JJ 93 was a fascinating car with a magnificent performance even though it was not an Alpine chassis. I sold it after a year or two as I could not face the cost of the impending replacement of the double twelve-volt battery which was fantastic by the standards of the day! Incidentally, I still have the instruction book though not original to the car.

I saw the Talbot advertised after the war as an Alpine and wrote to the trader concerned but I do not know whether he modified his claims.

Stroud, Glos. D. S. HANDLEY

Riley Carburation

Sir,

I refer to your report of the Brooklands Reunion in the August issue, and in particular your mention of glimpsing the six Amals on the Dixon Riley. For the record I would point out that this car is in fact fitted with the original Dixon set-up of six SU carburetters worked by a sliding throttle.

As an avid reader of MOTOR SPORT since I discovered that it fitted neatly behind the school atlas some years ago, I congratulate you on your Golden Jubilee and look forward to the next 50 years with great interest.

Hoddesdon G. DICK

[Yes, I know. Like Homer, I nodded.—Ed.]

Driving a 2.3 Alfa Romeo

Sir,

I have just read your fascinating Golden Jubilee issue, on which I heartily congratulate you. I was particularly interested, for a reason given below, in an impression by Stirling Moss of the handling qualities of the Tyrrell 006/2. The passage to which I refer reads ". . . under normal cornering you were not conscious of turning the steering wheel and you literally 'wished' it through corners".

Now it so happened that from early 1936 to the outbreak of war I was fortunate enough to own a 1933 supercharged straight-eight 2.3-litre Alfa Romeo in touring trim. I drove this car for many thousand fast and trouble-free miles and can even remember the registration number, GP 3752.

In 1945 I was stationed at Verona in northern Italy and became friendly with an Italian ex-officer who shared my interest in the world of fast cars and motor racing. He told me that he was a close friend of no less a person than Nuvolari and when he suggested that a meeting could easily be arranged, I naturally jumped at the offer. Accordingly, a few days later found us driving a long-suffering and elderly Jeep from Verona to Nuvolari's home in Mantua.

This journey, some twenty-five miles of fast road, took us an unconscionably long and noisy time since the Jeep's two auxiliary gear levers were irretrievably jammed in the low ratio and four-wheel-drive positions and there was also a lamentable failure in the silencing system. Altogether a singularly inappropriate vehicle in which to visit Nuvolari. However, at long last we arrived and were excellently wined and lunched by the great man, who proved to be a most charming and considerate host.

On account of my understandable interest in the 2.3 Alfa, I asked Nuvolari's advice as to the best way of handling this car under varying conditions. I can remember verbatim his comment on how to take a 2.3 through fast corners and S-bends. He simply said, "Rest your hands lightly on the wheel, look where you want to go and the car will take you there".

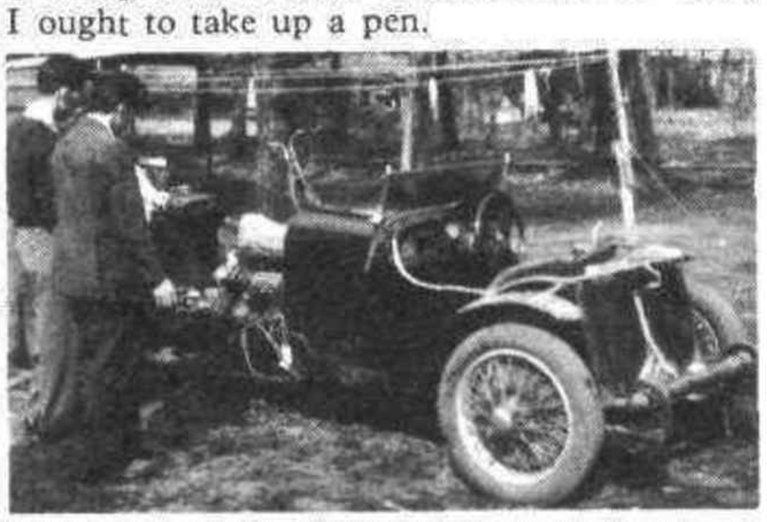
I find it strikingly interesting that two drivers, probably the two finest drivers the motor racing world has ever known, should have made what amount to identical comments on the normal handling qualities of two cars designed some forty-five years apart and being so vastly different both in performance and in design philosophy.

Fernhurst ANTHONY BRAY

FWD Alvis TT Cars

Sir,

I was really intrigued by Mr. Hugh Torren's article about the 1928 FWD Alvis TT cars. And when I spotted a reference to a FWD Alvis two-seater in Tokyo, I thought, as a Japanese member of Alvis Owners' Club, I ought to take up a pen.



The original Carbodies 2-seater body on the Japanese Alvis. Seemingly huge rear brake drums are just plates. Photo taken about 1958 *when the engine was rebuilt.*

Yes, a 1928 12/75 FWD Alvis still exists in Tokyo. The late owner, Mr. Tokutaro Hama who died only recently, once told me that he bought her secondhand in Great Portland Street for £85 in 1935 and shipped her home. The body was a rather stark two-seater by Carbodies Ltd. with a very abbreviated tail with a spare tyre attached. It looked as if some previous owner chopped off a part of a boat tail but I think it was original. However, the owner removed the body and subsequently sold it to an American resident called Mr. Preston Hopkins in about 1960. The thought is that Mr. Hama wanted to have a new body built to his own idea but it did not materialise until his death. So, now only the chassis remains in a complete and original condition. It seems to be a standard short chassis FA with a blown engine.

The most intriguing fact about her is that the British registration number is WK 6950. That is to say, this car could well be one of the two "missing" 1928 TT racing cars. Unfortunately, chassis and car number plate is on the scuttle of the body which as I mentioned was sold separately many years ago and supposed to be living in California on the "cut and shut" 1928 4½-litre Invicta chassis!

Recently I examined Mr. Hama's chassis again in the hope of finding any clue to identify herself. However, all that I could find on the chassis frame was an obscure stamping "1089 N" on the right-hand side-member, near the front spring anchorage point. The present engine is, of course, a standard unit with SOHC detachable 'head and bears "ALVIS J1828" on the block. Interesting points about the chassis are that the steering has a flexible disc joint and the handbrake is outside, which are the features of the FC.

I should be most grateful if any reader could enlighten me as to where to look for the chassis number on the FWD Alvis. Better still, I hope, Mr. Hopkins who supposedly owns the original body now, would throw the light to this issue, by telling us the chassis number from the plate on the scuttle.

Tokyo SHOTARO KOBAYASHI

Morris and Hoyal

Sir,

You may be interested by the following information, prompted by your report (MOTOR SPORT, August 1975) of the Prescott "Classic" Meeting, and the brief article about the coachbuilding firm of Hoyal in the same issue.

Firstly, you were correct in your identification of my Morris at Prescott as the Ashley Cleave car. I bought it from Mr. Cleave in March 1974, intending to use it as a Summer "fun" car. However, it refused to be retired, and I have run it in all the Prescott meetings this season (except the VSCC meeting—it is not an eligible car—which, nevertheless, I came to watch); and at Shelsley Walsh (where I hope to run it again this coming weekend).

There was a Morris Oxford of 1928 with a Hoyal body in a beautiful state of preservation (restoration?) at the Morris Register's Stanford Hall rally and concours last year. The Morris Register Journal Autumn 1974 issue carried an article on Hoyal, and the firm's relationship with Morris motor cars; and a photograph of the car in question appeared therein.

Please accept my belated congratulations on the half-century of your excellent magazine.

RAF Dereham F/O R. MATHEW

Ostrich Transport

Sir,

I was most interested to read your reference to our mutual friend, Bunty Scott-Moncrieff in the recent edition of MOTOR SPORT. I thought perhaps you would like a photograph of our friend riding the ostrich mentioned in your account.

I would mention that I have enjoyed your magazine continuously for many years with the exception of one period when I got tired of the "Eternal Beetle". Perhaps the reason why I don't notice this so much now is that I also own a BMW.

Cape Town TONY WHITE

[We hope the ostrich didn't suffer.—Ed.]

VINTAGE TAILPIECE



Bunty rides again!

FORMULA TWO REVIEW

THAT Jacques Laffite would win the French-dominated 1975 European Formula 2 championship was never really in doubt. The 31-year-old former racing mechanic had won five of the six races held when we reviewed the situation in July and, even though his successes suffered something of a surprise slump in the next few races, Laffite had wrapped up the title by the time the teams reached Silverstone on August 31st for the eleventh round. With three races still remaining in the series Laffite's Schnitzer-engined Martini had amassed enough points from six wins (he either wins or fails to score it seems!) to put the coveted championship safely back in the hands of the French—not that there was ever much chance of them losing it anyway with Elf providing backing for five front running drivers. Laffite is the third consecutive Frenchman to win the Formula 2 championship and the fifth since the European series began in 1967.

He had dominated the racing in much the same way that Jarier and Depailler had done two previous years in their works March BMWs. Only this time it wasn't March that were doing the winning. If there has been any sensation in Formula 2 this season it hasn't really been the showing by Laffite at all, because overshadowing nearly every race in 1975 has been the glaring failure of the British-based March factory team to find form. In 1973 and 1974 the Bicester team were never headed in the European championship chase. This season they have but two wins—Michel Leclere taking victory at Rouen and Silverstone. Team-mate Patrick Tambay has finished second three times. It has been a disappointing year for both young drivers and for March it has proved an acute embarrassment; more than half of the field at every race line up in the latest March 752 model, virtually the same BMW-engined car used by Leclere and Tambay. To make things look worse, March have taken the Formula 2 monocoque, fitted a Cosworth DFV, beefed up the suspension and promptly humbled several Grand Prix fields. Little wonder the March bosses look grim as they review what's been happening in Formula 2 this year. It is almost as though Laffite and his little band of Magny Cours men have sneaked up while no one was looking and stolen away the title. While every other team were still thinking about getting on with the job, Hughes de Chaunac's equipe were already looking for that elusive last win to complete the package. Following his wins at Estoril, Thruxton, Nurburgring, Pau and the second Hockenheim race Jacques Laffite looked almost unbeatable. But the team were in for a bad patch and in four of the next five races engine troubles sidelined the little Martini. However it was an indication of the spell which Laffite had cast over the rest that they still weren't able to gather him in.

A week after his win at the second Hockenheim race Laffite found himself pushed back to the second row after practice for the Austrian Salzburgring round. Ironically this race was the scene of Jacques' first and only win in Formula 2 during 1974 with his BP-backed March-BMW. On the front row at the Salzburg speed bowl were Leclere's March and Jean-Pierre Jabouille in his space frame Elf 2. The 55-lap race quickly developed into a closely bunched slipstreamer with the front runners huddled together in a tight knot. Leclere eventually broke away and looked poised to break March's duck when the fuel metering unit packed up. Laffite was out with a broken rotor and it was left for Jabouille to sweep through for his first championship win of the year in the bright yellow Elf-Swiss Cheeses car. Second place went to the fast improving young Austrian Hans Binder in his March and third was the Italian Gabriele Serblin in another new March 752.

There was only a fortnight until the next race which saw the superb Rouen road circuit at les Essarts in Normandy return to the championship. Following his Salzburgring win, Jabouille was on pole position in his Schnitzer BMW-engined Elf with Tambay alongside. On the second row were Leclere and Laffite and only half a second covered these four. With Jabouille out front, the early stages were tremendously close but by half distance it had turned sour. The Schnitzer engines of Jabouille and Laffite both failed—Laffite having already pitted after tangling with Tambay anyway—and it was left for the two blue Elf Marches to race ahead to their first 1-2 finish in five months of racing.

Behind the factory team however only four other cars were left running! The 40-lap race was a disaster with thirteen cars retiring but it did herald a comeback for March. The first six were all in new March 752 models and it was also a good day for the Munich works BMW engines as the opposition faded for the first time. All six Schnitzer-engined cars retired. Third was claimed by Claude Bourgoignie in the Bang and Olufsen March and fourth was Jean-Pierre Jaussaud who had hired Brian Henton's Ford-engined March.

From France the circus moved on down to central Italy for the ninth round at the modern Mugello autodrome north of Florence, the circuit which many Italians think will take over as the venue of the Italian Grand Prix within a couple of years. If Rouen was a disaster then it is difficult to find words to describe the Mugello race. The temperatures soared well over a hundred degrees and the track surface broke up badly. The two-part race took a heavy toll and from the 27 starters only nine cars were able to limp to the finish. A series of crashes, engine blow-ups and punctures turned the race into a long list of retirements which included every one of the regular front runners. When Brambilla blew his engine in the first heat, the pool of oil from this alone accounted for the cars of Leclere, Jabouille and two others. But through it all came the Italians, it was as if they had planned the whole thing. In practice Duilio Truffo's Osella-BMW had been quickest with Maurizio Flammini second fastest in his year-old March-BMW 742. Truffo was delayed with a puncture in the first heat and Flammini raced through to win. He cruised to victory in the second heat while all around him chaos reigned.

Flammini had been steadily improving in the few races he had run this year. The 25-year-old Roman was using the same car that he ran last year for the disappointing Italian national team.

From the survivors at Mugello, Italians took the first five places but it was an appallingly bad showing by the rest. Everyone wanted to quickly forget Mugello and get on down to Sicily where the tenth round of the championship was held at the Enna Pergusa circuit at the end of July. This time everyone hoped it would be a good close race. It wasn't. It was all over within five hundred yards as March's Grand Prix driver Vittorio Brambilla stormed through from the second row at the start and sent the field scattering as they all tried to funnel into a new ess-bend just after the pits. Leclere and Tambay had lined up side by side on the front row for the race and it had all been to no avail. The controversial incident into the first corner had spoilt their chances and effectively eliminated Jabouille and Flammini as well.

Laffite started the race cautiously from the third row after troubles in practice and picked his way carefully through the carnage. From then on he had the race won. The notoriously bad Enna track surface broke up very badly and as the rest slithered and spun their way through two dull heats, Laffite drove steadily through to take his sixth win of the year. Gerald Larrousse's Alpine survived to take second place, in spite of spinning four times and Gabriele Serblin staggered home fourth in his Trivellato March.

There was a month long lay-off leading up to the BRDC Silverstone race and the teams certainly needed it to take stock of the situation after the chapter of disasters that had struck. The eleventh round was the first Formula 2 at Silverstone since 1967 and was something of a gamble by the BRDC who didn't have a major sponsor for the meeting.

The prize fund for a Formula 2 race is more than £29,000 and the club were hoping for a good crowd. Sadly less than 7,000 enthusiasts arrived to see the race on a bleak and grey British summer day. Leclere snatched pole position for the third time this season and having shrugged off an early challenge he went ahead to win from Larrousse who had changed from his older Alpine to a new Elf 2 for the first time. But for the British the excitement was that Brian Henton managed to qualify on the outside of the front row in Tom Wheatcroft's modified Formula Atlantic car. Henton, using his own Brian Hart alloy block BDA engine in the Wheatcroft, actually led the race for the first two laps and stayed with the leaders for most of the distance. By the finish he had dropped back in traffic to finish third. Showing again that the British can run well up with the Europeans, Jim Crawford was running a good fifth in his Atlantic Chevron before the gearbox failed.

Laffite qualified in the middle of the front row at Silverstone then a last minute drama with the fuel system forced him to miss the start. He got going but only stayed in the race long enough to see Jabouille fall out and his championship assured. Laffite has done exactly what he set out to do—make his name in International racing using the Formula 2 championship as a springboard into Grand Prix racing. It remains to be seen whether this smooth-driving and consistently fast Frenchman can do the same in the top echelon at the sport.—M.T.

BRDC SILVERSTONE FORMULA TWO

FORMULA TWO returned to Silverstone for the first time in eight years when the BRDC organised the 11th round of the European Championship on August 31st. Victory went to the works March-BMW 752 of Michel Leclere (*above*), the Frenchman scoring only the second win this year for the British-based team. Second was Gerard Larrousse in the space-frame Elf 2 (*centre*), and a fine third was Britain's Brian Henton in Tom Wheatcroft's Hart Ford-engined Atlantic car (*below*). Jacques Laffite's Martini qualified second fastest to Leclere in practice but had trouble at the start of the race. However, with three races remaining he had already clinched the title.

Shell

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5 litres 1.09 gallons

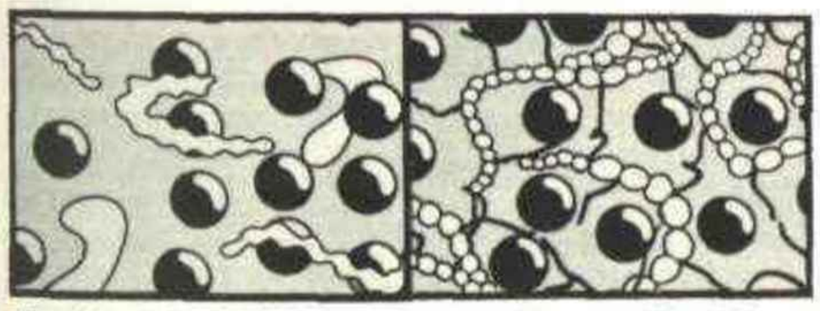
A solution of Styrene Butadiene Co-polymer, the unique additive Shell scientists nicknamed 'Muscle Molecule'.

Shell's Muscle Molecule is science fact, not fiction.

Here's how it helps Shell Super Multigrade to give you better engine protection

AS automobile engines get more sophisticated, they need higher performance oil. High stresses and operating temperatures actually tear additive molecules apart. The oil gets thinner. Engines suffer.

To beat the problem of thinning due to high temperatures modern multigrade oils contain additives called viscosity index improvers. These are 'polymers' with giant molecules which are like tightly coiled springs when cold but which 'uncoil' when hot. In hot oil, the 'uncoiled' polymer molecules intertwine with oil molecules – 'herding' them together to maintain the oil's thickness.



Engine Oil without 'muscle molecule'. Oil molecules are free to move when hot and oil thins.

Engine Oil with 'muscle molecule'. Molecules 'uncoil' under heat to maintain viscosity of oil.

Scissors

Unfortunately, these polymer molecules are inevitably damaged by any engine. Pistons and other moving parts sliding over each other have the effect of a pair of scissors which actually 'snip up' the polymer molecules, rendering them less and less effective. Tests show that oil thus affected can go 'out-of-grade' before its done 500 miles in your engine.

Better engine protection

Shell's 'muscle molecule' is of a similar chemical type to other viscosity improver chemicals, but has an important difference. The atoms that make up the molecule have an extra bond which links them much more strongly – so the moving metal surfac which 'shear' other oils have less effe Shell tests show that oil with 'muscle molecule' is highly resistant to 'shear' and maintains its protective power right through its life in your engine.

You get real engine protection fron Shell Super Multigrade, the oil with 'muscle molecule'.

Shell Super Multigrade's protection package

1. Contains anti-oxidant to help preven deposits on valves, pistons etc.
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3. Contains rust inhibitor to help prevent rust.
4. Contains 'muscle molecule'.

Super Multigrade Marathon II: A Shell demonstration



IN THE Shell Super Multigrade Marathon Mk. II, Shell Super Multigrade oil was supplied to the Ford Rally team competing in the Scottish International Rally. The Fords won outright. It was a wonderful achievement – but just the beginning for the oil the team Escorts used. Under observation by the RAC, the oil was transferred to three standard Escorts. It was then driven on for another thousand miles. At the end of this second phase, it was transferred from the Escorts to two London taxis which drove another 1500 miles. With 3500 miles already on the clock, the oil was then transferred back to the three standard Escorts for another 2500 miles of ordinary day to day motoring. 6000 miles including some of the toughest conditions – and Shell Super Multigrade still gave real engine protection.



Get real engine protection with Shell Super Multigrade



Enthusiasm and Enjoyment: A Clubmans Formula

CHEERFUL COMRADESHIP, front-engined racing cars bearing a squashed resemblance to the inspiration of Chapman's Lotus Seven, and some remarkable lap times from cars and drivers who have deliberately side-stepped much of modern racing's pressures, simply for the fun of competing and constructing their individualistic machinery. These are the impressions left after coming into contact with Clubmans racing, a separate RAC-recognised British racing Formula. Currently the class is as popular as ever, with a rather confusing four National Championships that competitors can aim for, and some very smartly prepared machinery, as I hope you can see from our colour pictures.

We were exceptionally fortunate in that we were able to try two cars that represent what Clubmans is about. Alex Ferrada's sparkling white U2 Mk. 16 represents the Class B Formula Ford-engined contenders very well, and also pays tribute to the work of Arthur Mallock's small constructor's business at Roade in Northamptonshire, from which site many Clubmans cars emerge in one form or another. Barry Foley's St. Bruno Roughcutter represents superbly the ingenious hard labour needed to make your own car, and effectively demonstrates what a good Class A (modified 1,600 c.c. British production engines) car does.

Clubmans Formula was announced in the winter of 1962 and the first cars, including the independent rear suspension Lotus Seven, were on display at the first Racing Car Show in January 1963. The need for Clubmans grew out of the increasing sophistication and speed of sports/racing cars like the Cooper Monaco and Lotus 23, which were simply outpacing the best that conventional front-engined Sevens, and those of that ilk, could manage.

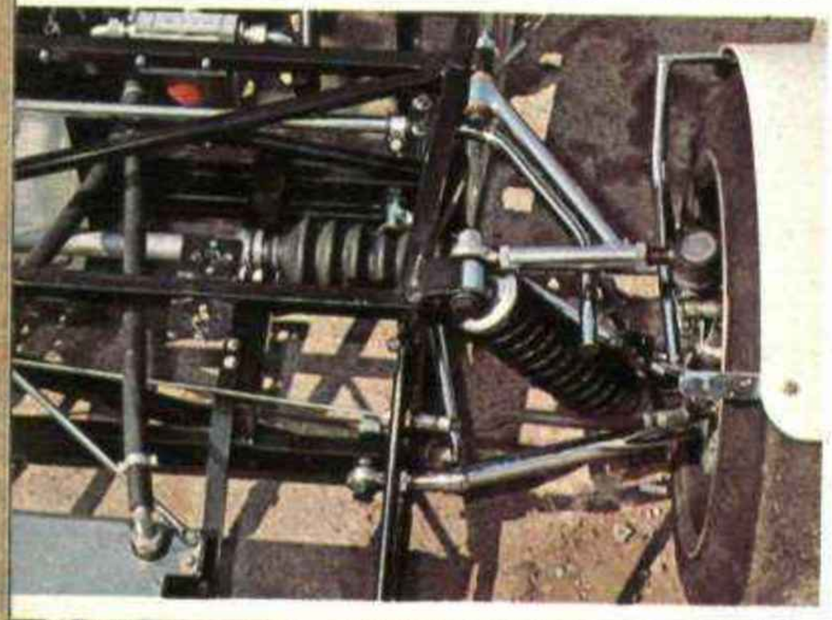
The BRSCC inaugurated Clubmans on the very simple basis of catering for Lotus Sevens, Mallock U2s, or any other special resembling a Lotus Seven. As Barry Foley recalls it, "the Club judged the suitability of such specials by the constructor sending in a picture of his proud creation . . . if it looked like a Seven it was in!"

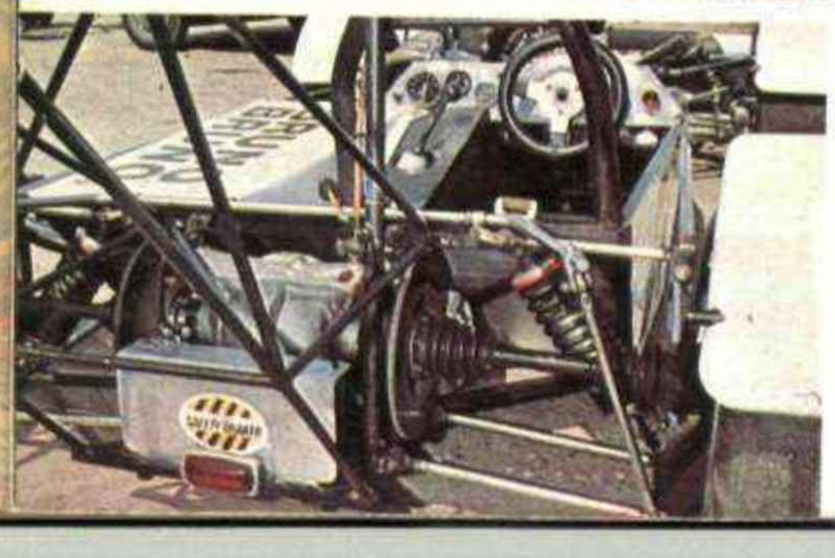
Obviously the Seven, by virtue of the numbers made and therefore available for cheap cannibalisation into racing cars, formed the backbone of the new formula, but it seems likely that the organisers had under-estimated the speed of the highly modified i.r.s. examples. Ironically the Clubmans cars swiftly found themselves banned from competing in events like the Guards Trophy, in case they beat those sophisticated sports/racers. When you recall that Derek Bell and Colin Chapman have both driven such Sevens, it's hardly surprising that the sports/racers were worried about being beaten!

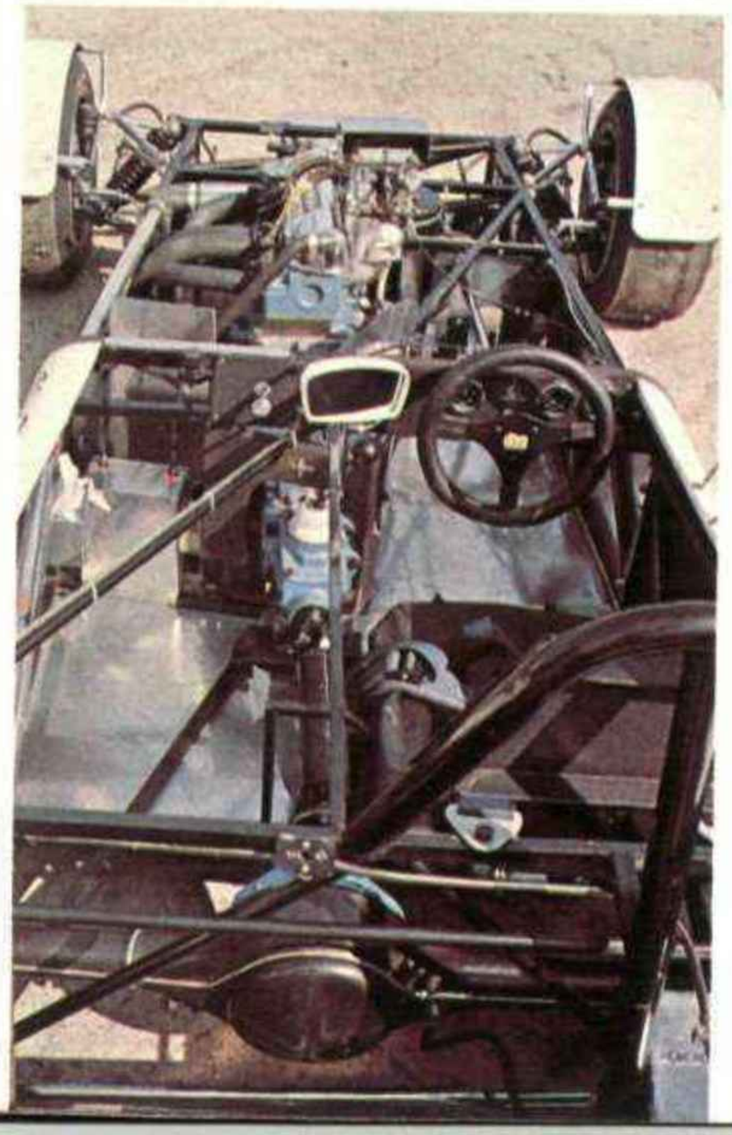
Arthur Mallock's U2 Clubmans cars grew alongside the new formula, reaching the point where Arthur could adapt the same car for Formula Junior, Formula Two and Clubmans. I think the F2 outing came as a result of new tax laws which said, in effect, "if your car doesn't comply with the regulations for an International Formula, then it's a road car". So Max Mosley (who else?) entered one of Mallock's creations for a Formula Two event at Crystal Palace, thereby confirming what Mallock already knew . . . that he really did make racing cars.

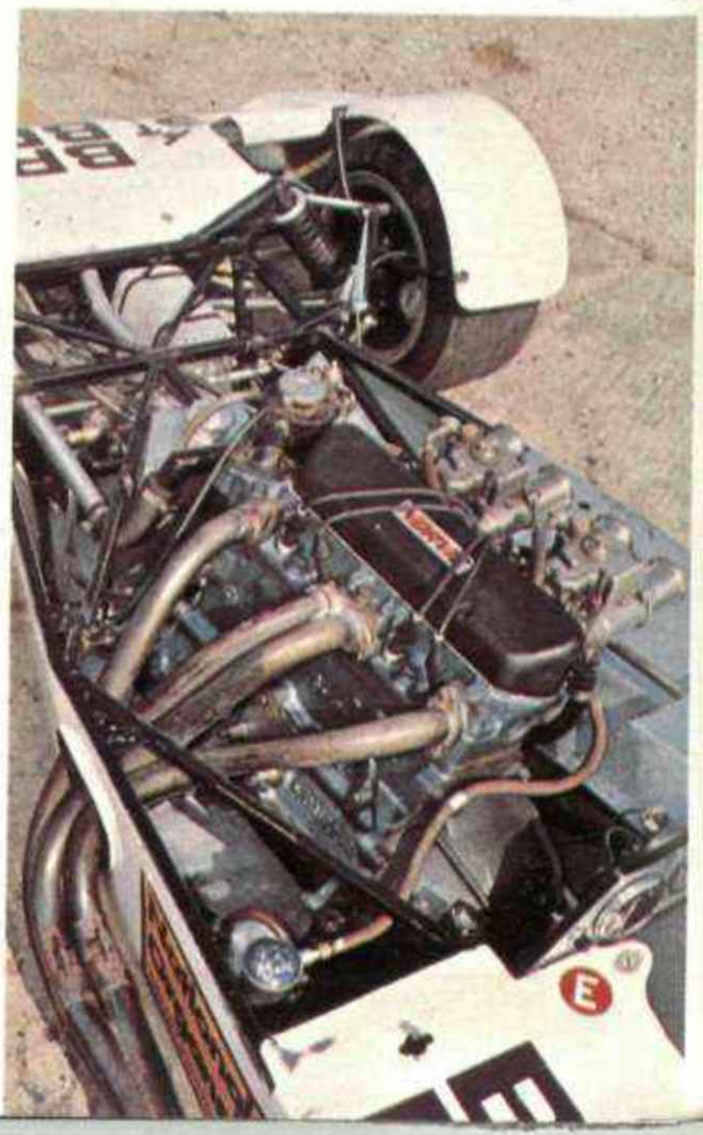
Clubmans Formula progressed well until the late sixties, when the scruffiness of many cars, their cost when equipped with F3's high-revving engines, and the fact that John Webb wanted to launch Formula F100 sports cars, made the category's future look at best grimly restricted, and at worst, terminal.

It hurts to be generous about publishing rivals but it must be said in fairness that it was Simon Taylor, now on the board at Haymarket Press, who took the initiative to put Clubmans back on the road to health. He phoned every competitor he could get hold of, invited them to a meeting with the BARC and BRSCC in London, and set out at that meeting the idea that there should be a Championship













for Clubmans cars. Foley recalls, "the clubs were embarrassed at putting in £50 each and felt they couldn't name the series after themselves, so it was named in honour of Gregor Grant". By 1970 the series had been taken over by Shell as Webb had been impressed with the resurgence of Clubmans machinery, especially their presentation. Since then support has grown to the point where there is now a Lec Championship (succeeding Shell and likely to be for the more powerful A Class cars only next year); a National Organs series (likely to be restricted to the ever-growing band of FF-powered Class Bs) and two other Championships, one sponsored by Tricentrol and the other by Pole Position—which is a shop, not a contest based on quick practice times, as this reporter felt it ought to be.

Rules today are very simple, which helps a lot when it comes to scrutineering arguments. All the cars must be front-engined, and that is defined by saying that the distance from the centre of the rear differential, forward to the rearmost plug aperture, must not be less than 36 in. The cockpit cannot be narrower than 32 in. and aerodynamic aids are governed only by FIA guidelines which, says Foley, "means we have the easiest regulations on wings of all formulae, in respect of size etc. In fact this is one area where all the competitors are really working hard for an advantage at present".

Both engine and gearbox must be derived from British production sources. The power unit must be of less than 1,600 c.c. and feature push-rod operation. The Class B cars must have engines built according to Formula Ford regulations, which allows around 100 b.h.p. The A cars have modified motors (again from Ford in all competitive cases) which, with all steel internals, twin Weber carburetters and all the rest of the best witchcraft, will give around 165-170 b.h.p., and that is exciting in less than 8 cwt.

Gearboxes must be four-speed units. In practice 99% of competitors use either the Lotus Cortina Mk. I or Ford Competition Bullitt box, normally mated up to a standard Escort Mexico clutch. The cars are *not* restricted to live rear axles, but they are again derived from UK production sources. In practice the rear end will usually carry light-weight casings, as will the gearbox, but operate on production ratios, without the benefit of limited slip equipment, which is banned in the same way that fuel injection is for the power units.

The separate mudguards give the cars a distinctly old-fashioned look, but the regulations only demand their use at the front, while the rears can be faired-in, like those on the Ferrada U2. No control is exercised over water radiator locations, and this is an area where quite a lot of work is going on at present. There are cars with complete side radiator location, but the examples we tested had a front cooler (Foley) and one large rear radiator on the Ferrada car.

While the tyre war seems to have been temporarily resolved on the F1 front, the ramifications echo down through the British club racing world. Goodyears are considered essential wear for a competitive Clubmans car. but the problem is that the successive introduction of softer compounds—often stemming from the 1,600 c.c. F/Atlantic Class—has pushed the asking price for a set of four suitable covers well above the £200 mark. On the FF-engined machines you can just get a full competitive season on one set of such rubberwear, but the more powerful A-category cars consume at least two sets a season.

Ferrada has F3 slicks of spongy G53 compound resting on Revolution wheels of 8 and 8½ in. rim widths, while Foley has harder G50 compound covers on 8 in. front rims and 10 in. rears, the wheels of the Lotus 47 knock-off variety. Ferrada commented a little sadly that a projected deal with a tyre manufacturer for next year—along the lines currently operating for many British-based formulae, including F5000—seemed to have fallen through for Clubmans. This is a pity as it involves everyone in great expense merely to get back to square one.

This is the second occasion that we have found Snetterton bathed in sunshine, and ideally suited for our purposes as there is very little traffic even on the public test day that we participated in. The track was in ideal, short circuit configuration with the latest, and now hopefully final, solution to the S-bend configuration before the Coram bridge.

The U2, driven by 27-year-old Mallock Development Engineer Ferrada, was our first taste of a formula that the writer has always been prejudiced toward accepting as a true

Continued on page 1167



Clockwise, from opposite page bottom right: *A 168-b.h.p. Norvic engine puts the smoke into Foley's Class A St. Bruno Roughcutter. The familiar, tubular space-frame and live rear axle of Ferrada's Formula Ford-powered, U2 Class B car. Independent rear suspension and inboard disc brakes on the Foley car. Pristine wishbone front suspension of the U2. Two versions of the Clubmans theme. The intrepid author relieves his frustrations at Snetterton, finding the cars' behaviour akin to single-seater formula cars. Clubmans racing is fast, close and competitive, illustrated here at Druids Hill Bend, Brands Hatch.*

AUSTRIAN GRAND PRIX

THE AUSTRIAN GRAND PRIX took place in torrential rain and was eventually stopped after only 29 of its scheduled 54 laps had been completed by the leaders. On the left an indication of the conditions can be seen by this shot of Chris Amon in the Ensign following Jody Scheckter's Tyrrell. Victory in this abbreviated race went to Italy's Vittorio Brambilla (*below*), this being the first time a works March has won a World Championship event. Bottom *(right)*, James Hunt's Hesketh 308 finished a worthy second after leading for a while, and Ronnie Peterson's Lotus (*bottom left*) finished a determined fifth after a pit stop to change the Swede's vizor.











BP solve another driver's problem.

Pictured above is Frank Langdon. And his big problem.

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

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

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

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

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

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

And this is where your car comes in.

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

Super Visco-Static.

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



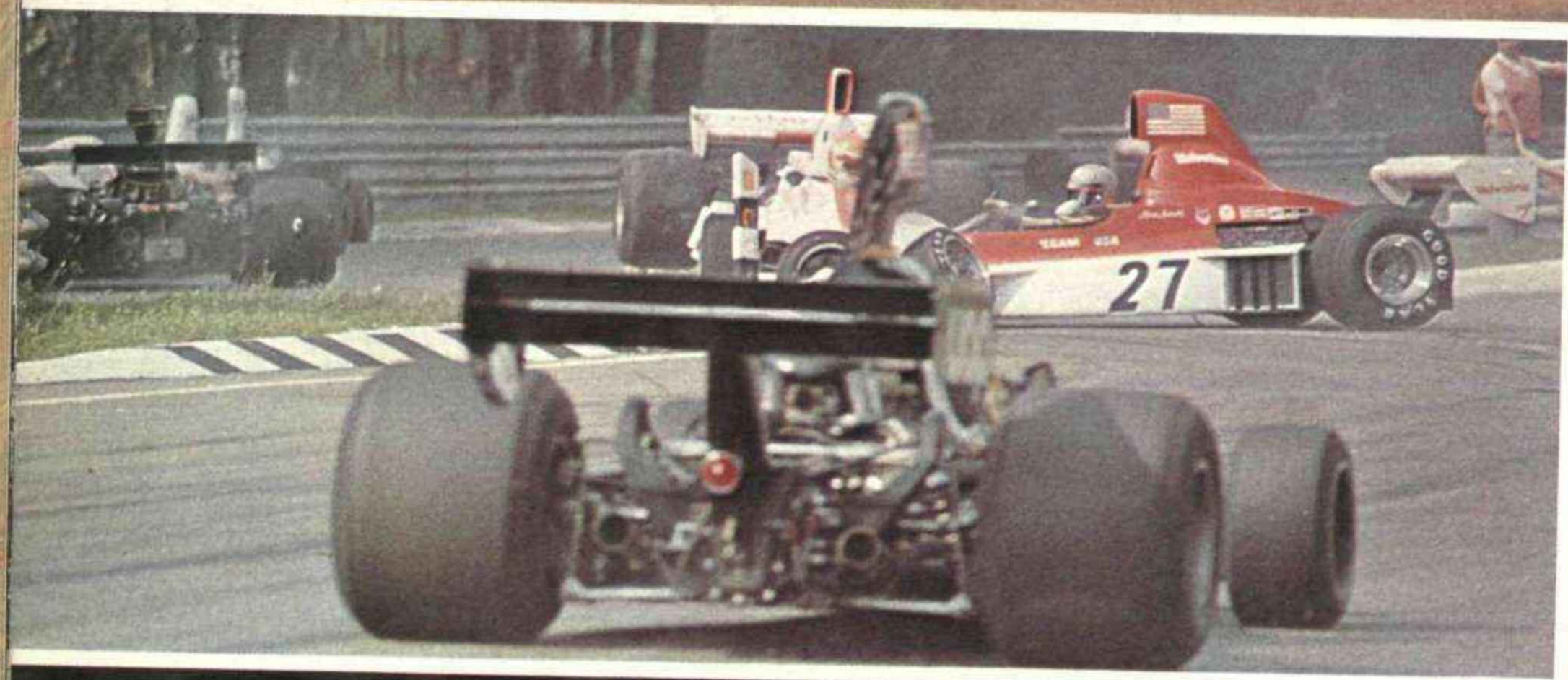
Use Super Visco-Static. The oil that contains one very special extra ingredient:

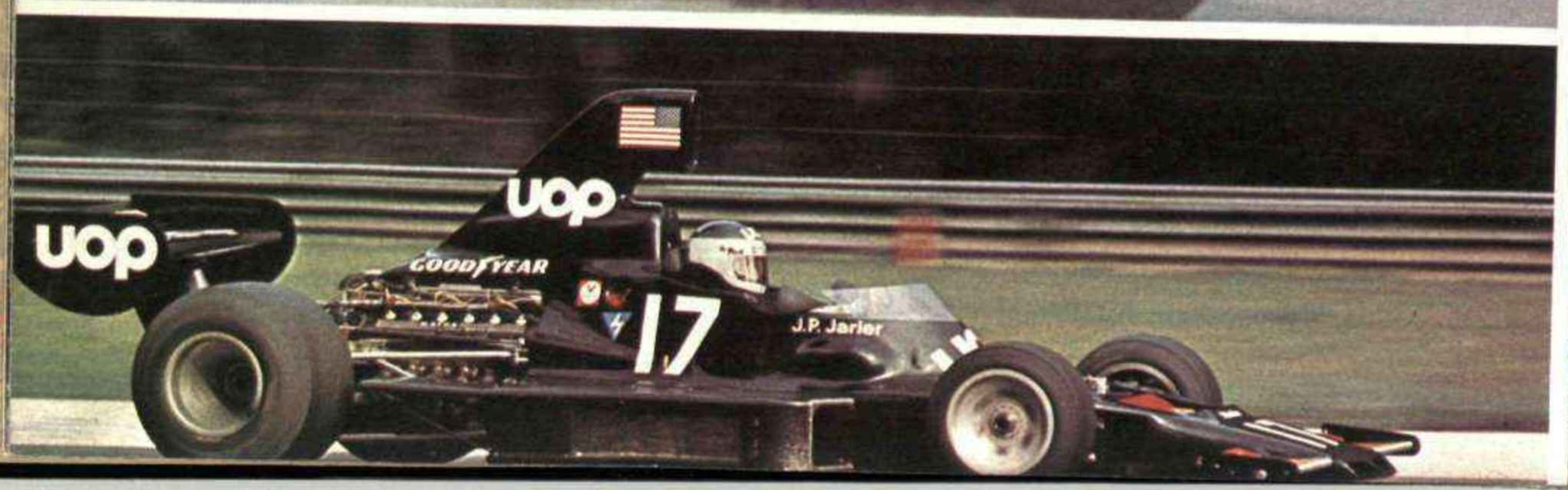
Know-how.

BP Super Visco-Static.

We made it the hard way.







ITALIAN GRAND PRIX

the absurdly ti
Andretti's Pl
already throu
Scheckter is
in the foreg
which retired
below, finish
Fittipaldi dro
while Carlos
with a fourth



NIKI LAUDA became World Champion Driver by finishing third in the Italian Grand Prix at Monza on September 7th, a race won by his team-mate Clay Regazzoni, with the result that Ferrari also clinched the Constructors' Championship at the same time. Unfortunately the race began on a spectacular note at the end of the opening lap with a multiple collision at ght *chicane* immediately after the pits, Brise, after a nudge from elli, blocking the *chicane* as a result. The two Ferraris are h and away, along with Reutemann, Fittipaldi and Hunt, while own the escape road and Pryce's Shadow approaches the scene und. Below left is Jean-Pierre Jarier's Shadow-Matra DN7 n its second Grand Prix, but James Hunt's new Hesketh C-type, ed a promising fifth. Deposed World Champion Emerson his McLaren very strongly to split the Ferraris and finish second, Reutemann finally lost his outside chance of the Championship place finish (*below right*).

They say that after you've been blending cognac for 10 years, you're ready to become an apprentice.

After 20 years, people begin to seek your opinion.

After 30, you're respected.

François Chapeau has been blending cognac for the Martells for 45 years.

Contrary to popular belief, the best cognac comes from blending.

From the marriage of old smooth cognacs and young fresh ones.

To achieve this, you have to be able to recognise a wide variety of characteristics in many different *crus*.

Until you can, you can't hope to blend them in such a way that the quality of cognac remains constant year after year.

Experience is your only teacher.

François Chapeau joined the Martells in 1930, under his father and his uncle.

He is now chief taster and blender.

A proud descendant of the family which has provided the Martells with their *maître de chai* for seven generations.

Experience like that gives you a nose for the job.

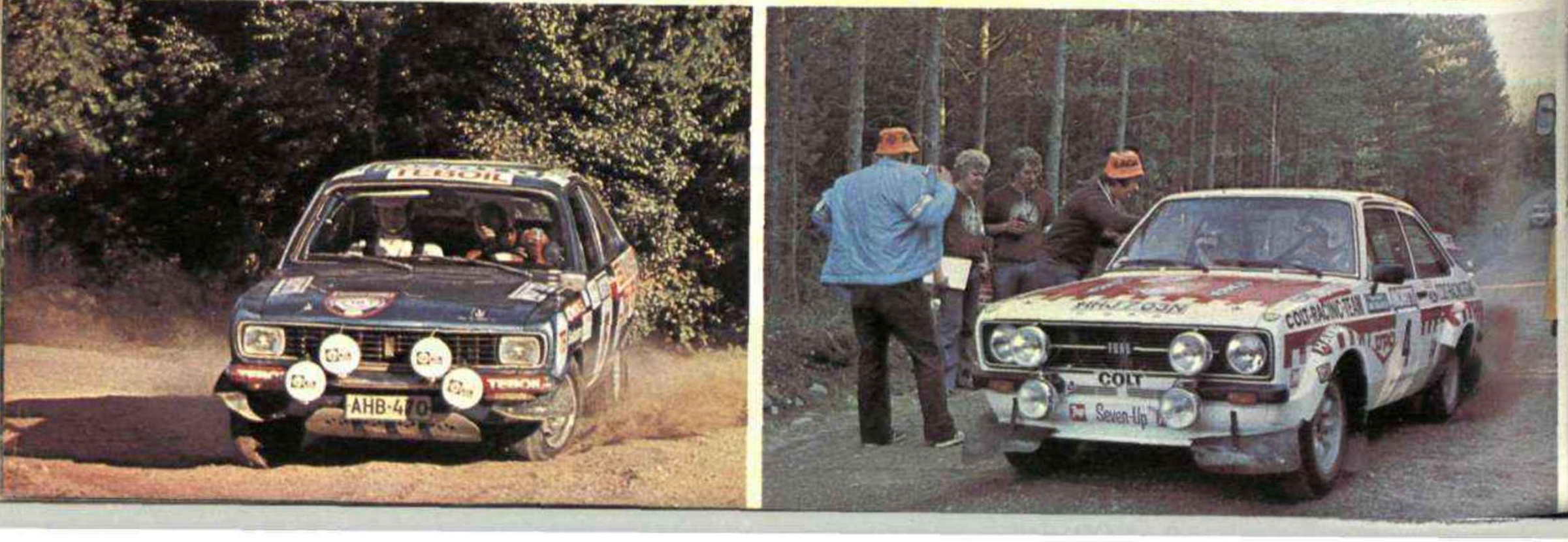


MARTELL.
THE FAMILY OF COGNAC SINCE 1715.

THE SWISS GRAND PRIX

AFTER A GAP of twenty years the Swiss Grand Prix returned to the calendar on August 24th—albeit as a non-Championship event staged over the border at Dijon-Prenois. The modest crowd, combating boredom, saw Regazzoni's Ferrari win from Depailler's Tyrrell (*above*). But Jarier starting the Shadow from pole position, outran the Ferrari until the gearbox failed after 33 of the 60 laps. James Hunt gave the new Hesketh 308C an exploratory outing, finishing eighth.

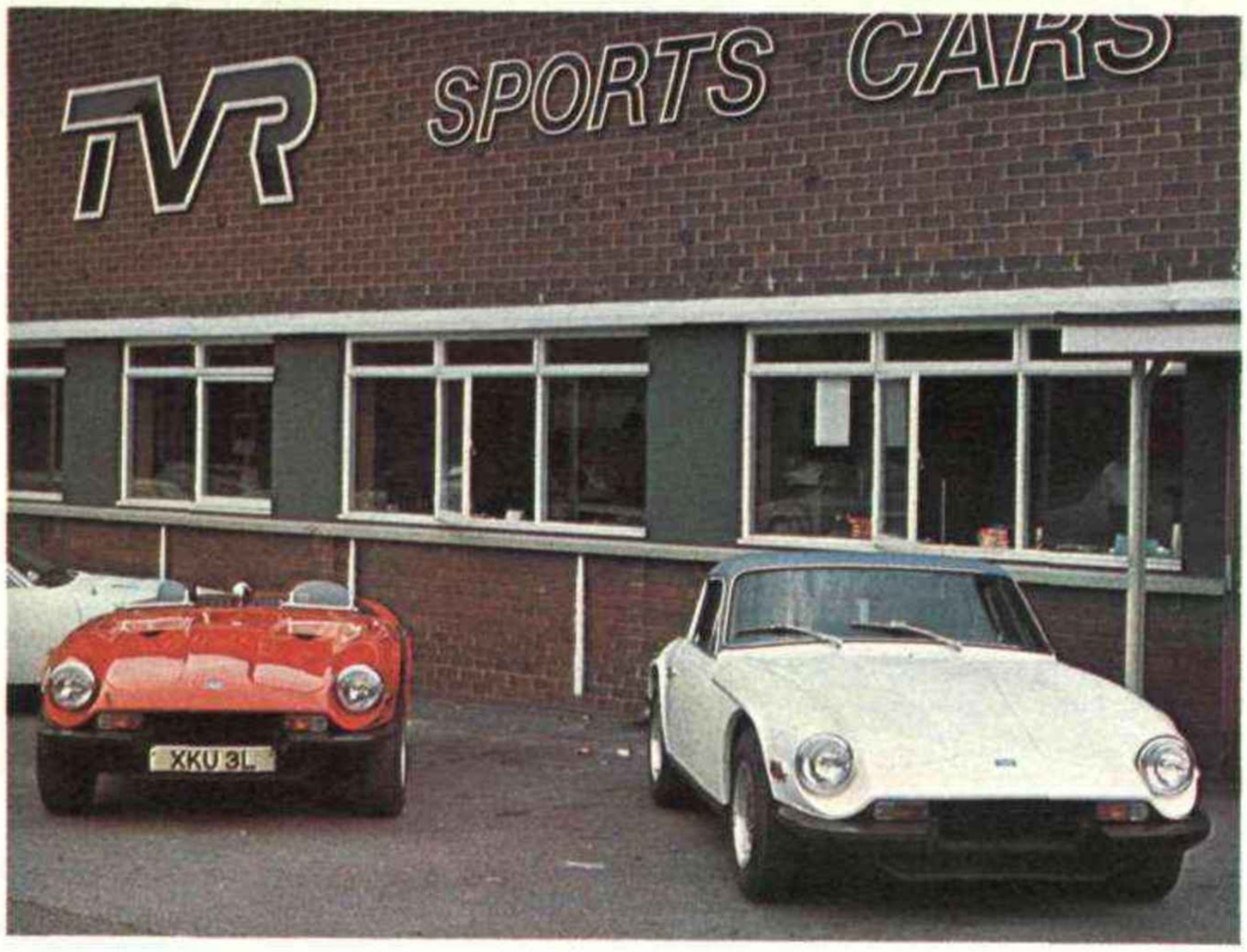

COLT
COLT



TERBOIL
TERBOIL
AHB-4

COLT
Seven-Up

RALLY OF THE THOUSAND LAKES ON THE SHORT SIDE compared with most other rallies in the World Championship, Finland's contribution is one of the most furiously fast and competitive in the world. Set in the pinewoods around those thousands of lakes, it uses loose-surfaced gravel roads which have more blind brows and jump-provoking crests than any other road network we have seen. Competitors must be as skilled at jumping and landing as they are at "normal" driving. The Toyota Celica Levin of winners Hannu Mikkola and Atso Aho (*top left*) had remarkably good handling, was totally reliable and was completely stable over the jumps without being unduly spectacular. Stig Blomqvist's Saab, sending sand spurting from its front wheels (*centre left*), led at halfway and looked all set to win, but was disqualified for a minor speeding offence. Famed for his prowess in Avengers, Kyösti Hämäläinen (*bottom left—left*) had no trouble winning the Group One category. As Timo Mäkinen lets in the clutch and sends dirt spraying from his Escort's rear wheels (*bottom left—right*), so an official releases his grip on the vital time card just as the countdown reaches zero. Above, Russian driver Kastitis Girdauskas jumps his Lada 1300 rather crookedly, a dangerous operation, whilst below Jussi Kynsilehto really takes his Ford Escort high into the air.



TVR OF BLACKPOOL

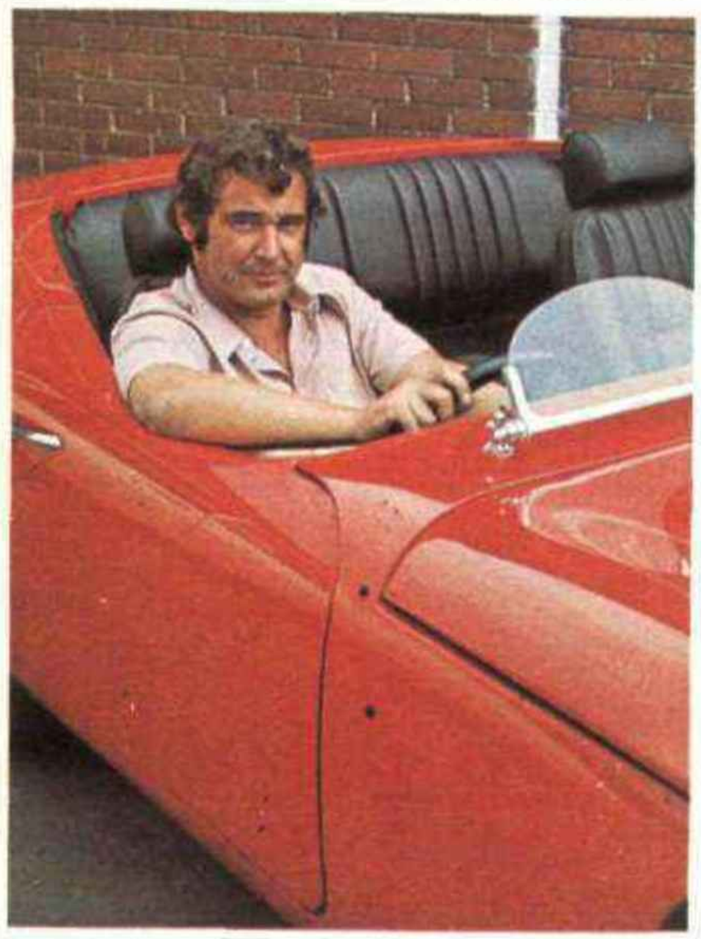
MOTOR SPORT visits the seaside home of an individualistic, hand-built British Sports Car

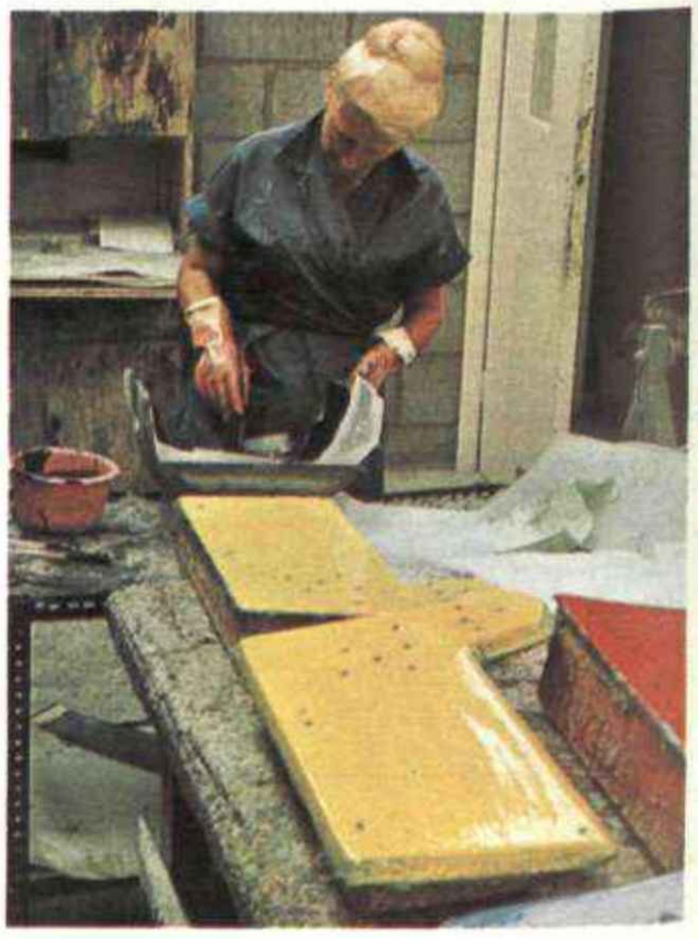
WHEN Martin Lilley, then a director of TVR dealers Barnet Motor Company, rescued TVR from its umpteenth bankruptcy with the help of his father, Arthur, in 1965 there weren't many outsiders who would have given him much chance of avoiding the financial catastrophies suffered by his predecessors. Yet, ten years later, the little Blackpool Company is throwing sand in the face of the economic crisis, having just landed an order for 250 1976 American specification 2500M series cars worth nearly 1.9 million dollars, more than 50% of the maximum potential total annual production capacity. This seems a fitting climax to the rapid recovery TVR Engineering Ltd. has made from a serious fire which destroyed the main assembly area and stores earlier this year. Ironically, after TVR's early staccato history, Lilley can now claim that in terms of unbroken length of private ownership his is the second oldest motor manufacturing company in Britain to Morgan, a company for which he has apparent admiration.

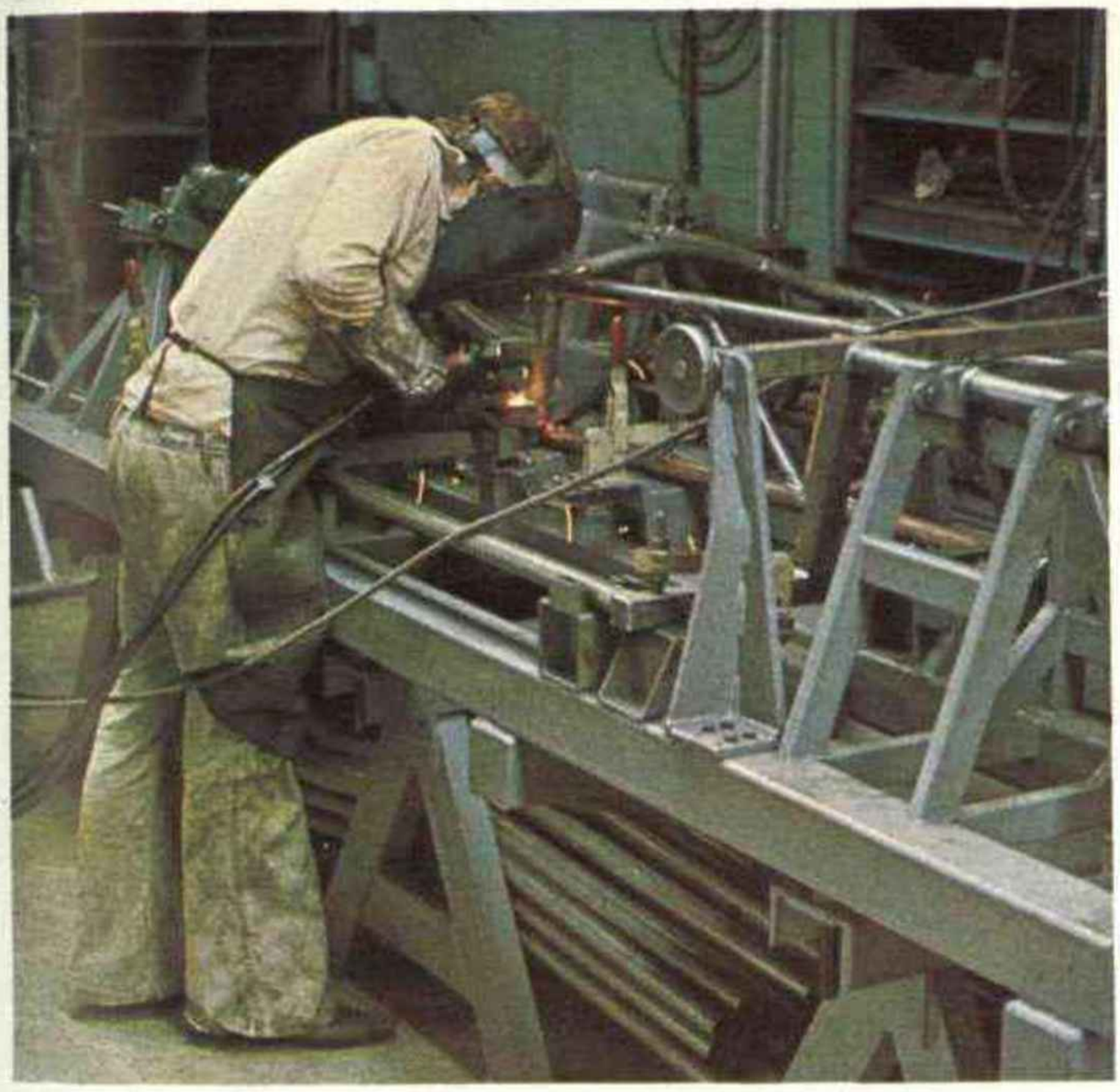
When I last visited TVR some six years ago the Company was housed in a series of pokey little sheds out of keeping with the hand-built, performance image of a range which then included the shatteringly quick V8 Tuscan. Though I knew that Lilley had moved his company a mile or so up the road to Bristol Avenue, Blackpool, the shed image stuck in my mind, so the airy spaciousness of the new 40,000 sq. ft. factory, previously a kitchen equipment factory and before that the home of Busman Sidecars, came as a surprise when I went recently to re-acquaint myself with Lilley's enterprise. Outside, Lilley's Citroën SM, necessary as a family car, seemed incongruous among a line-up of TVRs, but Lilley's annual mileage in TVRs is considerably higher than in the Citroën: he road tests personally virtually every European specification car prior to delivery after initial testing by Mike Penny, the Quality Controller. He aims for 100% perfection, as near as possible, and each car is driven as many miles as is necessary to achieve this, untilising the nearby M6.

When TreVoR Wilkinson (who nowadays has a glass-fibre business in Blackpool) started TVR in the mid-'50s, motive power was provided by the side-valve Ford 1,172-c.c. engine and swing axle rear suspension was courtesy of VW. Today's cars retain a Fibreglass body mounted upon a tubular-steel chassis and a family resemblance enforced by the retention of the familiar, though enlarged, shape of the side window aluminium frames, a TVR trademark as other quality manufacturers keep radiator grilles. That is as far as the original ancestry has percolated through to 1975. Three models are currently manufactured: Ford 1600 GT push-rod-engined 1600M, recently re-introduced, the straight-six, carburetter-fed, Triumph-engined 2500M for the trans-Atlantic market, and the Ford 3-litre V6-engined 3000M.

Lilley believes that more of each TVR is made under the home factory roof than is that of any other car. Actual production is in two distinct parts, steel chassis and Fibreglass body, which come together late in the day upon eight rubber-bushed mounting points, insulating body from chassis. Mike Casale, TVR's PR agent, who showed me round the factory, believes that they have the only true productionised space-frame chassis jig in the World: designed by Technical Director Mike Bigland and made by his own separate engineering company, it is purpose-made for the current chassis and enables one man to produce two chassis per day. No variation in accuracy is possible upon it, so that: "If a TVR owner anywhere in the World has a smash we can supply another chassis guaranteed to fit on to any body." Upon this the main construction of 14-gauge main tubes and 16-gauge secondary tubes is argon arc-welded. Various minor lugs are welded on after the chassis has been removed from the jig prior to the spraying of the entire chassis (which has completely sealed tubes saturated internally with an anti-corrosion oil) with a thick, rubberised sealant. The combination of this efficient sealing and the Fibreglass body have enabled TVR to introduce a unique five-year parts and labour, anti-corrosion, chassis guarantee. Neat, rubber-covered bumpers ensure no chrome corrosion either, so it is surprising that TVR have not yet advanced to stainless steel exhaust systems. In view of the protestations we have published recently











about the availability of spares for a certain Abingdon sports car, it is comforting to know that this Blackpool Company can continue to supply chassis and most other parts for every TVR model ever made. Factory knowledge of earlier cars in this respect is ensured by Stanley Kilcoyne, in charge of spares, who has stuck with TVR since the Wilkinson days.

Within the chassis shop are fabricated also the cold-drawn, zinc-plated, 12-gauge steel wishbones for the all-round, double wishbone, fully-adjustable, independent suspension and the differential carriers, large ones for the 2500 and 3000Ms, which use the TR6 differential and Triumph 2000 driveshafts, smaller for the Spitfire differential of the 1600M. The rear suspension utilises the Company's own cast uprights. The suspension, with its coil-springs and Armstrong shock-absorbers, is fitted in the main assembly shop along with the TR6 Girling disc/drum brakes and lines and Alford and Alder steering rack, after which the engine/transmissions are installed.

A three-months' supply of engines and gearboxes is stocked, when supply allows, to defeat the suppliers' strike syndrome. Talking of which, TVR have never had a strike, even if they do admit to the occasional row! All Ford engines, with gearboxes, are delivered in wooden crates from Williams Power, the Ford industrial engine distributors for the North-West. Little work has to be done to prepare the engines for installation except for the fitting of chrome rocker boxes on the V6. Propshaft length and space problems preclude the use of an overdrive unit with the Triumph engine/transmission unit.

Every single Fibreglass body component—some 20 in all—is produced from raw matting by a simple "laying-up" process in the separate body shop across a yard from the assembly hall. The main body assembly, excluding the one-piece, front-hinged bonnet, is laid-up in two parts, the floor-pan and the upper structure. To join them, the moulds containing the two parts are bolted together, the sills are fitted and the parts are bonded together. Once removed from the mould all the apertures in the now TVR-like Fibreglass are trimmed and the body mounted on a slave chassis, which includes a jig for lining up the footwells and other minor items, bonded in at this stage. Slave Fibreglass screens are fitted to prevent distortion, hinge box holes cut out and the boxes fitted, straps for the 12-gallon tank bonded in and flexible rubberised sealant laid within the wheel arches. Body production is facilitated by the asymmetrical design, which means that to produce right or left-hand drive cars from a standard shell requires merely the cutting out of pedal and heater holes.

Once the doors have been hung, each body is placed in an oven at 140° F to assist curing and to ensure that all air bubbles are removed from the Fibreglass—a TVR owner would hardly like to see his sparkling new car pock-marked with holes the first time it was parked in the sun. Keen eyes spot the air-holes, which are filled with glass-fibre paste, after each of three sessions in the oven. Bonnets,

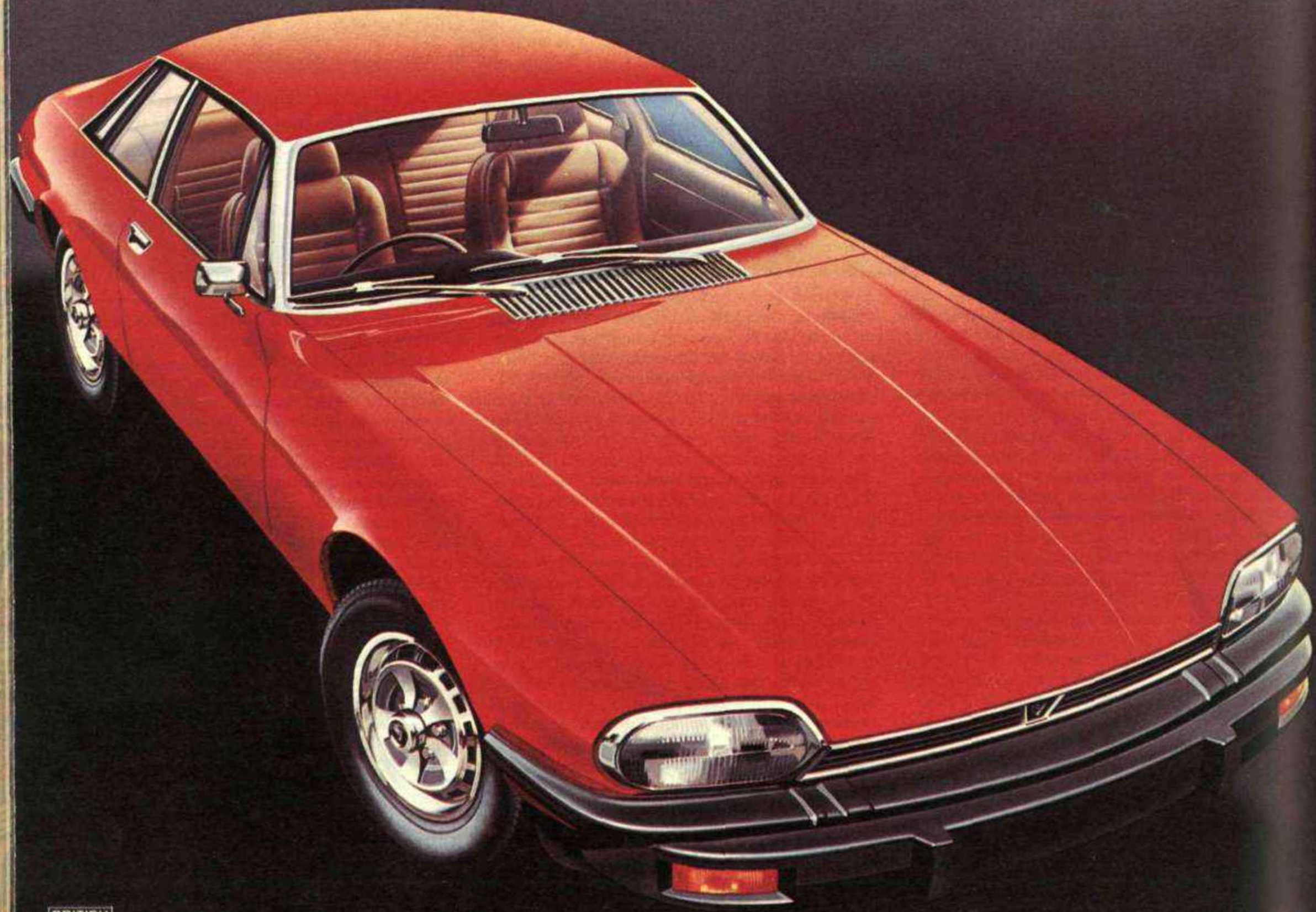
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Opposite page, a new 1600M *and a one-off, open* 3000M *built for Managing Director Martin Lilley, seated in it below, outside the new facade to the old Busman sidecar factory. Making up some of the smaller Fibreglass body parts. This page, top, argon arc-welding a space-frame chassis in the special jig; mating the two halves of the Fibreglass body, trimming a facia panel. Below, bodies awaiting chassis and a Triumph-engined* 2500M *chassis.*





SEPTEMBER 10, 1975. A BLACK DAY FOR MODENA, STUTTGART AND TURIN.



What's good news for Britain has to be bad news for our foreign competitors.

And the best news of this or any other year has to be the Jaguar XJS.

No other car made currently offers a comparable combination of performance and luxury at anywhere near the price.

Which explains why export orders for the XJS are already expected to be in excess of £20 million. In the first year.

Needless to say, performance of the XJS is startling. Zero to sixty takes under seven seconds. 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.

Technically, the XJS has many features which are unique to Jaguar.

And the list of luxury and safety features fitted as standard equipment is long and impressive.

Which is as it should be, considering that the XJS has been designed to be the definitive Jaguar.

Which makes it, in many ways, the definitive high-performance luxury car.

September 10, 1975. A great day for British motoring. And for Britain.

The Jaguar XJS

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

TVR—continued from page 1163

for which the adjustable hinges are fitted later, go through the same process.

Although the main body structure is built in one section, it is emphasised that separate smaller sections are available for accident repair. Holes for the optional Weathershield sun-roofs are cut before spraying.

Just prior to my visit a changeover had been made in the paint spray shop from cellulose to acrylic synthetic paint; as there were new cars with both finishes present it was easy to see the benefits of acrylic paint, most obviously a better gloss. It is harder, has better colour retention properties, polishes more easily, and because it lies on top instead of sinking into the bodywork it does not show up tiny marks in the body surface. This paint is sprayed and air dried in a DeVilbiss spray booth. In preparation for final-finish spraying the Fibreglass is etched with a polyurethane filler and catalyst rubbed on with a cloth. Three coats of primer, a stopper and then wet-flatting by hand follow, then another two coats of primer, a stopper and final wet flatting before application of the acrylic finish. Every coat of primer or finish takes 1½ to 2-litres of paint. Roofs of cars to be trimmed with the optional vinyl finish are left bare for a better adhesive key. The outcome of all this attention to detail is an excellent paint finish indeed.

Still seated on trolleys, the painted shells (two completed ones can be produced per day) are wheeled to the assembly hall, where most of the trim, windows, servo, heater, wiring loom, wipers, washer bottle, sound deadening and the LCP Trim Ltd. seats are added before or after the body has been attached to the chassis—such hand-building, non-assembly line production allowing flexibility in the system. Front wheel arches and bonnets are fitted and the cars are ready for final inspection and road test.

Current TVR production stands at six cars per week produced by a total of 45 employees, a production/employee ratio which Lilley claims to be the most efficient in Britain. The aim is for 75 employees (there were 73 until the fire) and 10 cars per week. Production has risen gradually over the years—380 in 1972, 390 in 1973 and 420 last year—spoiled this year by the fire, but Lilley has no over-ambitious plans to exceed 10 cars per week. To do so would reduce exclusivity, efficiency and attention to detail in production, he feels. The workers, who are on production bonuses, set their own work pace and are prepared and able to help out in different sections of the works.

Lilley makes the point that it is easier at this moment to buy a TVR in Britain than ever before, delivery to dealers currently being quoted at eight or nine weeks, depending upon specification. The fire stifled production of the 1975 US specification car (the 2500Ms currently in production are for Canada), releasing production for other markets. The recent US order for 1976 cars will soon change this. Nevertheless, Lilley, whose roles in the company include design and development, along with Mike Bigland, as well as overall administrative responsibility, wants to develop a more solid home market, to which end a whole new generation of British dealers is being appointed, 30 so far, rising to 50 ultimately. But it was the strong export market which gave TVR the lifeblood to survive when VAT killed their kit cars, made for the British



market only, and today there are few countries in the world without at least one TVR. Panama City was the recipient of one recently, while Japan's appetite for TVRs is proving remarkable.

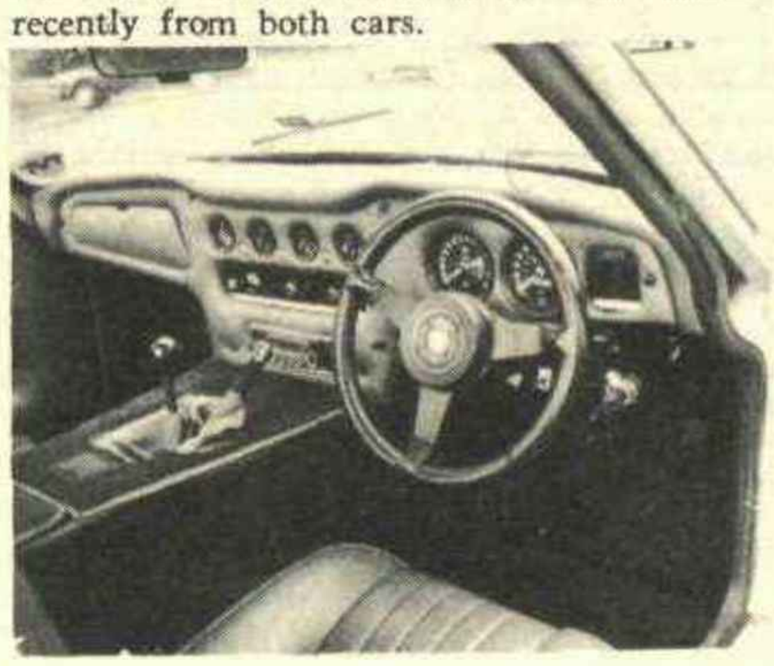
I left TVR in Blackpool thoroughly impressed by the quality of manufacture of this totally hand-built motor car and thankful to see them surviving and thriving in these precarious times for motor manufacturers. They remain one of the enthusiast's few rays of hope in the future for a source of individualistically stylish, exclusive yet inexpensive performance sports cars.—C.R.

Driving the new TVR 1600M

SHORTLY AFTER my factory visit Mike Casale loaned me the new smaller-engined addition to the TVR range, the Ford 1600 GT pushrod-engined model introduced to take advantage of, or defend, TVR against the fuel and economic crises. This is a revised version of the earlier 1600M dropped two or three years ago, in happier, cheap fuel, days, its ancestry dating back to the 1600 Vixen launched, on an older chassis, in 1968.

I confess to being something of a fan of TVR style and character, though the rorty performance and flexibility of the torquey 3000M is more up my street. Viewed in the light of the 3000M I tested in more detail in the September 1973 issue of MOTOR SPORT the 1600M was initially a disappointment. Substituting 84 b.h.p. for the 142 b.h.p. of the V6 car has removed all that gutsy urge and the 1600M feels a mere shadow of big brother. As more, comfortable miles mounted I realised that I should have shut the 3000M from mind: though it looks the same, the 1600M is a totally different car with a unique personality of its own.

Externally only the single instead of dual exhausts distinguishes the 1600M from the 3000M. Even the 6J alloy wheels, standard equipment and manufactured specially for TVR, shod with 185 x 14 HR radial ply tyres (usually Pirelli Cinturato CN 72s, as on the test car) are shared by both models. Side and bonnet vents have been deleted recently from both cars.



Low though it is, the 1600M is easy enough to climb into for any reasonably agile body. The lack of door keeps is a distinct and not very understandable omission—there appears to be room to fit them. Within, I found the vinyl-covered, high-back seats very comfortable, location ensured by the massive centre tunnel and padded door side panels. But the rear half-bulkhead restricts adjustment of cushion and backrest for tall drivers. An ideal arms-stretch to the small leather-covered wheel and perfectly-placed pedals completed what for me was an excellent driving situation. On the other hand the twin-cowled scuttle seemed too high and the gear lever too far back, enforced by the placing of the engine well behind the front wheel centres. Within 50 miles or so I'd forgotten both criticisms, feeling happily at home in this cosy, very well-trimmed cockpit.

On this basic version of the 1600M (basic except for optional Sundym glass, Vinyl roof, heated rear screen and Blaupunkt radio) the facia is attractively trimmed in foam-backed Vinyl; available extras include cloth seats and a wooden facia. It is well instrumented with voltmeter, fuel, water temperature, oil pressure gauges, speedometer with trip and tachometer. Labelled rocker switches on the centre console control everything except wipers and washers, which are on the right, together with a handbrake warning light. Dip, flash and indicators are on familiar—to me—TR6 steering column stalks and horn in the wheelboss. There is a cigar lighter too. Cold or heated air can be directed through eyeball vents beneath the screen and in the foot wells. There is no through-flow ventilation—I would save for the sunshine roof—and the heater output is modest. There is a small, unlockable cubby hole, a deep stowage well by the passenger's left foot, a shallow stowage well beneath a carpeted lid in the top of the centre tunnel and an expansive but shallow lidded tool well beneath the luggage area. Sensibly, the spare wheel is positioned under the bonnet ahead of the engine. Foot-wells, tunnel and luggage bay are neatly carpeted. As always, this TVR's worst fault is the lack of a lift-up tailgate, luggage having to be fed over the front seats. One learns to live with this, but it remains a nuisance, as does the lack of a ledge to stop small items of luggage sliding forwards between the seats.

The test car's somewhat rattly Ford engine started instantly and immediately ran cleanly whether hot or cold—except, embarrassingly, on a couple of occasions when onlookers were admiring this attractive car. It contrived to break its rather weak throttle return spring in the first 20 miles of "ownership". Some of the harshness associated with the Mexico engine/gearbox unit and Spitfire axle is inherited, another criticism which I forgot after the first couple of days. The engine is surprisingly well muted, more so, I think, than in its Escort application, particularly at gentler revs around town. Road noise too is well subdued for a sports car, but that recurrent TVR bugbear of wind noise from the driver's door window remained, in spite of stiffened window frames. Pressing the seal lightly with a finger tip silenced the noise.

The initial feeling of gutlessness is magnified by the fact that the chassis is too quick for the engine, if you see what I mean. In

Continued on page 1167

Rally of the Thousand Lakes

WHEN THE Rally of the Thousand Lakes used to take place at the end of August, up to 1972, it had a few things in common with the Welsh Rally; it was short, from Friday to Sunday, and it always rained. No visitor was ever left in doubt where those thousands of lakes came from, for they invariably fell from the sky when the rally was on. Then the event moved to the beginning of August to escape a clash with Germany's Olympia Rally, and stayed there until now. This year's rally was put back to its old date and, as expected, just a week before the rally the dark skies started dropping their loads. However, some days before the start the greyness vanished, the sun shone and the rally took place in good weather after all.

The Rally of the Thousand Lakes is by no means a long event, for it is all crammed, scrutiny included, between Friday morning and Sunday morning. Nor, for that matter, does it have a big competitive content, for the 42 special stages total just 180 or so miles, a mere nothing to what constitutes the competition in Morocco or Kenya. But those 180 miles are the fastest, most undulating, most confusing which we have encountered, all going to make up what is one of the wildest, most exciting motor competitions that ever took place outside the artificial confines of a race track.

Just as the Romans did, Finnish road builders went over their obstacles rather than around them, only creating bends and corners when they were absolutely necessary. Fortunately for the sport of rallying, those bends were necessary just often enough, and what is now the network of gravel-surfaced roads through the vast forests of Finland is ideal for use as special stages. Fast, loose-topped roads with swinging curves, tight corners, good and bad cambers and a blind crest every hundred yards; that's the sort of setting for Finland's premier motor sporting event. Add to that an average crest severity which guarantees a "flight" even at shopping speeds, an abundance of stout trees lining the roads and the presence of deep ditches or piles of huge boulders and you will understand that it takes a brave man to drive on the limits of adhesion in the Finnish forests.

There's no shortage of brave men in Finland, and when that attribute is coupled with a high degree of skill it's not difficult to realise why these strange-tongued northerners have earned such a reputation for themselves as rally drivers.

The Rally of the Thousand Lakes stands apart from nearly all other rallies in Finland for a reason other than its championship status; it allows practice on the special stages whereas the other events do not. This has always been the case, at least in the past decade, and it has revealed how passionately dedicated the Finns are when they are tackling any kind of competitive, sporting activity. Previously, about a month of practice was allowed, the route being announced about that much in advance of the actual start. This year it was announced just a fortnight before, and throughout that time there were competitors spending the whole time in the forests, driving along the special stages for as much as sixteen hours each day.

And this is where we come to another Finnish attribute: memory. Without any practice-type events in which to perfect systems of pace notes, most Finns regard the Thousand Lakes as an event in which they should endeavour to learn the special stages by heart. To most people, one forest looks very much like another but to the Finns every tree, rock, camber, ripple and bush is a unique feature which serves to remind them of some hazard or another. Those Finns who have travelled extensively to rallies in other parts of the world have highly developed pace note systems, but even they commit much of the Thousand Lakes route to memory, using notes merely as reminders. When they are actually making notes, drivers will take their co-drivers with them, but when they are practising to learn the stages by heart, they will either go alone or with the driver of another car. For instance, this year's winner Hannu Mikkola spent much of the time in the forests with his old friend Markku Saaristo, a Skoda driver of considerable ability. They took turns at driving and they held memory contests between themselves in order to induce speedier learning.

The non-professional Finnish drivers, like most in Britain, do not have the need to develop pace notes as they rarely have the opportunity to use them. Thus they rely almost entirely on their memories. They do, of course, make some form of notes, but it takes considerable experience to be able to react instantly to a "crest keep left—fifty—care jump into long fast right". To them, the notes represent no more than memory aids and they use them to develop mental pictures of what they have seen in practice rather than unconnected descriptions which can be related to nothing in their memories.

Sitting with a driver who has practised so well that he can remember every little feature of a special stage is an uncanny experience. Some of them can do this after only four trips over the stage, and even racing drivers would find learning a circuit somewhat difficult in only four practice laps. One sits there with the pace notes, watching carefully that what comes up ahead is accurately and concisely explained by the hieroglyphics on the paper. The driver reads out what he expects to find around the next bend and, if he has practised well, he will be completely accurate. In such circumstances, a co-driver is tempted to put his notes away and to sit back and enjoy the experience of being driven at very high speed and in very close proximity to all manner of natural obstacles which would pale the faces of a complete grid full of Grand Prix performers. But that would be folly; even if the notes are not read, they should always be followed and reminders given of what the Finns call "the big ones".

The whole business of practice, note-making, memorising and re-practising is a subject of its own, but we hope that we've given at least some insight into how it is done in one particular event. In other events, the whole procedure may be entirely different, the only common feature being the tedious driving and re-driving over the special stages.

What about the rally itself? Saab, Ford, Wartburg, Trabant, Lada, Chrysler, Toyota, Datsun, Opel, Skoda and Vauxhall were all represented, either by their factories or by dealers. Favourites were Stig Blomqvist from Sweden in his Saab and Timo Mäkinen from Finland in his Escort II. Alas, Blomqvist, whilst holding a commanding lead, was disqualified at the halfway stop for a speeding infringement. He passed through a radar trap in a line of traffic; he was later penalised but the others, all non-competitors, were not. Mäkinen never seemed to set the sparks flying, as he usually does, but he drove sensibly and finished third.

The early leader was a young Finn called Ari Vatanen, driving the second of two works Escorts. A remarkably talented man, his inexperience let him down and a fast corner taken at just too sideways an attitude put a wheel over the edge of the road. The whole car was pulled into the stone-filled ditch which bent the rear axle and broke a driveshaft. With another year and a half or so of concentrated rallying beneath his wheels, Vatanen could be the world's best. [G.P. co-drove for Vatanen.—C.R.]

With Vatanen and Blomqvist out of the way, the lead went to Markku Alén who had been signed to drive a Datsun after his expected Fiat drive did not materialise. The Italian team had in fact withdrawn their entries rather unexpectedly. But Alén's lead didn't last long. Pulling brakes prevented his taking the correct line on a difficult right-hander and he went off the road to the left, crashed into a rock, and destroyed the front of the car.

Next man to move up front was Hannu Mikkola, his Toyota drive also coming up when he found that he had no Fiat to drive after all. The car was a 1.6-litre, 16-valve Corolla Levin, prepared by Swedish mechanics at the Brussels headquarters of the Japanese concern. The outfit is managed by Ove Andersson, himself a fine driver, and he has been able to use his skills as a driver and engineer to build a car which handles remarkably well and which is extremely reliable. His decision to put one car into the rally was a long shot, but it paid handsomely, especially as the car could be taken from the finish and put straight into another rally with no more than a top-up of fluids and perhaps a change of tyres.

Behind Mikkola, Simo Lampinen (Saab), Timo Mäkinen (Escort) and Per Eklund (Saab) were struggling very hard to make headway, but they finished in that order with just half a minute separating second from fourth.—G.P.

GENERAL CLASSIFICATION

1st	H. Mikkola/A. Aho (Toyota Levin)	172 min. 33 sec.
2nd	S. Lampinen/J. Markkanen (Saab 96 V4)	173 min. 47 sec.
3rd	T. Mäkinen/H. Liddon (Ford Escort RS)	174 min. 35 sec.
4th	P. Eklund/B. Cederberg (Saab 96 V4)	174 min. 39 sec.
5th	A. Kulläng/C-G. Andersson (Opel Ascona)	177 min. 29 sec.
6th	T. Salonen/J. Markkula (Datsun 160J)	178 min. 11 sec.
7th	J. Vilkas/J. Soini (Saab 96 V4)	180 min. 29 sec.
8th	E. Aaby/M. Karlan (Ford Escort RS)	182 min. 26 sec.
9th	K. Hämäläinen/U. Vihervaara (Sunbeam Avenger)	182 min. 51 sec.
10th	A. Laine/R. Alm (Saab 96 V4)	184 min. 28 sec.

98 *starters* — 60 *finishers.*

(Colour photographs appear on pages 1160/1161)

CLUBMANS FORMULA—

Continued from page 1153

representation of all that is best in British National racing. Perhaps the 750 and 1200 cars represent the impecunious Clubman better—for Ferrada's completed car would cost £2,500 and Foley's at least £1,000 more, if he hadn't done so much of the work himself—but Clubmans does provide real speed. This teaches some very valuable lessons, and keeps the experienced happy to compete past their 50th birthdays, beating the youngsters on occasion.

The Mk. 16 is the latest in a long line of U2s, distinguished from the previous 14 by the rear radiator, 1½ lower bonnet line and detail suspension geometry improvements. The important heart to a U2 is the space frame tubular steel chassis of ¾ and ½ in. (18 gauge, round and square tubing) at £200. Alternatively a complete car, without what Ferrada refers to as "the expensive bits" (engine, gearbox, wheels, tyres), is sold at £1,695. Most U2 customers tend to buy a secondhand model and gradually add the parts to become more competitive. The car that Ferrada drives is partially owned by Brian Mitcham, a former competitor who has temporarily retired for family reasons, but wants to stay in touch with the formula, and this sort of partnership is quite common in Clubmans during the current economic situation. The car is sponsored additionally by ACE Plant, of Stony Stratford.

The Davron FF engine retails at £550, complete with clutch and carburetter, *sans* exhaust system. For that price you get a unit that gives 101 b.h.p. at 5,600 r.p.m. and which, for the impecunious, could do a complete season without overhaul: to get the best results it would be better to have one rebuild though. Exceptionally, Ferrada's mount utilises a Wooler uprated Anglia 1200 gearbox, and this mates *via* the stubby propshaft, to an axle that is violently shortened on the nearside, its original ancestry tracing back to the Wolseley 1500. Double wishbone front suspension incorporates anti-dive characteristics, while the live rear axle is restrained beautifully by twin radius arms and a Panhard rod. Spax adjustable shock-absorbers are used front and rear, as are anti-roll bars. Front springs are rated at 230 lb., while the rear does its work at the comparatively soft rate of 85 lb.

Unusual features of this racing U2, which was so cleanly constructed by the driver and friends at the beginning of this, his fourth season in the formula, include standard road front disc pads and rear linings. Inside the squish comfort of the cockpit one finds another individualistic touch, there is a small alloy "glove-box" to hold things like a cloth to wipe a visor.

The similarities to a road car don't end there. The engine still has a strong imitation of road-going idle left, starting is prompt and uncomplicated, and the mirrors don't vibrate in the usual useless fashion: very civilised. There's clean power in fourth from 4,000 r.p.m., but it naturally pays to change at the recommended 6,300 r.p.m., trying not to abuse Ferrada's hospitality and exceed the overall limit of 6,600 r.p.m. However, the car is so easy to use, especially once you have acclimatised to having your posterior mere inches above the rippling Norfolk tarmac (passing below at speeds of 110 m.p.h.) that we found top gear was returning closer to 7,000 r.p.m. The tyres relay any hint of skidding faithfully through the Triumph Herald-based steering rack, and the brakes are extremely good, though more prone to lock than the more sophisticated Foley system.

Altogether a brilliant car for novice or expert who wants to get out in the open air without the hustles of the aspiring Grand Prix participants in Formula Ford. First class handling really lets you try some amazing things on short acquaintance, and the complete equipe is a great credit to the category. Last year Ferrada won the B Class Championship, this season he is second overall in the Tricentrol and third in the LEC series at press-time.

Foley's is a very different machine. Ferrada summed it up, after he too had tried it and recorded a time 1 sec. quicker than the writer, "that's a real racing car, with teeth, whereas mine is so much easier to drive". Mechanic Ken Robinson (brother John was the constructor of the Tim Goss Lotus 7X and now works for Vels Parnelli F1 team) constructed it exactly around Foley's dimensions. The result is very low, with a reclining seat position that makes an F1 look like an old Ford Pop.

The engine sticks out of the bodywork and is the handiwork of Norvic's Norwich establishment. There's little power until you get over 6,000 r.p.m. and you can use up to 9,000 revs, though we stuck to 8,400. Such a unit will cost between £1,300 and £1,450, which is expensive, but there's a very real 168 b.h.p. to force the rear wheels out of line, even in third gear. A Bullitt gearbox is fitted, driving through a very short propshaft to the Lotus Elan-based differential, VW halfshafts, and a rear end very much in the mid-engine formula racing manner.

The complete car took about a year to construct, and has been racing quite successfully since 1973, reflecting an untold number of dedicated weekends and evenings for both Foley and Robinson. All the more remarkable an achievement, when it's remembered that Foley is the *Catchpole* cartoonist for *Autosport*, and the other partner in the Stanbury-Foley promotions company. The space frame chassis is of ¾ in. and ⅝ in. steel tubing, carrying L72 alloy panelling for the main bodywork. Ferrada's machine carries a bit more glassfibre, especially for those double curvature applications like the nose, rear mudguards. It is also interesting to note that it takes the U2 professionals just 150 hours to build a car, a fact that causes dedicated constructors like the Robinson-Foley duo some envious anguish at the sociable evening lost in the cause of motorsport.

Advanced features included the tremendously efficient Safety Braker system. This anti-wheel lock device is coupled to really effective discs all round (the rears inboard) and progressive rate springing. Working in conjunction with Koni adjustable shock-absorbers, the St. Bruno car features a rate that stiffens from 130 lb. to 280 lb. at the front, and from 120 to 265 lb. for the back units.

The dual Webers were providing an expensive direct spray-bath when I drove the Foley machine, but that didn't prevent me feeling the full meaning of 168 horses really trying to snatch the rear wheels away from the direction of travel as the throttle was cracked open. The car weighs 840 lb. and the acceleration to 100 m.p.h. is exceptionally exciting. I unfortunately couldn't really get to grips with the handling because of the lay-back seating and heavy steering (the wheel is one inch smaller than on the U2). However, the slingshot acceleration in second gear out of the complex and Sears (where the U2 was in third, providing flexibility, but not this expensive excitement) proved that it is easy enough to catch tail-slides with never a hint of lifting-off.

Apart from the engine—which shot me round 2.2 sec. a lap quicker than the FF-powered car, despite not once driving it correctly—the outstanding feature was the brakes. Despite some oil on one of the inboard rears, the St. Bruno machine just stopped at the end of the main straight in the same distance as the slower (probably by 20 m.p.h.) machine tried earlier.

It was nice to talk to real enthusiasts who regard the sport as the important part of their weekends. For more details than we can give here write to the hardworking Clubmans Register secretary, Peter Evans, at 10 Gonnerston Avenue, St. Albans, Herts.—J.W.

TVR—continued from page 1165

fact it is a misleading car, for it has a top speed in excess of 110 m.p.h. and accelerates from 0 to 60 m.p.h. in not much over 10 secs., a bit quicker than the old Mexico and much better than the MG-B GT, for example. Nothing much happens below 3,000 r.p.m. so the beautifully light Escort gearbox needs rowing; used thus the performance is quite respectable, surprisingly so in top from 70 to 90-95 m.p.h. or so, a happy cruising band. Speeds in the gears at 6,000 r.p.m. are 34, 57 and 81 m.p.h. Best of all, this car returned 27 m.p.g. in London, 34-35 m.p.g. out of town from its 12 gallon tank. The controls are quite light, placing it for parking is moderately easy so that this is an agile, fuss-free town car. The light weight and good distribution make the all-round TR6 brakes perform much better than those on my TR6—yes, very good indeed. On this very new car the front discs also exhibited the same "wire-brushing" squeaking noises which drove me mad during my TR's early life.

The handling and road-holding are very safe indeed, in the wet or dry, a trifle dull compared with the powerful 3000M which can be steered more on the throttle. On the other hand there aren't the same penalties for injudicious use of the throttle, particularly in the wet . . . While the 3000M needs skill and quick reactions to control it when it does break away, the better-balanced 1600M breaks away more gradually and is very controllable in a severe oversteer condition achieved by deliberate provocation. Normally there is a small degree of very safe understeer with no noticeable tyre scrub and little roll. The steering is a bit dead, but quick if you can keep up with the 3¼ turns lock to lock for the 35 ft. 9 in. turning circle, and would benefit from better castor return and/or higher gearing. The ride is choppy over rough surfaces, but good seats make it acceptable.

Beautifully finished, eye-catchingly attractive, built for long life (likely to be smart and solid when steel competitors are heaps of rust) and ideal for the DIY enthusiast this sports car of character is reasonably priced: the 1600M starts at £2,896 and the 3000M at £3,256.—C.R.

Letters from Readers

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

The AA Replies

Sir,

In your September issue Dr. John D. Schofield seems to have missed the point concerning the "Square Wheel" award.

The *Drive* readers who entered the competition (which was announced a year ago in the Summer '74 issue) were people with legitimate complaints—people who had, indeed, already been battling on their own for anything between nine and fifteen months in an effort to gain redress.

The competition was not launched as a "fallacious parlour game", as the good doctor seems to believe. The award, and the corresponding article in *Drive*, was to demonstrate that the man-in-the- street who buys a car which subsequently gives him a great deal of trouble can face a frustrating, expensive, time-consuming battle in his effort to have his vehicle put right. This state of affairs is damaging to the industry and to dealers, and is certainly not conducive to good relations with the buying public.

There is no doubt in our minds—following both the experiences of entrants for the "Square Wheel" award and our own investigations into the Pre-Delivery Inspection system some months ago—that this question of manufacturers' responsibility in cases where there was clearly an inherent workmanship or manufacturing fault has got to be resolved. The present situation where a consumer with a legitimate complaint can be shunted for months on end between dealer—who has probably done all that he can possibly do—and manufacturer, clearly cannot be allowed to continue.

We feel that we have established a fair situation which does require some remedy. If, as a result of this competition, the relationship between manufacturer, distributor and customer is improved, then the AA will have done what it always sets out to do—help the motorist.

Dr. Schofield also asserts that members "certainly aren't getting the roadside service any more". A strange conclusion to reach when, in fact, the AA gives Free Breakdown assistance more than 2¼ million times a year, that is 43,000 times a week or four times every minute of every day and night.

C. J. AKED
Chief Press Officer
The Automobile Association,
Basingstoke

ST Springs

Sir,

Mr. Seth-Smith's reply (September MOTOR SPORT) to my complaint about non-availability of MG Midget special rear springs from British Leyland ST was interesting.

He may be happy to say I have by now received them but I am unhappy to say that to date (3rd September) they have not been received by my dealer.

I have now cancelled the order and been given my deposit back.

However, in spite of this complaint and the fact that my new MG Midget had 29 faults on delivery, all since corrected, I would not buy anything other than a British Leyland car.

Driffield M. S. BENTLEY

Tyred Auntie

Sir,

I am interested to know which P4 "Auntie" Rovers are fitted with 500/525 x 16, 550 x 16, 575/600 x 16, 600 x 16, or 820 x 15 tyres (MOTOR SPORT, September, p. 1049). As all take 600/640 x 15 tyres, 16 in tyres tend to fall off the rim as fast as one puts them on and 820 x 15 tyres can only be fitted under the wings when completely deflated? The only Rover cars to use the above are the 1949 P3, which is not an "Auntie", and "Uncle" SWB Land Rover.

Wellington, Somerset R. M. STENNING

Dino Running Costs

Sir,

Due to the fact that the price of the Ferrari Dino 246 GT has descended to a more reasonable level for us lesser mortals I have been considering buying a 1971/72 model.

My main worry is, will it be a lot of trouble and if so how expensive. Perhaps somebody who has had some experience with this car could help me.

I realise that, like most cars, their reliability depends on their early life, but are they unreliable and also are parts and servicing very expensive?

I would be grateful if anybody could give me any hints or guidance on buying a good secondhand model.

Southport T. J. HANDLEY

Enrichment of Life

Sir,

For the directors, officers, and members of the Vintage Sports Car Club of America, may I offer hearty congratulations on MOTOR SPORT's fiftieth anniversary, together with our sincere wishes that its unique gift for evoking all the pleasures of motoring and its high standard of quality will continue to flourish through its second half-century and beyond.

For myself, I can only add that reading MOTOR SPORT has enriched my life for many years, and that I am more grateful than I can say, to you and your staff, for making this so.

A. S. CARROLL
Secretary
Vintage Sports Car Club of America,
New York

Service from Vanden Plas

Sir,

After reading the interesting article concerning spares by BLMC Public Relations Officer Roger Armsden, I had to write to tell you of some of the experiences received in getting spares for my adorable 4-litre R. Vanden Plas. I have owned this car for four years, and a 3-litre one for three years before that, and times have often been tiring regarding parts. The service supplied by Kennings, Unipart, etc., leaves a lot to be desired for these still popular and generally well maintained cars. Having got that off my chest, I would like to mention the remarkable service supplied to me by Vanden Plas Cars (BLMC Kingsbury Ltd.).

During this lasting hot spell, my car started overheating, also using large amounts of coolant. The symptoms of the head gasket going were justified when water fired through the exhaust. After phoning Vanden Plas and explaining symptoms to their very helpful Manager, they arranged for the car to be taken in. After stripping down the head, inspection showed a cracked block between the water jacket holes and bore. Knowing how hard parts are to obtain, alarm crept into my thinking in terms of getting an engine block. After talking with the Manager he relieved me by telling me that they had re-built a works engine with new parts and that they could fit it into my car. After considerable but well worthwhile cost they had my car ready to drive away in nine days. Inclusive in the bill is the 1,000-mile service and they also tightened, adjusted and fitted anything they discovered while replacing the engine.

This car, which is in remarkable condition bodywise, is now in excellent fettle enginewise. Mileage recorded for this two-owner car before engine replacement was 95,000.

Thanking all concerned at Vanden Plas (Kingsbury) for truly "British" workmanship and enthusiastic help to my cherishable 10-year-old, in giving her perhaps another 95,000 (Chancellor permitting).

Sorry for getting carried away, but in the times of the troubled British car industry, pride of job and service still survives.

Thanking you for, as always, an unequalled magazine and, as stated, price-wise cheaper than twenty cigarettes. After a couple of hours "no cigarettes", but MOTOR SPORT for ever!

Hounslow West RONALD DAVIS

Comical

Sir,

A great article on the Wolseley 2200 and Citroën CX2000 in the September issue of MOTOR SPORT.

But please stick to cars not comics—"Dan Dare" was on the front page of the *Eagle* not the *Beano*!

Cheshire ALAN C. WELLS

[I'm expecting a deputation led by the *Beano*'s Desperate Dan any time. To all those other ageing comic readers who've protested, sorry!—C.R.]

The V8 Aston Martin

Sir,

Mr. Harold Pardoyl's experience with a V8 Aston Martin (see August issue) are saddening but I would suggest, are not typical.

The early DB V8s admittedly did have troubles; it would be interesting to know what model Mr. Pardoyl bought. Company Developments Ltd. improved the car immensely but all the same, several members of the Aston Martin Owners' Club are running DB V8s with satisfaction and at least one member races his with success in club events.

A friend of mine has had two new "Company Developments" V8s, both of which have given complete satisfaction. The first one, a fuel injection model, I went with him to collect from the retailer in Birmingham—and he got it home to Kent without incident! He used it daily in his profession, covering a lot of motorway miles besides navigating it around some pretty narrow lanes. We took it to Switzerland for a ski-ing holiday and it never missed a beat. It would idle quite happily in traffic without surge (it had the electronic ignition) and on the motorways it was a 'splendid car to drive, with terrific acceleration accompanied by a most satisfying growl!

In 1974 this was replaced by a carburetter model which has given equal satisfaction, both in everyday use and on a holiday trip to Spain last year, four up. The object of this exercise was an Aston Martin OC rendezvous in Barcelona; there were several V8s present, all performing properly.

Apart from routine servicing, my friend's cars are not cosseted but are driven as hard as conditions will permit. As to how the V8 Aston compares with Ferraris etc. I cannot say, not having experienced these cars to any extent but I do know that it is a most satisfying car to drive, whether tooling through town or going hard on the "open road".

Totteridge J. CLASSEY

The Reliant Sabre Six

Sir,

Your piece "What Hath the Sabre Six?" in the July issue was obviously intended to elicit a response, and as I am one of the individuals named, I suppose that I should try to answer your question. The primary attraction of the Sabre must be financial. Less than 60 production models were made, and yet a reasonable example can (or could) be acquired for a fraction of the price of any other sports car acceptable to the HSCC. The other main advantages of the car may be briefly summarised as follows:

(i) An extremely robust chassis and non-rotting body.

(ii) An engine for which bolt-on goodies and tuning know-how are available, and which can be developed at modest cost.

(iii) A high proportion of components from mass-produced cars of the period which either are still available or can be found in the local breaker's yard.

(iv) But not least, an active Club willing to assist with advice and spares, and keen to arrange special classes and team entries.

I suppose this list bears a strong resemblance to the reasons for which some of us purchased chain-driven 'Nashes in the 50s, which may explain the high proportion of Sabres amongst members of the Frazer Nash Section.

The foregoing remarks do not, of course, take any account of the car's performance on the road, and I have turned up your 1964 Road Test to see how my own 1964 car compares eleven years on. My first reaction is that the test report does not damn the car quite as comprehensively as you suggest, and there is in fact some praise, for the acceleration, ride at higher speeds, stiffness of the chassis, cornering, brakes, seats and external finish. I also get the impression that a more favourable report would have resulted if the test car had been fitted with a new throttle cable. You have mentioned some of the criticisms, and I will agree that the ride is harsh at lower speeds—but it doesn't roll. I don't agree that the cockpit is cramped, and I would say that there is a good deal more elbow room than there was in the Triumph GT6 which I had some years ago. I find the vision all round to be perfectly adequate. As regards the gearbox, the criticism in the test report referred to the Borg-Warner overdrive and not to the box itself which is described as "a quite respectable example". My car happens to be one of the few not fitted with the overdrive unit, but I have driven a car with overdrive and can understand your tester's complaint.

I have now used my car as everyday transport for a year, and competed in a few speed events, and it has proved to be reliable and rather more economical than the road test car. I find it fun to drive, preferably on smooth roads, and, after re-bushing the Watt linkage at the rear, the handling is quite predictable; the tail breaks away fairly readily, but this is easily corrected. The brakes are excellent, and the car recorded one of the better times in the braking test on the VSCC Pomeroy Trophy. The standing quarter-mile took 19.79 sec. as against 18.1 for the road test car, but it should be pointed out that the Pomeroy course is uphill, and my engine has now done over 90,000 miles.

It is reasonably practical as family transport, and my wife and I recently completed a 500-mile round trip with two 11-year-olds in the back and week-end luggage for four without discomfort.

It is interesting to find that some of the minor annoyances mentioned in the test report are still apparent in my car, including the tendency to spit back until the engine is fully warm, bottoming of the rear suspension, weak synchromesh on third gear, and a steering tremor which wheel balancing will not entirely eliminate. On the other hand, none of these things seem to have got any worse after eleven unrestored years, and the only new one to develop has been a rattle due to wear in the badly designed bonnet hinges, which would seem to indicate that the car has stood the test of time rather better than most.

One final comment on your mention of beer stains. I will admit that I (and I suspect some of the other owners you have named) have been known to partake of this excellent beverage, but I should like to make it clear that it is the absence of rust spots rather than beer stains which commends the glassfibre body.

Kidderminster MARK JOSELAND

Price Rises

Sir,

I am a great motoring enthusiast and have been an avid reader of MOTOR SPORT for the past four years, and up until now have not written to you.

But, with this great "Buy British" campaign at the moment, now I think is a good time to outline one of the main reasons why I, if I was old enough, would buy a foreign car. That is that over a period of, say, two years recently some British cars have increased in price over ten times as much as a foreign competitor and so have gone out of the price range of many prospective buyers. I have taken, as an example, the price differences of ten cars between September 8th, 1973 and the present time. There are three British cars, two French, German and Japanese cars and one Italian car. All priced at around £2,000 at the former time.

Car	Sept. 1973	Now	Difference
Toyota Crown 2600 Estate	£2,514	£2,724	£210
Mazda RX4	£2,050	£2,143	£93
Rover 2200 SC	£1,977	£3,036	£1,059
Ford Granada 3000 GXL	£2,204	£3,570	£1,366
Vauxhall Ventora	£1,829	£3,042	£1,213
BMW 2002	£2,399	£3,049	£650
Audi 100 LS	£2,227	£2,792	£565
Peugeot 504 Carb.	£1,926	£2,917	£991
Renault 17 TL Coupé	£1,680	£2,418	£738
Alfa Romeo Alfetta 1800	£2,449	£2,799	£350

The figures speak for themselves. No wonder Japanese cars sell so well!

Keynsham COLIN EVANS (Age 15)

"Splendid Record—Splendidly Recorded!"

Sir,

It's a long time since I read any magazine with as much enjoyment as your Golden Jubilee issue; so many vigorous and evocative pages, unspoilt by the wistful distortions of nostalgia. A really splendid record of your splendid 50 years. The 3-litre Bentley story, and fine pictures, reminded me of travelling down the old Bath Road in a sister car, with Kensington-Moir at the wheel. Both the car and the driver set standards that were completely new to me. Roads, like cars, had real names and identities in those days.

When A. C. Armstrong interviewed me in 1923 as a possible assistant on *The Motor* (with the same misgivings about engineers that W. S. Braidwood recalls), my trump card as I thought, was a text-book on drawing-office practice for budding designers, written by Ted Merritt and myself and published by Bell in the previous year. After a quick look, his only question was "Is it selling?" Later on, it was Editor A.C.A. who invented the title "Grande Vitesse" against which Rodney Walkerley protested in vain. It was left to the enterprising Bob Paul to think up the new title of "Technical Editor," to impress his advertisers, which he established so successfully on my behalf that A.C.A. and old Edmund Dangerfield had no choice but to accept it, but with no immediate change in my salary!

All good wishes to MOTOR SPORT and the inimitable and indestructible W.B.

Hampstead, N.W.3. MAURICE PLATT

Congratulations

Sir,

I would like to join the swelling ranks of the many throughout the world who are congratulating you on the 50th Anniversary of MOTOR SPORT! Long may you both continue.

As a long-standing—unfortunately from a great distance—reader and admirer of your publication since my very early years, it came as a surprise that the 50th was about to be noted. The August Golden Jubilee issue, has, I hope, set the tone of future recollections by you and those who have contributed to your magazine through these many exciting years.

Along with my huzzahs I send thanks for serving as one of those fine British motoring journals that quickened my young mind to the sport when America was so bereft of any kind of automotive journalism and neglectful of its own history.

Certainly without your guide posts I never would have thought of creating *Automobile Quarterly* magazine and its books on automotive history. My sincerest thanks and congratulations on MOTOR SPORT'S 50th.

New York L. SCOTT BAILEY

Bristol Service

Sir,

Two aspects contained in recent editions of MOTOR SPORT prompt me to write; as the owner of a 1949 Bristol 400 I was naturally delighted at the recent coverage given to the latest Filton product.

Secondly, the letters in your correspondence column regarding the poor spares availability of certain "recent" models of a major manufacturer and their subsequent "watery" PR-style reply are in stark contrast to the service offered by Bristol Cars.

On 26th June this year I wrote to Filton asking for a length of a special pattern rear window moulding (a rather obscure part, you may well think, especially on a car almost 30 years of age), I received a reply dated 1st July dictated and signed by Mr. Gibbens, the Spares Manager, offering immediate despatch on receipt of payment to the value.

Mr. Editor, in the light of all the moans and groans associated with present-day car ownership, doesn't it do your heart good to hear of a British manufacturer who offers quality and value in his product and a spares service to match.

I have no connection with Bristol Cars other than the obvious and hope that I don't get a "rocket" from Mr. Crook for attracting unnecessary publicity to his motor cars.

Knutsford S. H. M. BROWN

Bobbies, Nuts and Things

Sir

Having been following your letters concerning the Police and their unmarked cars I can add another bit of information that may help someone keep clear of the Blue Plague. The Shrewsbury Traffic Dept. are using at least one dark blue Rover 3500 with dark glass all round and one small notice in the rear window, which, due to the glass, is almost invisible. Reg. No. is YNP 835 M. I must add that my chest swells with pride to know that I am lucky enough to live in this great country of ours where the law overlooks such minor misdemeanours as multiple rape with a weapon in order that it may concentrate its full force against the real threat to civilised society.

I also think it's a pity that MOTOR SPORT seems to ignore one very exciting aspect of our sport. I am referring to Drag Racing and I have the feeling that you think it is a bit low class and not really the done thing to acknowledge that it exists. However, surely in this day and age of almost universal castigation of motoring we should all stick together. There really is no room for the motoring equivalent of the Classical v. Pop type of class war.

Finally, thanks for a very interesting magazine. I get a lot of laughs at the prices in the small ads. As someone who, five years ago, was thrashing an MG TC around Singapore and then sold it for £100 which was twice its cost, the thought of spending well over £2,000 for one to drive in this climate makes me realise that all the nuts are not behind bars yet.

Telford, Shropshire J. P. COOP

Give Prominence to the Seat

Sir,

At a time when the need for economy motoring is increasing, and the merits of small cars are being compared, may I make mention of the Fiat (now Seat) 850. In many ways it is broadly comparable with the Mini and Imp saloons; a simple two-door, nicely furnished and reasonably equipped small car, returning 45 m.p.g. and able to cruise at around 65-70 m.p.h. all day. It offers a fold down rear seat for luggage, a decent driving position, reclining seats and a proper through-ventilation system—even a "sports" steering wheel. The point is, however that it offers these "mini" virtues for under a thousand pounds—indeed mine, bought new a few months ago, was on the road for £927. This represents about three-quarters of the cost of the Mini or Imp—surely a consideration when buying in the bread and butter end of the market. Admittedly, the body design is rather elderly, but so are those of its competitors and my previous model ran for 45,000 hard-driven miles all over Europe with only a replacement clutch as a major expense before it was sold to its present and well satisfied owner. It seems unfair that the Fiat 126 "baby" should be considered as the foreign equivalent of the economy models when this is only a few pounds cheaper than the Seat. Perhaps other readers of your excellent magazine have satisfactory or unsatisfactory tales of these, in my view, admirable small cars.

Welstead MICHAEL J. HOPKINSON

The Polski Fiat 125P

Sir,

C.R. reports that the Polski-Fiat 125P is quite a fair motor-car, and he has a very good point: to be able to buy a 1,481 c.c. car for £1,159 is good value. However, when compared with current "real" Fiats, and other cars, it is clear that this is quite unrealistic. In the UK it is not possible to buy a Fiat 126 for £1,000, and a 1,500 c.c. Fiat (1975) would cost about £1,800/£1,900. I understand that Sig. Ing Angelli, the Fiat C-in-C, is so worried about the situation that he is going to stop it, and who can blame him? C.R. reports that these "Red Fiats" are made by men earning about £11-£12 per week. If that is so, then that figure is about 1/5th of the pay of a Leyland manual worker. So one is tempted to ask why the Polski-Fiat is SO expensive?

Why does the British Government, both Conservative, Labour (and perhaps Communists?) allow these cars to come from Eastern bloc countries at quite unrealistic prices? I understand from financial papers that, for example, the Moskvich 1500 saloon costs about £4.500 retail, in its country of manufacture, and yet here it is slid "under the counter" for £999. You have written up the Polski car, and there are many others. Members of the British public have a right to know why we give such stupid terms to the Eastern bloc countries. One has only to look at the prices of their watches, radios, and field-glasses etc. This is crazy. We are just giving the "Reds" pound notes. Why can the cars not be sold at full retail prices, then we would see how many they would sell? There would be no contest between an Opel Commodore or a Ford Granada Ghia at £4,000 and a Moskvich 1500 at £4,000.

On the other hand, why must the British Government kick its oldest, and most loyal, allies in the teeth and stomach, so hard?

What is the British Government's answer to the fact that a car such as the AMC Pacer retails for £4,000 in the UK, when the same car only costs about $4,000.00 US on the American market? Why is there this bias towards the Communist countries? Is the British Civil Service, and the Customs and Excise Department so riddled with Communists that we cannot give our allies a fair deal?

This situation really is absurd: truthfully, one might say that it is just subsidising Communism, because what have these countries, of the Eastern bloc, ever done for our Motor Trade? The answer is almost nothing, as there is no retail motor trade, as we know it, East of the FDR borders. On the other hand, the US market has been the seed-bed of the British car manufacturer, particularly the sports/GT type, and it would be true to say that if these markets had not existed, BMC, British Leyland, Triumph, Jaguar, Austin (Healey) and MG, call it/them what you will, would have been broke 15-20 years ago, instead of today.

Perhaps the Department of Trade and Industry has some comments on the British Government's policy of discriminating against friends of the UK, in matters of trade, friends, without whose financial help and productive capacity the UK would have been unable to win the last war.

That statement does not of course take into account the great loss of life suffered by our allies.

Hemel Hempstead M. G. C. POTTER

Tailpiece



The most expensive picnic table in the world?
[Photo by Neill Bruce Photographic

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FOR SALE

MG-C GT "J" registration (August 1970). One owner, wire wheels, overdrive, undersealed, approx. 70,000. Blue black leather upholstery, Webasto, Cinturatos, Marshal headlights. 1 year MoT. Telephone 01-688 8318 (office). £875. (65929

BMW 2002 Tii. K reg. Inka with grey upholstery. HRW headrests. Consider part exchange, good cond. £1,075. Tel: 061-973 0838. (65931

RAILTON 1937 straight eight. Very nice Rover drophead coupe by Tickford Salmson 1938, immaculate. PO Box 198 Eindhaven 4500 Netherlands. (65932

FERRARI DINO 246 Spyder 1973 in really immaculate condition. Metallic silver with black leather interior, electric windows and radio/stereo. Asking £4,150, but offers invited. Phone Morrison 01-693 7166 evenings or weekends. (13532

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ASTON MARTIN DB2 1953. Exceptionally clean and original, green beige trim, 3-litre. Very quick. Must be cheap collector's item. £1,195. Knowle 4674 (Warwickshire). (65964

SPITFIRE MK 4 1973 left-hand drive. White, one lady owner, 17,000 mls., £1,000. St Albans (0727) 58709 (office). (65963

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GILBERN INVADER 1970, overdrive, BRG, alloy wheels, electric windows and aerial, tinted screen. Around £1,000. Withies Hull 843235. (65961

ATTRACTIVE 1953 Riley 1½ RME. Specialist reconditioned engine, new exhaust, etc. Good Pirellis, T&T February. £450 includes many spares, manual, handbook. Details write: Landers Lodge, Alnham, Alnwick, Northumberland. (65962

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1926 DELAGE DI 2-litre o.h.c. chassis. Sound, part-dismantled. Make fabulous sports tourer. £850 o.v.n.o. or swop smart pre-war tourer or Austin anything 01-828 7449, or 32 Carlisle Mansions, SW1. (65534

1964 ASTON MARTIN DB5. Aegian blue. Automatic, CWW, HRS, Sundym windows, immaculate condition. All service and rebuilding done at Newport Pagnell. Many spares and extras. £2,000. Dakin, Longacre, Prestbury (Cheshire) 49567. (65732

MARCOS 3-LITRE. Lime 1970. Sunroof, Mag wheels, stereo cassette/radio etc. Beautiful condition. £1,395 o.n.o. Details, Ring Lincoln 30217. (65830

FERRARI 365 GTC. One owner, 20,000 miles. Lamborghini Muira S. 20,000 miles. Both right-hand drive. Available after 14th September. Tel: 970 2517. (65927

FRAZER-NASH 36/37 type 315 with mods. Fitted special sports aluminium body. £450. 11 St. Marys Road, SW19 946 9499. (24641

ALFA ROMEO 2000 GTV. 26,000 miles, one owner. Greenly, Titley Court, Kington (phone 472) Herefordshire. (25642

LOTUS EUROPA Special 1974. Lagoon/oatmeal, 5-speed, stereo, alloys. Superb. £2,150. Cramb 01-903 1400 Ext. 459; 01-937 8810. (66023

V8 SUNBEAM TIGER 1966. 4.2, h/top, s/top, tonneau. New springs and spax all round. Long MoT, tax. Lord Rootes original Q car. £550. Drawmer, Maidstone 813036. (66024

1930 SUNBEAM 23.8 h.p. limousine. Claret/black. Outstanding example of a great car. £2,500. Phone Brampton, Cumbria 2508 evenings. (66026

LEA FRANCIS 1932. Rare ace of spades sportsman saloon, short chassis 2-litre, 6-cylinder. 50,000 miles only. Very original. Excellent bodywork, good running order, MoT. £1,500. Phone Glover 01-953 8942. (25679

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FERRARI 365 GT 2+2. Thoroughly overhauled and in good condition. First Reg. Aug. 1970. Realistic offers please to 021-643 7861. (66306

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FOR SALE—continued

ASTON MARTIN 1967 DB6. Recent reconditioned motor (Vantage). All usual extras, brilliant white paintwork, excellent condition. Would exchange for large vintage tourer of same value, or sell £1,950 o.n.o. Telephone Camborne (Cwll) 2214, day. (66229

1937 BROUGH SUPERIOR DHC. In beautiful condition, absolutely original. Offers: Bakewell 2253. (66230

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MG TF. Wire wheels, Brooklands screens, engine and gearbox recently reconditioned. Bodywork sound. £2,000. Bennett, Bristol 0272 664714, 18 Headley Park Rd. (66234

1961 MARK 2 JAGUAR. 36,000 from new. 3.8-litre. Offers. Bakewell 2253. (66230

COLLECTOR'S ITEM. 1958 Riley 2.6-litre automatic. Original condition throughout. Genuine 30,000 miles from new. Two-tone grey with red leather upholstery and wooden facia. All usual extras including clock, radio, heater, and electric aerial. MoTd till September 1976. Registration number 86 FPC. £375 o.n.o. Ring: 01-546 7364 evenings or weekends. (66252

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ROVER 95 1963. Two-tone grey. Excellent condition both bodily and mechanically. Usual Rover refinements. £385 o.n.o. David R. Lewis, 48 Dilmore Avenue, Fernhill Heath, Worcester. WR3 7TH. (66257

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RILEY 1½ RMA 1952, MoT December, taxed. Recent roof, brakes, exhaust. Other restoration awaits completion. Moving, arrival company car forces sale treasured possession after many years ownership. £275 o.n.o. Tel: 01-361 9114. (66278

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

MAGNIFICENT SUNBEAM 1956 saloon. MoT, original extras plus power brakes, alternator. Engine, gearbox (floor change), o/d, reconditioned, offers. Stow-on-the-Wold 30878. (66298

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HEALEY, not Silverstone but 1950 C-type chassis shortened to 7 ft. 6 in. and fitted with Alvis Healey alloy 2-seater body, Riley 2½-litre mechanics. Constructed in 1954, but needs finishing. Would make interesting unique car. Offers. Hay-on-Wye 792. (66302

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LOTUS +2S 130/5, '73. "M" Reg. Metallic blue, oatmeal trim, radio, alloy wheels. 20,000 miles. Excellent condition. £2,300 or p/ex. Ferrari Dino. Bath (0225), 833390. (66307

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PAGE & MOY LTD

A LOOK BACK AND A LOOK AHEAD

This month sees the last departure of our 1975 visits to overseas races. It is, of course, our fabulous six-day tour to the United States Grand Prix at Watkins Glen. Three hundred and eighty enthusiasts will be enjoying the luxury of flights by British Airways' Boeing 747 Jumbo Jet. This is the third occasion on which we have used such an aircraft this year. Every seat on every tour departure has been filled this season. That reflects the enormous popularity of our programme. The 1976 brochure will be published as usual on December 1st.

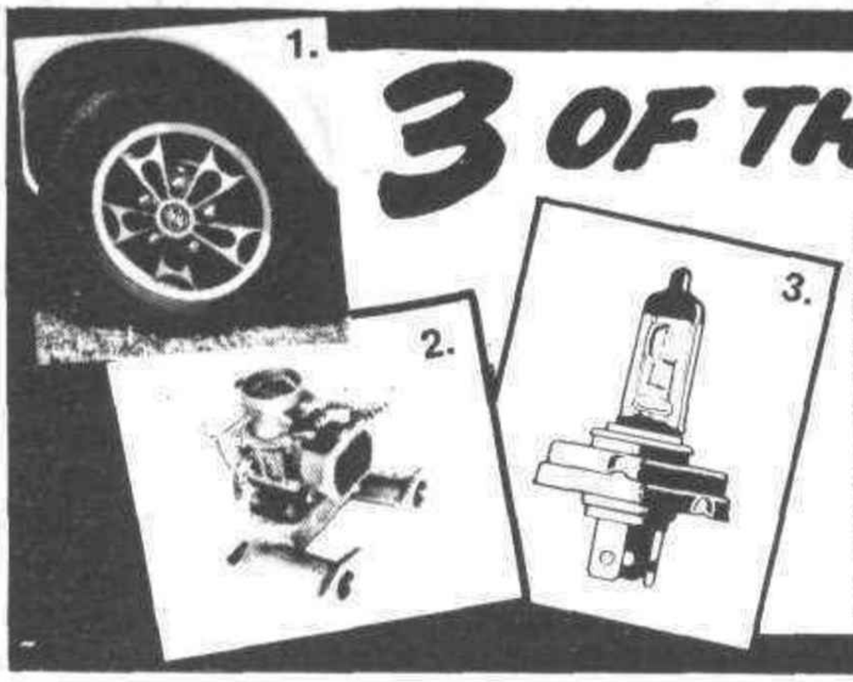
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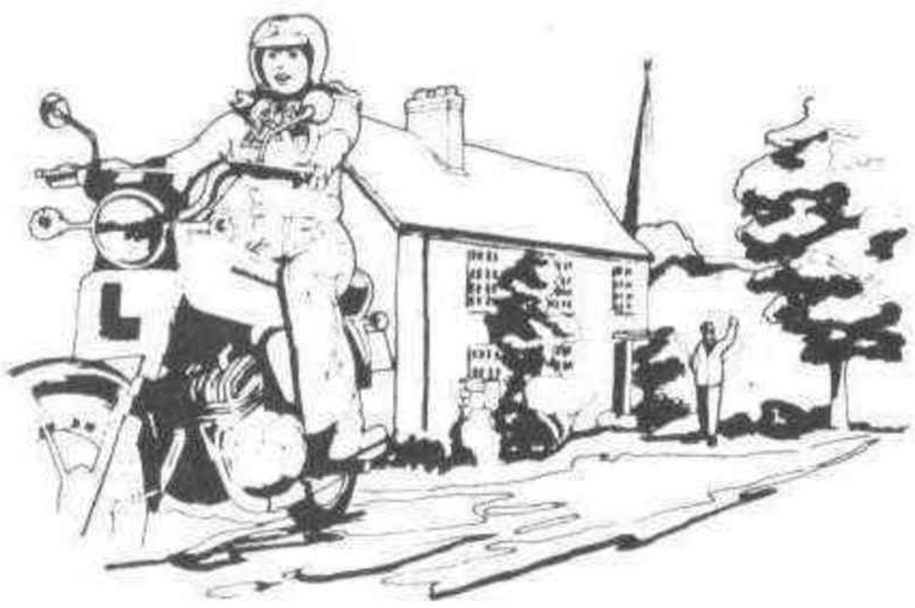
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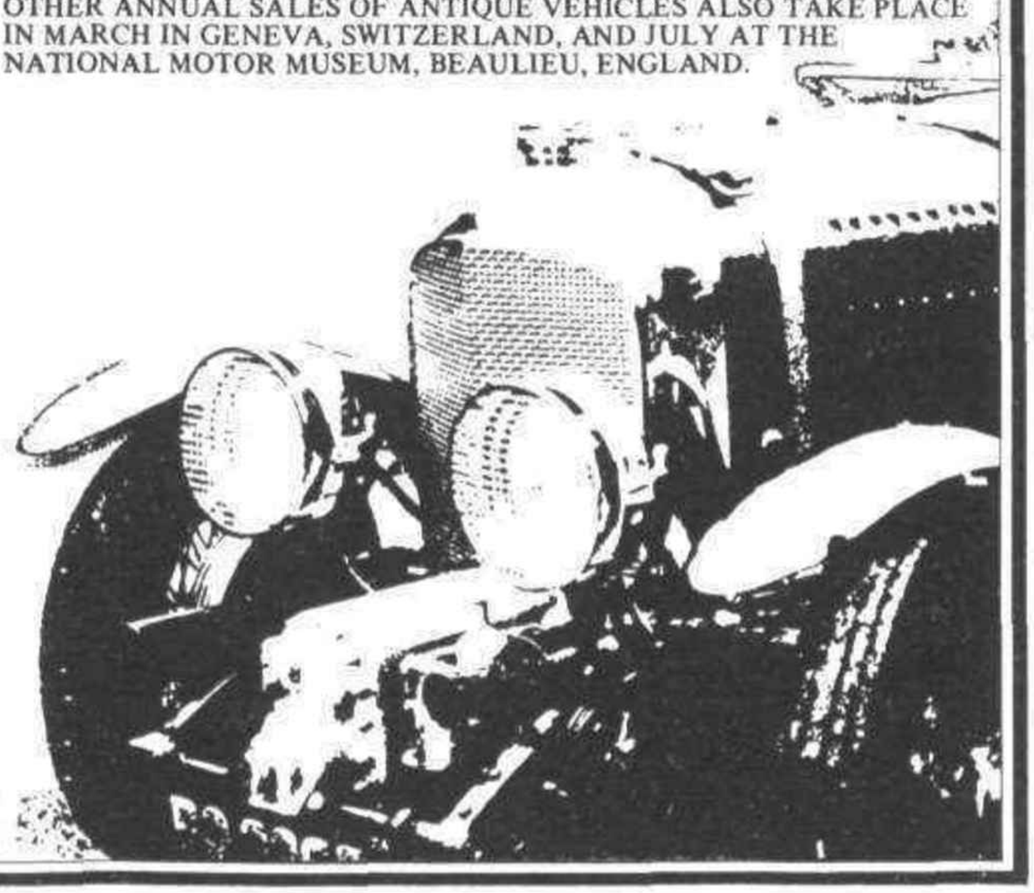
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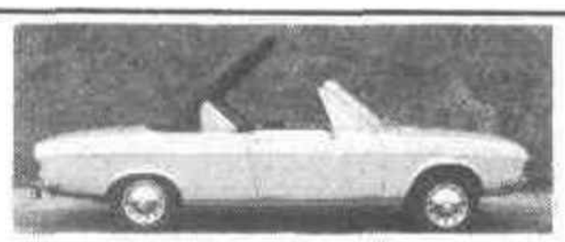
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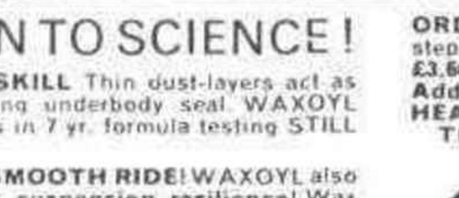
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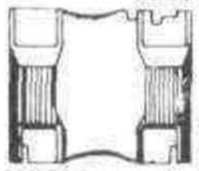
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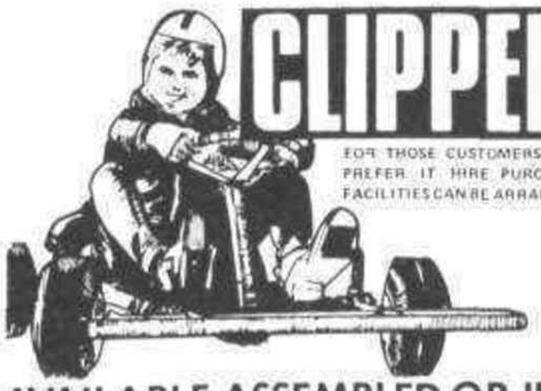


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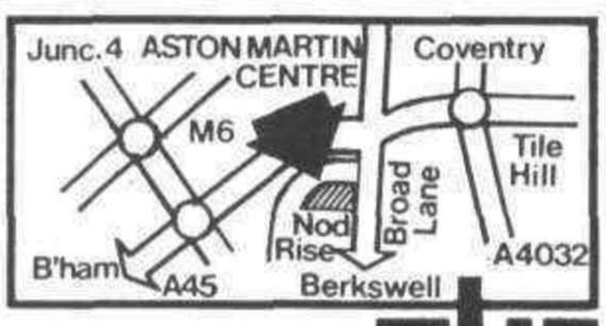
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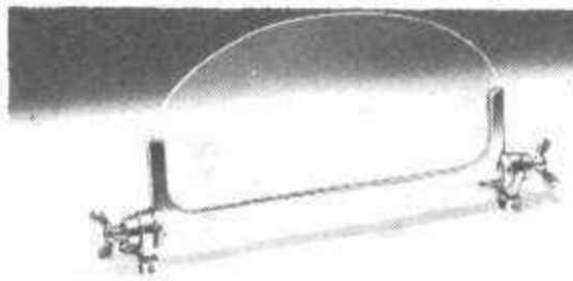
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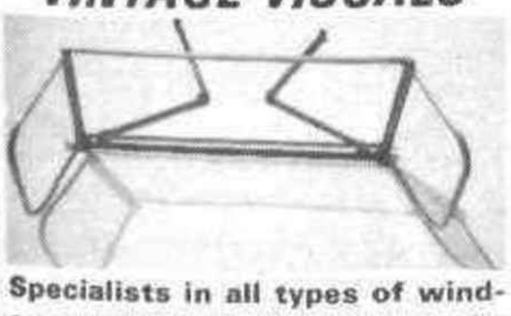
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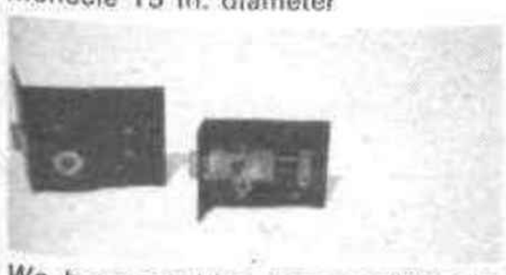
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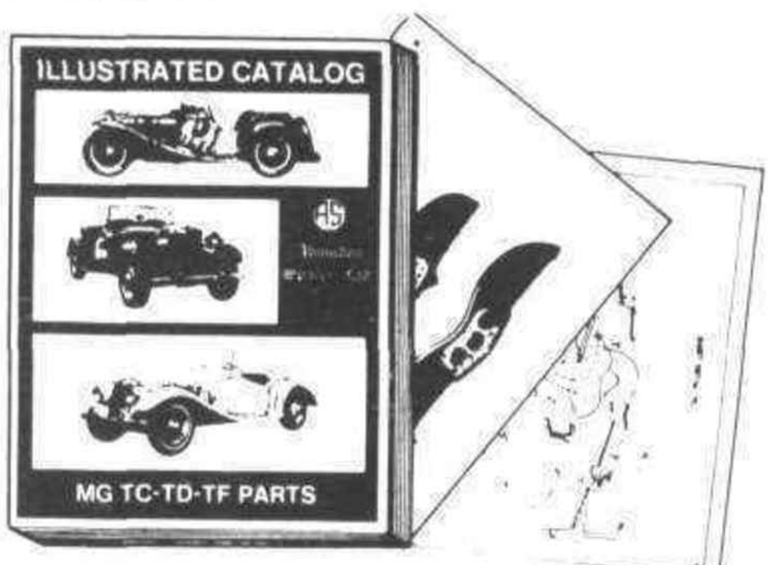
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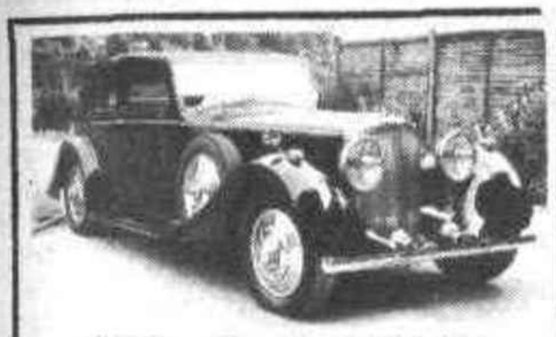
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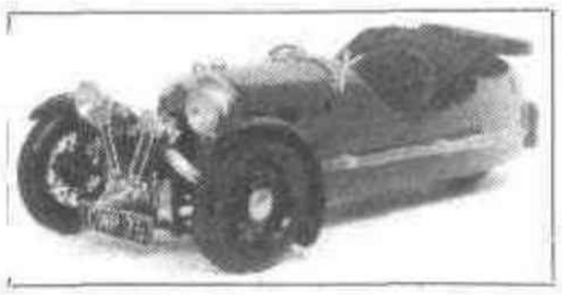
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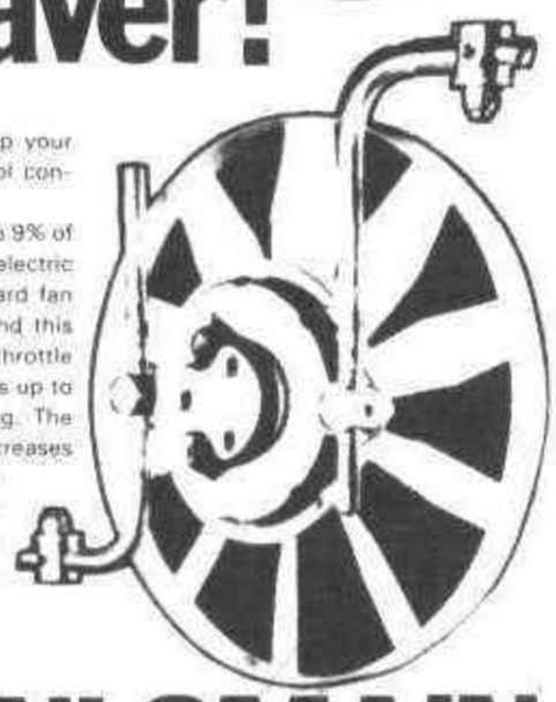
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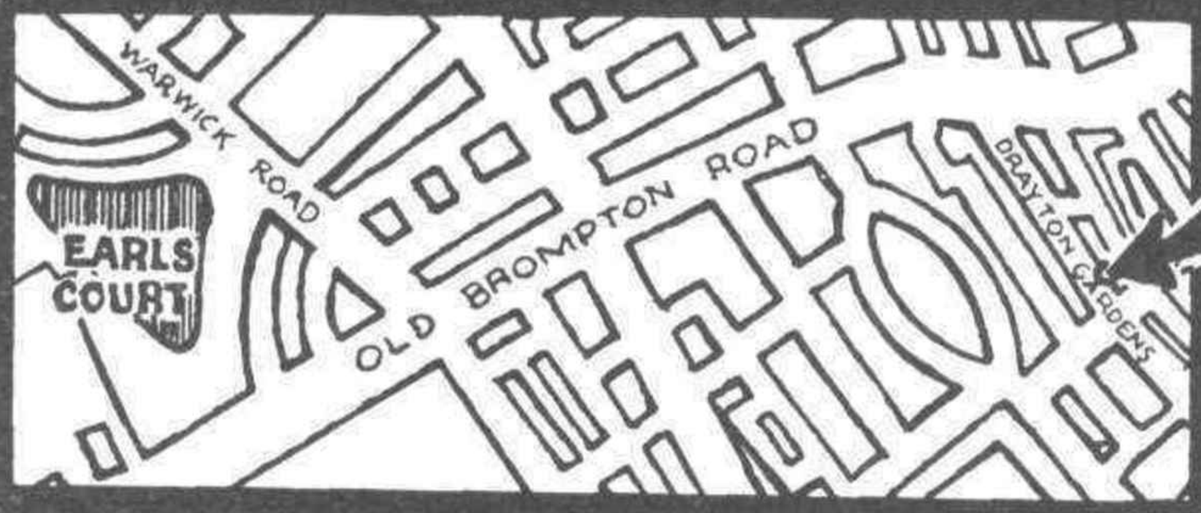
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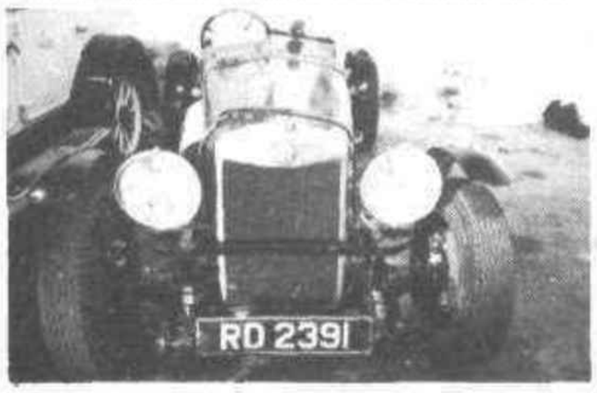
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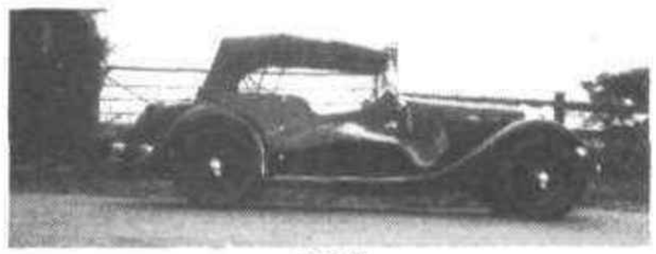


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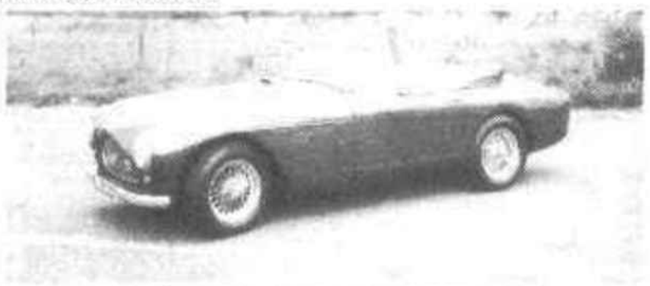
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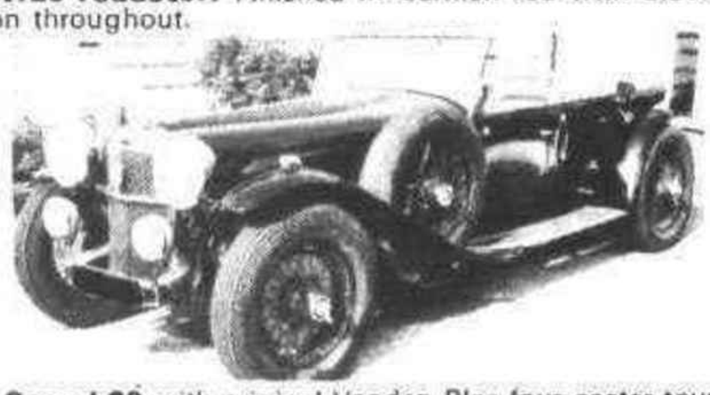
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2-seater Sports.
CAR No. 720. ENGINE No. 1039.
Reg. No. CXA 887
Restored, rewired, retrimmed, rechromed, resprayed professionally. M.O.T. to August 1976.
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MG PA's 1934

Two cars, both running, 60-70 lbs. oil pressure, for restoration.

M.G. PA — Reg. VJ 5966	**£900**
M.G. PA — Reg. ATT 330	**£800**
Fairthorpe Zeta – Reg. 777 PPD Mechanically superbly overhauled	**Offers**

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ROLLS CONVERSION KIT

ROLLS ARE SCARCE, WHY NOT BUY OUR ROLLS CONVERSION KIT SPECIALLY MADE FOR THE S.I, S.II, S.III BENTLEY

£195 for complete interior and exterior kit.
Fitting service £30 extra.

Elmwood, Broadley Common, Nazeing, Essex **Tel.: Nazeing 3181**
(Near Harlow New Town, 30 miles from London)

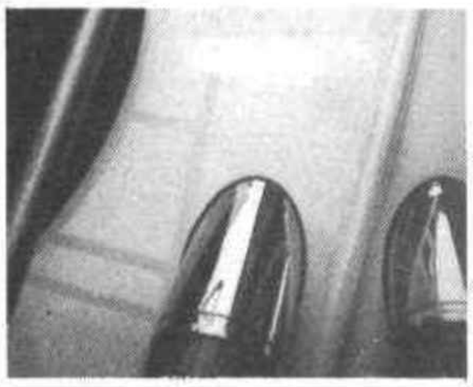
MORRIS STAPLETON MOTORS LTD

LONDON MORGAN DISTRIBUTORS

There was a young man from the Bank,
Who thought last month's rhyme 'stank'.
So we promised to arrange,
A considerable change,
In our Copywriter's status and rank.



At last the sluice gates have opened and **Morgans** are trickling into our South Kensington Showrooms in various shapes and forms. We have June 1975 **Morgan +8,** 4,000 miles, British Racing Green, black interior, luggage grid, as new. 1970 **Morgan +8,** flame red, black interior, aero-screens, 23,000 miles only; this car was unused for some time in transit from England to Greece and back to England, and this accounts for the low mileage. 1974 **Morgan +8,** registered September, white, black interior, aluminium body, luggage rack, rear bumper, 5,000 miles only. **Morgan 4/4 2-seater,** 1969, red/black leather interior, wire wheels, very good condition. 1969 **Morgan 4/4 4-seater,** yellow/black interior, low mileage. 1973 **Morgan 4/4 2-seater,** blue with stone leather interior, wire wheels and luggage grid. **Morgan +4 2-seater,** black with red interior, aero-screens, and two owners; I drove it around London and thought it was one of the best I have driven. An **M.G. TD** joins the Morgan ranks; new in '53, we have a complete history with it, culminating in a rebuild in 1968. After new hood and screens she should look very impressive; come and see! 1937 **Riley Sports** racer, ready to race, pre-select gearbox, wire wheels. **D.K.W.** Saxon Formula Junior racing car, 1959/60, we believe it was raced only three times from new and, for £875 ready to race, must be a bargain. An amazing selection of mopeds, *i.e.* motorbikes that can be ridden with a car licence and no 'L' plates, are available in our Showrooms, as are **Morgan** Books, hopefully **Morgan** T-shirts, and Bruce Stapleton's autograph after winning at Brands on the 14th. The availability of used **Morgans** should improve now Autumn's here. However, we advise anyone wishing to place a new-car order to do so before the Motor Show. We look forward to seeing anyone going to the Show on the **Morgan** Stand.



REECE MEWS LONDON SW7 TEL: 01-589 6894

FOR SALE—continued

MORGAN 1951 (flat rad.) plus-4 four-seater, red. In exceptional order throughout and reliable (driven daily). Upholstered in beige Connolly hide twelve months ago. Completely rewired five months ago. Brand new tyres this month. Care and attention every month. Offers. Bedford 55233 Ext. 217, office hours. (66537

PANTHER J72. 4.2-litres. A beautiful and rare sports car. Superb in metallic emerald. Only 16 months old. New equivalent costs about £9,400. Price only £6,250. Phone Sheffield 301054. (66540

JAGUAR XK150 FHC 3.4 1959. Truly exceptional condition. Cornish grey with red upholstery, wire wheels, always garaged and maintained regardless of cost. Offers over £2,000. Telephone 01-883 5196. (25766

PORSCHE 912, 1967 (G). Blood orange, excellent throughout, engine recently rebuilt (bills for over £500). Taxed and tested, £875. Nottingham 868586. (66574

1934 CHRYSLER AIRFLOW. Unique opportunity to acquire what is believed to be the only six cylinder example of this rare model in the UK. RHD, and now with blue paintwork following restoration. Engine starts on the button, tyres are excellent. No MoT but with a little further effort could be made fully roadworthy. Original workshop manual available. Best offer over £295. Wiseton (Notts.) 262. (66575

MG 3A SPORTS saloon, 1937, for restoration, £450. Original handbook, workshop manual. Photos. Tel: Bexhill (Sussex) 217797 or write 29 South Cliff, Bexhill. (66564

ARKLEY CLASSIC STYLE open sports, 1098 c.c., Bungundy, beige interior, cassette stereo, tax, recent MoT, £360. Aldershot 313733. (66565

THE ONLY V8 ALVIS in the world. Based on one of the last TF Alvis's, this is the Tony Gibbs-designed prototype car, fitted with a Chevrolet engine with much modified chassis, suspension and steering to match the 300 b.h.p. unit. Dark blue Park Ward body with lowered roof line and twin headlamp Bentley Continental style front. Completely re-designed interior in white leather. 19,000 miles only. This the most unique Alvis ever is reluctantly offered for £3,750. Parkstone 745349. (66566

ASTON MARTIN DB5 Vantage, 1965. Dubonnet, black interior, new tyres, clutch, engine overhauled. Superb, £1,075. Huntingdon 74059. (66568

1933 MG L-TYPE MAGNA, restored. Also many spares. Offers, phone 061-773 6076 (Manchester). (66569

1275 COOPER 'S', 1968. Sun-roof, twin tanks. Completely original. Exceptional example of Classic car, £525 o.n.o. 6244 812621. (66570

BENTLEY MK. VI, 1952. Sapphire blue. Distributor maintained, new tyres. At £1,750 not cheapest but best available. Huntingdon 74059. (66568

MARCOS 2-LTR. 1970J. One owner, 32,000 miles. Tangerine, sunroof, Mag. wheels, full service history. £1,325. Tel: Hastings 433404 day; Bexhill 217866 eve. (66563

1936 LAGONDA LG 45 DHC. Rebuilt engine, car mechanically good. Bodily fair, hood poor. Offers over £2,000. Williams, Forest Lodge, Grwyne Fawr, Forest Coal Pit, Abergavenny, Gwent. Tel: Crucorney 219 after 6 p.m. weekdays. (66571

MG ZA, new exhaust, new battery, new radial tyres, recent respray, engine overhaul, radio, long MoT. Very reliable, third owner. A good investment. Ring: Winchester 62544 after 4 p.m., £490 o.n.o. (66572

ASTON MARTIN DB4 1961. Very good running order. Smart appearance. Taxed and MoT. Refinements. £900. Telephone Brighton (0273) 501398. (66573

FERRARI BOXER. Probably the best available in the country. Aug. 1974. 12,000 miles only. Red with light brown upholstery maintained by Maranello. Mechanics and bodywork in new condition. Carefully looked after by the only owner. Telephone Harpenden 63070 day or 2379 evenings. £8,950, no offers. (66651

COLLECTOR'S ITEM: Daimler Conquest Century 1957. Special model Type DJ 260. Under 500 made. Ex-Daimler director's car. Maroon and metallic grey. 12,000 miles only on present engine. MoT cert. £750 or offers. Clegg, 52, The Avenue, Minehead 2638. (66576

LAND ROVER, August 1974, SWB pick-up; forty optional extras; luxury interior; 5,000 miles; as new; £1,995. Offers: Sheffield 685283. (66577

DAIMLER DART 1960. Low mileage, one lady owner from new. £525. Tel: Shaw, Lancs. 45977, evenings. (66583

COOPER MOURNERS rejoice! Totally rebuilt 1969 Mark 2 Morris Cooper 998. No frills whatsoever, just simply immaculate. 300 miles only since rebuild. Reconditioned gearbox and engine with standard bores and new crank. New displacers, wheel bearings, swivels, radius arm bushes, track rods, brake seals, linings, most chrome, exhaust, etc. I could go on and on! Resprayed standard BLMC blue with white roof. Cheap at £650 which includes a 3-month guarantee. (Private sale). Paul Wellings, Eastbourne 22071 day, Alfriston 601 evening. (66654

GINETTA G15 1973. White, 25,000 miles, fitted radio, alloy wheels, 100 m.p.h., 45 m.p.g. (chassis Dinitrol treated). Taxed until March '76. £995. Tel: Newcastle upon Tyne 881165. (66655



BUY OR RENT A MORGAN IN FRANCE

For most people the summer is over now, but for the lucky few like me, the sun is still shining over the palm bordered promenade. MORGANS for sale at the moment include a snarling +8 in black, a dazzling 4/4 two seater in dazzling red and a spacious four seater in orange. Since we probably sell more MORGANS in France than anybody else, if you are contemplating buying one, come and see us. We hire MORGANS too, so if you would like to try one for a week before you part with the readies we can arrange that. We do very favourable discount rates for long or still longer hire. So telephone or write for a brochure and price list.

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



FOR SALE—continued

MERCEDES 1954. Rare white Cabriolet 300. Low mileage. Chauffeur maintained. New hood/starter/clutch. 01-589 9871. (66652

ALLARD P-TYPE SALOON. 1951 Ford V8 engine, floor gear change, British Racing Green with black upholstery, aluminium body in superb condition. Good mechanically. MoT. Unrepeatable opportunity to acquire an excellent example of this rare classic. £2,000. Exchange considered. 01-449 1589 (evenings). (66663

1966 ROVER 3-LITRE Coupe. Manual. Genuine 51,000 miles. Very good condition. £450. Cross, "Treetops", Woodlands, Brymbo, Wrexham, Clwyd. (66665

ROVER 10 1934. Taxed, MoT, 50,500 miles from new. Good condition, £650. Chesterfield (Kent) 3286. (66666

ROLLS-ROYCE CLOUD 1. Owner of two outstanding examples, 1958 and 1959 may reluctantly sell one. Price range £3,350/£3,750. Delivery USA or Continent arranged. Roy Spiers, Oak-Trees, Stevens Lane, Claygate, Surrey. Telephone Esher 64032. (66668

1975 VAUXHALL FIRENZA Droop Snoop 2300. 5 SP G/B. Avon safety wheels. Silver. Low mileage. £2,500 o.v.n.o. Moore 551 Cheshire, evenings. (66669

MASERATI GHIBLI. 4.7-litres. Metallic maroon, 14,000 miles, "M" Reg. Excellent condition. Insurance included. £3,600—or will consider part-exchange. Southend-on-Sea 588568. (66657

1750 c.c. MINI. Very unusual extended front end. Fast and economical, 30 m.p.g. at 100 m.p.h. New tyres, Kenlowe fan. £600 o.n.o. Phone Hamstreet 2402. (66658

1970 BMW 2000 CS. Magnificent. Dark blue/black trim. Recent new clutch, exhaust. Taxed, MoT, electric fan, QIs, p/b radio, elec. windows, £1,245 o.n.o. P/ex. poss. No serious cash offer refused. Tel: 061-834 4679 day; 061-766 8328 night. (66659

FERRARI 1972 (L), 365 GTC4, £6,250, offers, or interesting part exchange considered, particularly late Maserati Indy. Phone: Baker 021-526 4845 daytime; Yoxall 472-315 evenings. (66660

HRG 1500 1949. Probably best original one in world. On road. Available now from private owner for 15 years, £3,000. Box No. 4861. (66671

DELLOW 1950. Original and complete. Ideal for restoration. Engine overhauled. Body needs some tidying. Many spares. £350 o.n.o. 2, Leighton Close, Great Bart, Birmingham B43 7HB. (66672

SI ECONOMY with professional Rolls Cloud III body conversion. Metallic golden sand with red upholstery by Radford. Tested, taxed, 1976. Excellent condition, £1,375 o.n.o. Telephone Telford, Shropshire 0952 505231. (66670

'58 SI BENTLEY. Sand/sable. SSR 900. Private sale. Excellent car. Emigration forces sale, £1,500. Also 1934 Austin Tourer 4-seater. Red/black, £450 o.n.o. Phone: Appley Bridge 2370. (66674

TR4, W/W, O/D. Surrey top, radio, 8-track, fog, spot, rev. lights, alarm, new engine and back axle 30,000 miles ago. Excellent body condition, £375. Chobham 7347. (66675

DAIMLER SP250B Dart, 1961. MoT May. Full and half tonneau, brake servo, Kenlowe fan. QI headlamps. Company car forces sale of this much loved car, £750. Southampton 431312. (66676

RACING PB-MG. Ideal track car or could convert to very fast road car. Complete with nose mounted blower and MG registration. Offers. Box No. 4862. (66679

ALBION 1935. Long wheelbase 41. Petrol. Chassis Type 14429AX. £1,500 o.n.o. or exchange for modern small Luton Type Van with ton tail-lift. Cash adjustment. Tel: Bristol 661911 (evenings). (66681

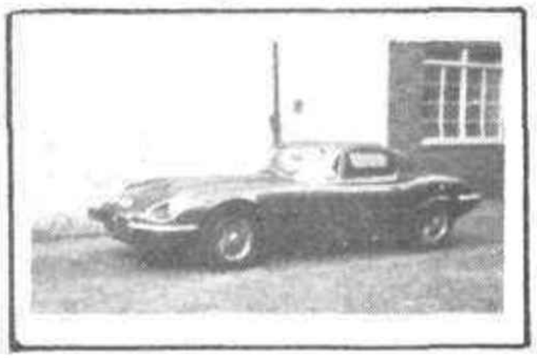
HOCUS POCUS 500 c.c. single-seater racing car square-tube frame, 6 in. Revolutions on Dunlop racers. Honda CB 500-4 cylinder engine, alcohol burning, with Yoshimura cam and pistons, standard engine internals as spares. Standing half-kilometre 17.43 sec. 92 m.p.h. (1974 record). Seen Weston-super-Mare Sprint October 4th. Great fun car—widen your horizons—without rotating them if you're good! £500 o.n.o. Might split. Rhys, 3, Abbots Way, Newcastle, Staffordshire. Telephone 617899. (66677

ALFA ROMEO 2000 GTV. Registered 1972. 28,000 miles. Red. Excellent condition, £1,575. Jones, Bath 63277 evenings. (66678

1928 ROLLS-ROYCE Phantom I. Replica Barker-bodied boat-tailed tourer in dark green. In immaculate condition throughout. Newton Abbot 3815 (day). (66862

JENSEN-HEALEY June 1973. Yellow/black trim. Ziebarted, tonneau. 28,000 miles. Genuine private sale. £1,295 o.v.n.o. Tel: Ascot 23059. (66683

MG-B ROADSTER 1974 (M). 11,000 miles, one owner, radio, overdrive, Ziebarted. Limeflower. Immaculate. £1,495. Lewis, 91 Tixall Road, Stafford. Tel: Stafford 51386. (66698



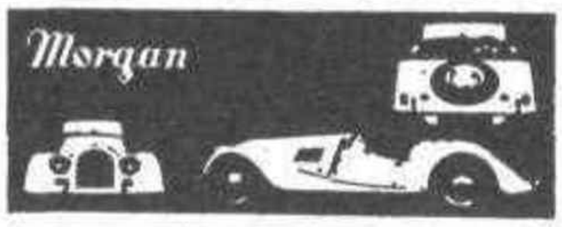
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Reece Mews, London, S.W.7. 01-589 6894 01-589 8309



John Britten



TVR

Mirror, mirror on the wing; who's the second-hand Morgan king? **Morgan Plus 8,** 1974N, Westminster green, black piping, rear bumper, one careful. **Morgan Plus 4 Super Sports,** 1967, Jaguar Racing green, stone leather trim, usual Supersports features such as alloy bodywork (including wings), twin 42DCOE's fed by a scoop in the right-hand half of the bonnet, wide wire wheels, etc., etc. **Morgan 4/4,** 1973, silver, bucket seats, wire wheels, Ziebart treated. **Morgan Plus 4 4-seater,** 1968G, white, black leather, wire wheels, polished wooden dashboard. **Morgan 4/4,** 1973M, orange, black trim, rear bumper, latticework grid, map light. **Morgan 4/4,** 1969 December, indigo blue, 4 seats. **Morgan 4/4,** 1962, red, 1500 5-bearing engine. **Morgan 4/4 4-seater,** 1970, flame red, clock. Details of the cars are taken from our stock list, and in the case of the car last mentioned (which I have not yet seen), there is only one word of description, "*Clock*". Memo from JB to all **sales/office staff: Use more evocative language on the stock list. **Morgan 4/4 4-seater,** 1974, 2-tone white with black wings. **Morgan Plus 4,** 1960, finished in ever-so-slightly-tatty orange, twin spare wheels. **Morgan Plus 8,** 1973, signal red, black trim, interesting history. **Morgan 4/4 4-seater,** 1970, orange chrome, tonneau cover, rear bumper. **Morgan 4/4,** 1975, indigo blue, tonneau cover, roll-over bar, alloy bodywork. **Morgan Plus 4,** 1954, green, black trim, twin spares, 15" wheels. **Morgan Plus 4 coupe,** 1963, laid up several yrs., no further details till next month. **Morgan 4/4 4-seater,** 1974, deep Brunswick green. **Morgan 4/4,** 1972, royal ivory, comp. model, 72-spoke wires, luggage carrier, radio, bucket seats, one lady owner. **Morgan Plus 8,** 1969, black, twin exhausts, spare wheel cover. **Morgan Plus 8,** 1971, Primson (a sort of yellowy-red colour invented by my typewriter). **Morgan 4/4 2-seater,** 1970, wire wheels, bronze green. A little short of Morgans this month but additional supplies forthcoming. **Jensen Healey Mk. 2,** 1974, mid-blue, black trim, stereo. **TVR Tuscan V6,** 1970, metallic blue, black interior, over-drive, 3-litre Ford power unit, one owner. **Marcos 1600,** 1968G, yellow, black trim, wire wheels, sunroof. **NEW MORGANS** may be inspected on the Morgan stand at the Motor Show this month, and we will be there as usual to hand out the brochures, make appointments for test drives and award a small prize to the 10,000th visitor to the stand who asks if the Morgan has really got a wooden chassis. Things that might be found on the stand include an additional (but not really all-new) Morgan model, and possibly something else of interest. **NEW TVRs.** The TVR 1600M to the latest specification and with a new and luxurious interior is being announced at the show, but we have managed to obtain a couple of them for stock already. One also has the V6 3000M, of course. **ARKLEY SS KITS** are nowadays in a supply/demand situation where the latter sometimes exceeds the former so we ask you to order your new kit about 4 weeks before you need it or risk our being out of stock. We have been and gone and sold our demo. Arkley again (second one in 2 months) and urgently need a good, early-ish Spridget (with or without tatty paintwork) as a basis for another one. Will pay more than it's worth for the right car. Would also like to buy one or two other cars of a kind in keeping with the ambiance of our establish-







ment, especially of course Morgans and the more enlightened designs from the B.L. drawing boards. The **JOHN BRITTEN ALL-BRITISH RACING TEAM** consisting of a Morgan 4/4 and a Plus 8 has moved further ahead in the BRSCC Production Sports Car Championship with 3 more consecutive class wins at Rufforth, Cadwell Park and a soaking wet Brands Hatch by Chris Alford in the 4/4. Our modestly engined machine usually manages to beat not only all the Lotus Elans, TR6s and MG-B but any laggards among the Europa twin-cams etc. in the higher price class. Articles for Sale this month include a new MG-B hardtop at 33⅓% discount, a selection of Jensen Healey spares going very cheap indeed if bought as a lot, a set of s/h Plus 8 wheels and a 1d as opposed to 1p fruit machine complete with plenty of (remember them ?) d. Price £35. The man who manages our workshops is back this month, full of vigour after his protracted holiday. Our keen mechanics, their spanners a blur, will not lack the motivation to service your sports car assiduously. Our garage is on the A411 just off the A1; turn off at large roundabout with numerous caravans and drive Barnet-wards 1 mile. Do not turn off at Thatched Barn roadhouse (nothing wrong, however, with Thatched Barn roadhouse). Open to 7pm weekdays, 6pm Sats., closed Sundays and Bank holidays).



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

FOR SALE—continued

1959 XK150 FHC fully rebuilt. Rust removed and new panels inserted where necessary. New chrome or rechromed. Wire wheels, five new tyres. Full engine rebuild, Overdrive, leather seating rebuilt by Connolly. New professional respray Opalescent Blue and full retrim. Splendid condition. No time-wasters, please. Offers in region of £1,650. Phone evenings, weekends: Shaw, 04 868 6944 Godalming, Surrey. (66684

1937 PACKARD 6 cylinder shooting brake. Offers: Stanford Mill, Stanford End, Swallowfield, Reading R6Y 1SY. (66686

HISTORIC SPORTS CAR 1965, 2600 c.c. Alfa Romeo Spider DHC body, very good condition, stored since April 1974. Offers invited. Box 4863. (66687

SPRINTS / HILLCLIMBS / Racing. Complete outfit for sale: Racing Mini, 1293, ready to go, 948 c.c. Sprite Frogeye, racehead, Weber, etc. 1098 engine available, 1967 Cooper "S", 1275 production sprints, etc. Trailer. Towcar. 1955 Magnetta, near concours standard. Will split, prefer sell as lot £2,500—no offers. Owner going single-seater next season. Late model Super Seven (twin-cam) considered exchange. Ring: Long Crendon 208210, Bucks. (66664

MG TC. Extensively rebuilt, excellent condition. MoT & taxed. Consider exchange for good 4-seater Vintage Tourer. Tel: Horbury 2127 (Yorks). (66690

1950 RILEY 1½. Very nice car, MoT, spares, £350. Also Alvis TD21 DHC prototype. Ashford, Kent 22720. (66694

TRIUMPH TR4A IRS. Surrey top, overdrive, wires. White/black trim. 2 previous owners. 76,000 miles. Excellent original well-maintained example needing only minor attention to make superb, £425. Oxshott (Surrey) 2807. (66696

MORGAN 4/4 competition, 2-seater, 1969, "H" registration, less than 53,000 miles, taxed until March 1976. Wire wheels, new hood, just resprayed Signal Red, £1,500. Located Fife. Telephone Lundin Links 320443 (home), Buckhaven 3921 (work). (66699

1932 ROLLS-ROYCE 20/25 Freestone & Webb Sports Saloon. Very pretty car. Mechanically and bodily excellent. £3,750 o.n.o. Tel: 01-578 6817. (66701

GINETTA G15 1972 (L). Handsome dark brown finish, alloy wheels, sunroof and unique opening rear window. Reasonable mileage, good order, £900. Hook Norton 323. (66702

8 SHY (B SHY)—suit fast car. Reasonable offer considered. Write: D. C. Tarasconi, 3 Lindsway Villas, St. Ishmaels, Haverford West, Dyfed. Transfer arranged. (66705

ROLLS-ROYCE 1930. A genuine vintage 20/25. Fitted with a low type owner-driver saloon body with projecting boot. Excellent mechanics, new tyres, long MoT and tax. £3,250 o.n.o. Nottingham 606987. (66706

1973 TR6. 27,000 miles. Immaculate throughout. Radio. Red with black interior. £1,150, no offers. Mr. Walker, 01-446 0863. (66707

MG TF 1954. Excellent condition, past concours winner, £1,650 o.n.o. Nottingham 606987. (66706

1951 DAIMLER Special Sports Drophead Coupe, Barker body, 46,000 miles. Wonderful condition. £1,500 o.n.o. Cheltenham 57556. (66776

LANCIA 1600 HF LUSSO. Reg. 1973. Rosso Corsa black int. Recent decarbonise and complete engine check. New front discs and exhaust system. One private owner. Excellent condition. For further details and inspection phone 0661 22337. (66777

SUNBEAM TALBOT 1947. 1184 c.c. Black sunshine roof. MoT Sept. 1976. Offers: Tel: Derby 49436 evenings. (66779

BENTLEY SIII. Superb silver coachwork with red hide interior. Immaculate condition. MoT. £2,650. P/ex. considered. South Benfleet 4174 Essex. (66780

MORGAN PLUS FOUR 1960, 2-seater, Ivory, 1,400 miles since £250 engine recondition—TR4 engine, 2160 c.c. rebored, wire wheels, chassis newly undersealed; hood, tonneau, clutch 1 year old, bodywork chipped in places. £1,200. Guisborough (Cleveland) 5542. (66781

DAIMLER SP250 B. Special, Immaculate Offers around £800. P/ex. Phone: Crawley 33405 evenings. (66782

AUSTIN HEALEY 3000 Mk. 3. For details telephone Kempsford (Glos.) 206. (66784

MG TD 1953. BRG. Superb and totally original—except horns and (1971) respray! £1,800 or consider p/ex manual Stag. West Coker 2774 (Somerset). (66785

MG TF 1500. Restored, original, £3,000. Will p/ex rougher TF or 68-72 MG-B GT. Brier, Huddersfield 27348. (66786

RILEY 1½-LITRE, 1953. Taxed, MoT. Good running order. Some spares. Enthusiast could restore to original condition. Good investment. £550. Telephone: Lapworth 3236 evenings (Warwickshire). (66787

AUSTIN-HEALEY 3000 BJ7 with wire wheels, and overdrive. Yellow with black trim, in very good condition. Tel: Smallfield (Surrey) 2418. (66788

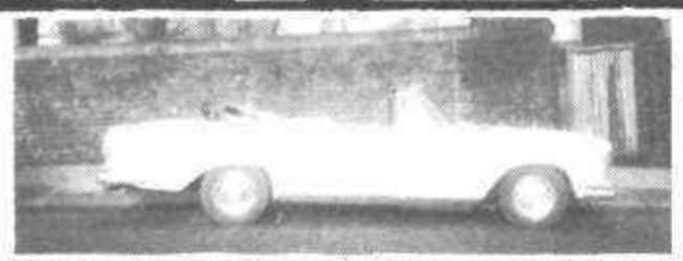
ALFA ROMEO GTU Coupe, 1968. 47,000 miles. Guaranteed reconditioned engine. Recently resprayed red. £545. Tel: 0565 3066. (66789

ASTON MARTIN DB5, 1965. Long MoT, new clutch, 5-speed, radio. Good condition. £875. Exchange considered. Chesterfield 850559. (66790

TR4 H/S TOPS tonneau, o/d, wide wheels, tuned engine, many extras. Immaculate. £400. Swop TR3. Healey XK. Fitz-James, 8 Shakespeare Ave., Bedworth, Warwicks. (66793

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01·348 2221



MERCEDES-BENZ 220 SEBC convertible: Finished in light blue with blue leather upholstery; fitted with Radiomobile p.-b. radio, full tonneau, chrome wheel-arch cappings, a superb example of this very rare car **£1,395**

MG-B Roadster, 1973: Finished in blaze with black hood and upholstery, fitted radio, overdrive and full tonneau **£1,395**

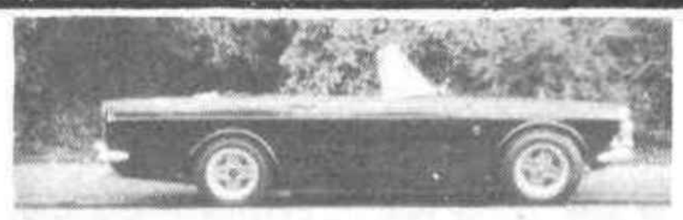
TRIUMPH TR4A, 1966: Finished in British Racing Green with black trim; fitted Surrey top, wire wheels, overdrive and a radio, an exceptional example **£595**

FORD Escort Mexico, 1971: Finished in maize with black upholstery; fitted 5½J wheels and radio, recent engine overhaul **£865**

LOTUS Cortina, 1969: Finished in red with black upholstery; fitted radio and 5½J wheels, original condition throughout **£695**

BMW 2002 Tii, 1972: An absolutely immaculate car which has had only one owner since new; fitted Minilite wheels, radio and heated rear screen.. **£1,795**

SPORTS CARS WANTED URGENTLY
CASH WAITING



SUNBEAM Tiger, 1965: Finished in black with black upholstery; fitted 5.3 engine, special gearbox; alloy wheels, radio and hardtop **£795**

LOTUS Elan +2S, 1970: Finished in chrome yellow with black upholstery, only one owner and 19,500 miles since new; fitted chrome wheels, sunshine roof, heated rear screen and radio **£1,395**

DODGE Challenger, 1970: Finished in red and white with black upholstery; a most attractive coupe; fitted with automatic transmission, power steering, wide Wolfrace wheels and radio **£995**

FORD Cortina 2000E, 1974: Finished in black with black cloth upholstery; fitted vinyl roof, tinted glass and all the usual 'E' refinements **£1,695**

SPARTAN CARS

SPARTAN 2.5: Recently completed; finished in Caribbean orange with tan leather upholstery; fitted high-back seats, wide wheels, 3 twin-choke Webers, etc., extras too numerous to mention **£1,680**

SPARTAN 1.3: Partly built on brand new chassis. Offered for sale in the region of **£520**

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PLYMOUTH Cuda 340, 1970: Finished in Kansas yellow with black upholstery; automatic transmission, uprated steering, vinyl roof, tinted glass, wide Wolfrace wheels and low-profile tyres, sill mufflers and radio **£1,195**

MG-B GT, 1968: Finished in beige and metallic brown, with black upholstery; fitted with overdrive and radio **£675**

TRIUMPH Spitfire IV, 1973: Finished in red with black upholstery and hood; fitted with radio and tonneau; recent gearbox overhaul **£1,155**

TRIUMPH TR5, 1968: Finished in damson with black hood and upholstery; fitted with overdrive, wire wheels and radio **£595**

PART EXCHANGES TO CLEAR:

1965 MG-B: White, wire wheels, overdrive, new hood **£245**

1968 MERCEDES 280 'S': White, automatic, power steering **£800**

1973 CORTINA 1600 'L' estate: Blue, 2 owners, radio **£900**

1970 CAPRI 3000 GTXLR: Bronze, alloy wheels **£675**

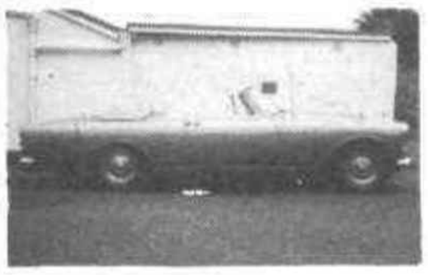
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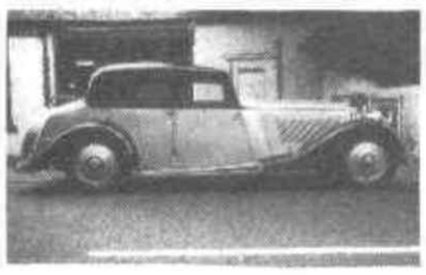
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1950 ALVIS TA21 drophead coupe by Tickford — a well-maintained car.

1958 MG-A 1600 fixed-head coupe.

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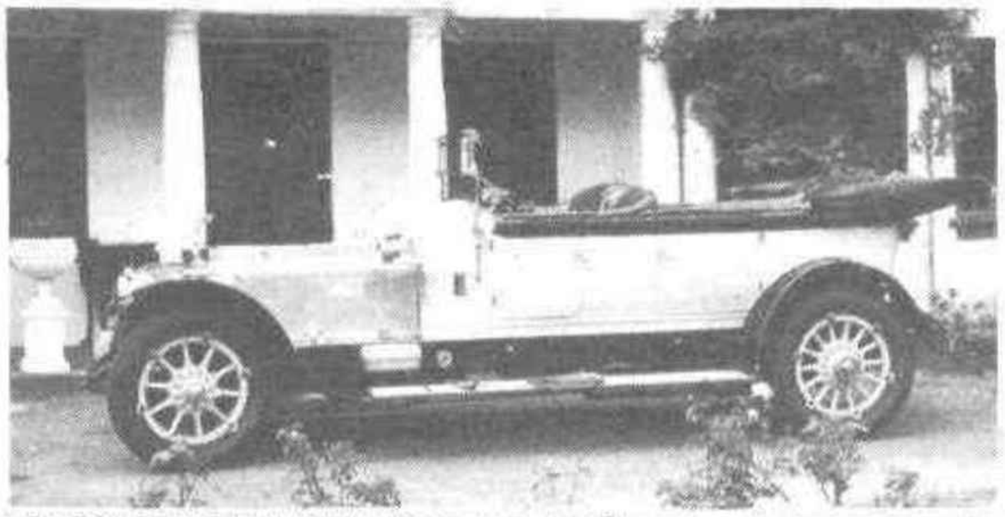
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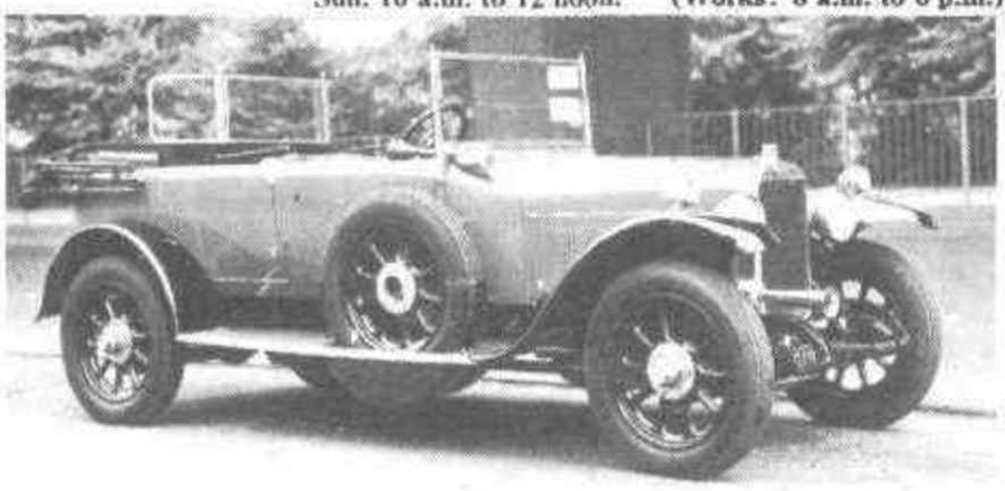
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1923 SUNBEAM 16/40 5-seater torpedo tourer, smoke blue and black (*illustrated*) **£6,000**

1968 ASTON MARTIN DB6, oyster grey, sun-roof, chrome wire wheels, radio, electric windows, 5-speed box, Sundym glass **£1,845**

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, approx. 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**

1965 BENTLEY S3, black over grey, two owners only since new, electric windows, PAS, radio/stereo **£2,945**

1961 BENTLEY Series II 6,230 c.c., maroon over grey, electric windows, radio, PAS **£1,895**

1956 BENTLEY SI, velvet green over sage green, original log book, delightful example **£2,225**

1966 BRISTOL '409' Chrysler 5,211 c.c. engine, push-button, automatic gearbox **£1,495**

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**

1968 DAIMLER V8 '250', dark blue, overdrive, radio **£575**

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

1974 FORD Capri 2000 Mk. I, tawny, one private owner, warranted mileage 18,616, radio, clock, Mich. X, h.r.w., sports wheels **£1,345**

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

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

1973 JAGUAR V12 convertible, white/black, radio, recorded mileage 23,741 ..... **£2,595**

1968 JAGUAR 240 automatic, Royal blue, radio, £328 spent 15.5.75 ..... **£395**

1967 JAGUAR 'E' 2+2 coupe, black, chrome wire wheels, tinted glass, Webasto sun-roof, radio/cassette **£1,145**

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 **£995**



1923 LAGONDA Type KK 11.6 h.p. 2-seater with dickey (*illustrated*) **£3,500**



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1974 (M) MIDGET, bracken/tan, one owner, anti-thief, tonneau, petrol lock, delightful condition **£1,095**

1973 (M) MG-B V8 GT, white/blue, one family owner, warranted mileage 18,135, overdrive, Sundym, h.r.w., headrests, hazard warning **£1,875**

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

1973 MG-B roadster, damask red/navy, overdrive, radio, headrests, servo **£1,295**

1972 MG-B, blaze, one owner, radio, Kenlowe, overdrive, servo, hazard warning **£1,195**

1972 (L) MG-B roadster, harvest gold, one family owner since new, radio, tonneau, new engine just fitted by us **£1,195**

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

1972 (L) MG Midget, green mallard, one owner, warranted mileage 26,345, Cadulac rust-proof, hood bag **£845**

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

1970 MG-B, red, overdrive, wire wheels, leather wheel, two owners only **£765**

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

1969 MG-C 2-seater, BRG, overdrive, wire wheels, radio, tonneau cover **£545**

1968 MG-C roadster, damask red, overdrive, wire wheels, tonneau, leather wheel, extra instruments **£625**

1968 MG-C automatic roadster, white, wire wheels, anti-thief, two owners only **£575**

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

1959 MG Magnette Varitone saloon (old shape), green, radio, original log book, one owner last 6 years **£265**

MG TD, two seats, green, recently restored .. **£2,500**

1969 OPUS Sports, fibreglass, interesting car. Full weather equipment **£345**

1969 PORSCHE 911E Sportomatic (fuel injection), blue/red, Blaupunkt radio with electric aerial, headrests, rear wiper, Golde sun-roof **£1,595**

1970 (J) RELIANT Scimitar automatic coupe, Mexican red, engine overhauled by us recently radio, wide alloy wheels, Webasto sun-roof, rear wiper **£1,395**

1951 RILEY 2½-litre saloon, maroon **£245**

1974 TRIUMPH Spitfire, green, one owner (dentist), Motorola, luggage rack, tonneau, spare unused **£1,295**

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

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

1970 TRIUMPH Spitfire Mk. III, Valencia blue/tan, radio, mirrors, alarm **£595**

1970 TRIUMPH Vitesse Mk. II saloon, Royal blue, overdrive, spot lights **£545**

1969 TRIUMPH Spitfire Mk. III, Wedgwood blue, two owners only (one since 1971), tonneau, wheel trim, bonnet lock **£475**

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MG-A TWIN-CAM FHC 1959. MG-B engine. Many extras, spares. Excellent condition. £750. Chandlers Ford (Hants). 4467. (66792

ASTON MARTIN DB5 1964. Sierra blue, grey upholstery. Excellent condition, CWW. £1,550. Tel: Great Tew 297. (66794

1928 **AUSTIN SEVEN** Saloon. Rarely seen model. Excellent condition. £1,500 including trailer. Medway 31320. (66795

1953 **TRIUMPH** Renown, 2-litre Razor Edge Saloon. Good condition. Some spares, £200 o.n.o. Tel: 01-660 2273. (66778

BENTLEY "R" 1954. Auto. Silver. Excellent, new tyres, exhaust, water pump, king pins, servo, tested April. Owned 5½ years. Cosseted. 100,000 miles believed genuine. £1,750 o.n.o. Ecclesfield 8561904. (66796

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XK150 FHC 1959. Complete runner. Ideal restoration. £500. Northampton (0604) 870070. (66802

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1930 **SUPERCHARGED** 1750 Alfa Romeo. Castagna bodied drophead. Excellent and original condition. Mechanics and coachwork recently rebuilt. £16,000. Tel: Bosbury 674. (66819

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MG YB SALOON 1953. MoT, sunroof, radials. £285 o.n.o. Tel: Blythe Bridge 2962. (Nr. Stroke-on-Trent). (69940

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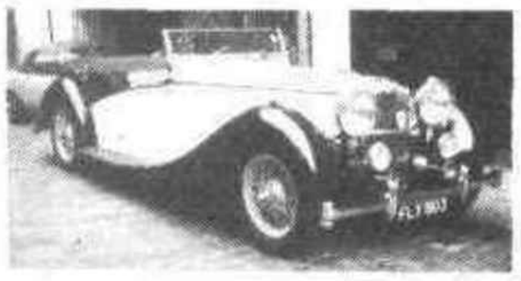
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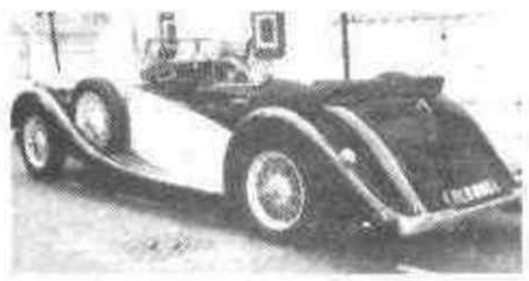
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This very rare 4.3-litre Alvis was custom-built by Offord in 1938, and is the only one they built on the 4.3 chassis with this very attractive 5-seater 4-door luxury open sports touring coachwork, and the only sports tourer to be built on the long-wheel-base chassis. It has only covered a small mileage since being completely rebuilt in mechanics and coachwork, etc., the engine is still being run-in. (As the paint was the original prior to its repaint, it has been stripped back to the aluminium, resprayed in cream and black, rechromed, re-upholstered in new Connolly tan leather, fitted new carpets, hood, side-curtains, hood bag, tonneau cover, etc., etc.) Amongst its many original fittings are P.100, headlamps, fitted stoneguards, fold-flat windscreen with tinted glass, metal side-mount cover (not shown in photos), tool compartment tray in boot, etc., etc. It has its original instruction manual, log books and a full history (one owner for over 22 years, in which time it covered only 10,000 miles). This superb *concours*-winning Alvis (it has won two in the last few months, the last this August worth around £150) has recently been featured in a 4-page "write-up" in a world-wide magazine, confirming that very few pre-war sports cars can equal it in performance, comfort and outstanding looks, even with the hood up. The 4.3-litre Alvis open sports tourer is now without doubt one of the most sought after pre-war sports cars, the very few examples that still exist were all built on the short chassis, except FLY 803, which was built to special order on the long chassis. It is taxed till February 1976, MOT till April 1976.







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1973 TRIUMPH TR6. Red with black trim. Fitted with hard top and unused soft top. A non-overdrive car which is in outstanding condition throughout. Two owners. Recorded mileage 23,000..... **£1,295**

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1975 'P' Registration LOTUS Elite 501. Yellow with champagne trim. 500 miles only. With substantial saving on current list price..... **£5,500**

LOTUS 2S 130/4. Lagoon blue with oatmeal trim, fitted with alloy wheels, tinted glass and heated rear window. Radio/stereo. Recorded mileage 23,000. A one-owner car..... **£2,250**

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1974 M.G.-B GT. Tundra with autumn leaf trim. Fitted with overdrive, tinted glass, chrome Rostyles, head rests, servo brakes, Kenlowe fan, AM/FM radio and full rustproof treatment. Recorded mileage 21,000 ..... **£1,895**

1975 M.G.-B GT Anniversary model. Dark green with gold side winders, together with full specification, total mileage 3,000 and now offered at substantial saving on current list price..... **£2,395**

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1973 BMW CSA. Chamonix white with blue velour trim, fitted with power steering, sunshine roof, tinted electric windows, radio, cassette/stereo unit. 2-owner car. Recorded mileage 20,000..... **£4,950**

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ROVER 14, 1946. Exceptional mechanically, good bodywork, leather upholstery, sunroof. MoT, £295. Colchester 76606 after 6 p.m. (66824

MG TD II 1953. Completely rebuilt 5,000 miles ago. Excellent condition. Genuine reason for sale, £1,500 o.n.o. Plenty of MG spares also for sale. Tel: Arley (Worcestershire) 452 after 6 p.m. (66825

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LOTUS ELAN SPRINT DHC 1972. Excellent example of this desirable marque with only 26,000 miles. Stereo radio and cassette plus tax to April 1976 included. £1,420 o.n.o. Cowell, 19 Park Road, Bowdon, Altrincham, Cheshire. 061-928 5788. (66828

TVR GRIFFITH FDN 500 C. 289 Cobra engine, T10 gearbox, new SPs on Cobra wires, two Salisburys, stripped for rebuild. £800. Oliver, Byfleet (09323) 46359. (66830

AUSTIN HEALEY 100M, BN2, 1955. Prepared for thoroughbred sports racing. Discs etc. etc., but road equipment and spares included. Offers over £800. Brookwood (Surrey) 2505. (66831

MG-A 1600 ROADSTER 1962. Dark blue, really smart, all metal bodywork. Offers over £450. Brookwood (Surrey) 2505. (66831

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"E"-TYPE 1961 ROADSTER. 57th made. Two previous owners. 38,000 miles. Reg. 999 RBB. Original red coachwork. Taxed and MoT. Offers over £850. Further particulars: Tel: Whitley Bay 24087 or write Mr. Cassillis, 9 Burnt House Road, West Monkseaton, Whitley Bay, Tyne & Wear. (66842

REGRETFULLY through ill health: September 1935 Morris 8 Tourer. Laid-up 11 months, no MoT. Sensible offers. Phone: North Curry 378. (66844

TR3A. BODY FAIR. Paintwork good. Mechanics allright. MoT May 1976. £295 o.n.o. Llanelli 50200 (S. Wales). (66845

BOND EQUIPE 2-litre GT 1969 (H). Bermuda Blue. Overdrive, servo, sunroof, HRW. Distinctive styling but cheap to run (all Vitesse mechanics). Genuine two owners, carefully maintained. Service records and bills to prove. Year's MoT. £450 o.n.o. Hinchliff, Grays Thurrock (Essex) 5122 Ext. 26 (office hours); 01-508 6129 evenings and weekends. (66846

SUNBEAM ALPINE 1954. Well maintained and mechanically restored. 11 months MoT. Thoroughly reliable (repair history). Includes glassfibre hard-top (the only one). £575. Also Amphicat 6-wheel-drive, all terrain vehicle, running order. Ideal estate and estuary use, £350. 051-336 4347 (Cheshire) (not 14/29th Oct.). (66847

E-TYPE JAGUAR 1970 FHC. Very clean car in bright red, black int. HRW, sunroof. Chromium disc wheels. Recent new tyres and exhausts, one year's tax. 1976 MoT. £1,375 o.n.o. Possible exchange TR6. Phone: March 3331. (66848

MK. 2 MINI H Reg. Originally 1000 fitted 1971 1293S balanced engine, mod brakes, suspension, new clutch, primary gear 3 months ago. £488 o.n.o. Holmer Green 2616 (Bucks.). (66849

AUSTIN 7. 1932. In original condition. Needs some restoration, but is in running order. £500 o.n.o. Tel: Earls Colne 2752 after 6 p.m. (66851

AUSTIN HEALEY 3000 III 1967. Lotus Europa Special 1974 (H). Two beautiful sports cars. Both in superb condition. The Healey has been resprayed and the engine refurbished last year. All bills for 6 years, £1,500. The Europa is as new in purple with oatmeal interior. 5-speed box, radio, cassette player, perfect sports car, £2,400. Longfield 3119 (Kent). (66853

AUSTIN RUBY 1934. Mechanicaly overhauled, body sound. Best offer to good home. Bateson Tugurium, East Street, Kilham, Nr. Driffield, E. Yorkshire. Phone 026-282 620. (66854

1929 20 HP SUNBEAM 4-seater tourer. Believed 63,000 miles only. Stored many years. Very original, runs very well, new MoT. £1,450 o.n.o. Great Gransden 281. (66855

"P" REG. MORGAN 4/4 2-seater. 32,000 miles. Bright yellow. Offers over £1,995. Phone details: Mr. Bentley, work 051-709 4855; home 051-426 2747 (Liverpool area). (66856

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TR5 1968. Valencia blue. Very good condition. Taxed, long MoT, w/w, o/d, tonneau, radio. £500 o.n.o. Tel: Reading 85011 office hours. (67000

1929 AUSTIN 7 Tourer. Good condition, spares, no MoT. £900. Verney, 71 Summer St., Stroud, Glos. (67006

AVLIS TD21 drophead coupe. Chassis 26050, August 1959. Automatic, w/w, radio, new tonneau etc. White with blue upholstery and carpets. MoT July 1976. Offers over £700. Tel: Heckmondwike 405263. (67003

GINETTA G15 1972. Sunroof, etc. 23,000 miles. £925 o.n.o. Tel: Newcastle 0632 678195 evenings. (66971

CLAN CRUSADER, 1973. One lady owner, 22,000 miles. Green. All the usual extras. 40 m.p.g. £1,095. Increasing waistline forces sale. Hassocks (Sussex) 07918 4035. (66972

1953 VANGUARD Phase 1 (Beetle back). Genuine 37,000 miles, new MoT, taxed 1976. Immaculate example of fast disappearing marque. Must sell due to acquisition of other interesting vehicle. Offers over £450. Tel: Chirbury (Powys) 659. (66973

MG-A 1600 MK. 2 Roadster, 1962. Red, ZXs, MoT, luggage rack, reversing light, oil cooler. Beautiful, exciting, reliable. Fitted with Reselco hand controls for disabled driver (removable if not required). £675. Langley Mill (Nottingham) 4464. (66974

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LOTUS ELAN S3 SE DHC 1967F. Ian Walker Stage 3 head, in good condition with many new parts, new tyres, long MoT, £750. For full details phone Gloucester 23743. (66970

BENTLEY S1 Continental convertible by Park Ward. 1958. 30,000 miles on exchange 8:1 engine. P/hood and p.a.s. twin Kenlowes. Extensively overhauled so whole car is in superb condition. Regal red. Offers over £7,250 for this very rare classic considered. Tel: 821-8644 (office). (66975

BULLNOSE MORRIS Oxford 2-str. and dickey. 1922. A rare 11-9 h.p. Oxford in excellent condition. Offers around £3,000. Tel: 821-8644 (office). (66975

FOR SALE—continued

JAGUAR XK150 1959. Manual overdrive, perfect condition. Carmen red, chrome wires, offers over £900. Southampton 552099. (67010

JAGUAR E-TYPE 3.8 1962. Beautiful black —much money spent on engine overhaul, new bonnet, differential, steering, rack, radials, Radiomobile, electric aerial, electronic ignition, Moto-Lita wheel, etc. Offers around £850. Southampton 552099. (67010

BENTLEY SIII 1965. First-class condition all round. Halifax 31475. (67009

BENTLEY DROPHEAD Coupe 1935 3½-litre complete, but body dismantled. £1,500. Halifax 31475. (67009

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1600E CORTINA 1970. Two owners from new. Exceptional condition. Gold, matching tan interior. Radio, rear screen demister. New tyres. 44,000 miles. £885. 01-948 0336 evenings. (67007

1953 FORD ANGLIA. One lady owner from new. MoT. Offers. 01-946 2896. (67007

PORSCHE 914 S/C. May 1973. 24,000 miles. Olympic blue. Body as new, but engine requires attention. £1,675. Tel: Great Missenden (02406) 4913. (66977

HEALEY 100M 1956. BRG/white louvres. Full engine overhaul, new exhaust system £850 o.n.o. Phone 01-638 9988 (office hours). (66978

ROLLS-ROYCE SCI. Excellent condition. Genuine 92,000 miles history. HC engine and electric windows. £2,850. 01-937 4073 weekdays after 4 or 058-084 562 weekend. (66979

IMMACULATE S2 BENTLEY, 1961 for sale. Beautiful original Duo Green paintwork, and beige interior. Fabulous condition bodywise, but unfortunately needs engine rebuild, hence only £900. Serious enquiries only please. Phone Kintbury 612 (Berks.). (66980

LOTUS ELAN S4 1970 FHC. Blue, radio, taxed Jan. New dampers, clutch, etc. 46,000 miles, v.g.c. £890. Tel: John, Market, Harborough 4246 or Kettering 517451 (evenings). (66981

1934 AUSTIN "Hamblin". Reg. ACE 197. Rare 2-str. sports racing car. Mechanicals recently rebuilt by specialist. Details need finishing. Must go, hence first offer over £200. Ring Leeds (0532) 531728 evenings. (66983

JENSEN HEALEY June 1973. House purchase regrettably forces sale. Tonneau, clock, door mirror, combined radio/stereo cassette, one owner, 26,000 miles only. £1,250 o.n.o. Live dangerously. Contact: Ken Townsend, Forge Cottage, St. Mary Bourne, Hants. (66984



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Immaculate order, twin sidemounts, jump seats, cloth to rear, leather front upholstery, division.
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1935 CITROEN
Four-seater tourer by Ranelagh, near *concours* condition, rear-wheel drive. Very pretty car.
£1,450

B.S.A. 4-Wheel F.W.D. four-seater tourer, very good order throughout. Cycle-type wings fitted but original ones with the car.. **£750**

1957 Aston Martin DB2/4 Mk. 2. Deep crimson with biscuit hide. Very good original car with Vantage engine..... **£1,450**

1965 Aston Martin DB5. Dubonnet, c.w.w., etc..... **£1,250**

1934 Essex Terraplane, rare four-seater tourer by R.E.A.L., requires restoration..... **£750**

Bristol 401. Needs some work but sound throughout..... **£300**

Ford Mercury, 1946, V8, requires respray but tidy and complete **£350**

Allard three-seater f.h.c., rare body, resprayed, rechromed and retrimmed..... **£1,250**

Also XK150 f.h.c., Facel Vega HK 500, Bristol and Jaguar spares.

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SPITFIRE 1975 1500. White, h/top, 5,000 mls.	**£1,665**	**SPITFIRE 1972.** Pimento	**£855**
SPITFIRE 1974N. Pimento, radio, 5,000 miles	**£1,395**	**SPITFIRE 1971K.** White, o/drive	**£845**
SPITFIRE 1974N. Mimosa, 9,000 miles	**£1,385**	**SPITFIRE 1971K.** Pimento, w/wheels	**£825**
SPITFIRE 1974. Magenta, o/drive	**£1,395**	**SPITFIRE 1971.** Signal red	**£775**
SPITFIRE 1974. White, 12,000 miles	**£1,365**	**MG-B GT 1972.** O/drive. Blaze or Mallard	**£1,195**
SPITFIRE 1973M. Mimosa, o/drive, radio	**£1,235**	**MG-B 1972.** O/drive, blaze	**£1,055**
SPITFIRE 1973M. Magenta	**£1,185**	**MG-B 1972.** Mallard green	**£995**
SPITFIRE 1973. Mimosa	**£1,135**	**TR6 1970.** O/drive, Wolfrace wheels	**£845**
SPITFIRE 1972L. Sapphire blue, o/drive	**£945**	**GT6 Mk. III 1971K.** Emerald, 26,000 miles	**£895**

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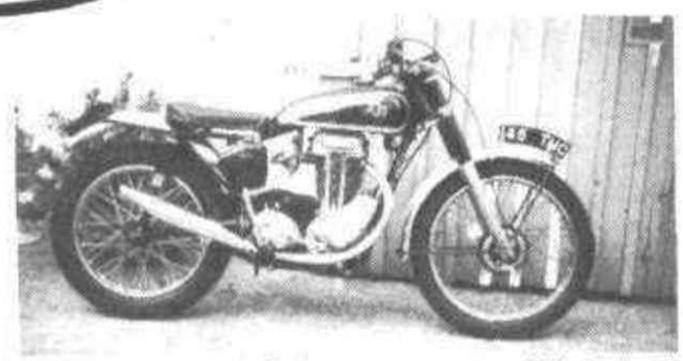
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1949 ROLLS-ROYCE Silver Wraith. Body by Hooper. This elegantly styled owner-driver touring limousine is virtually a one-owner car with a low recorded mileage. Nicely finished in black with beige trim, and in the condition one would expect for a Company Director's car.



1935 BENTLEY 3½-litre four-door sports saloon by Park Ward. Mechanically sound throughout. Cellulosed in black with brown hide trim. Side-mounted spare wheel and sun-roof. An excellent example of this attractive series.



1958 350 c.c. A.J.S. motorcycle. Works trials machine. Very little used, thus as new condition.
1957 ROLLS-ROYCE Silver Cloud I. This one-owner car has only covered 10,000 miles from new. Finished in unmarked original midnight blue with contrasting tan hide trim. This car is virtually still brand new, and can only be appreciated by inspection.
1928 ROLLS-ROYCE 20 h.p. all-weather touring car with 3-position brougham-de-ville coachwork by Hooper. This extremely elegant and very rare model has been completely restored to the highest standards. Superbly finished in pearl grey and black, pin-striped in red, trimmed in finest grey "West of England" cloth to rear and black hide to front. All walnut capping re-polished. Side and rear-mounted spare wheels. Mechanically rebuilt, new wiring and all new tyres, etc., etc.
1965 ROLLS-ROYCE S.C.III standard four-door sports saloon. Cellulosed in shell grey over steel blue, with blue grey hide trim and carpet. This 3-owner car is in superb condition throughout. Just fully serviced and ready for the road.
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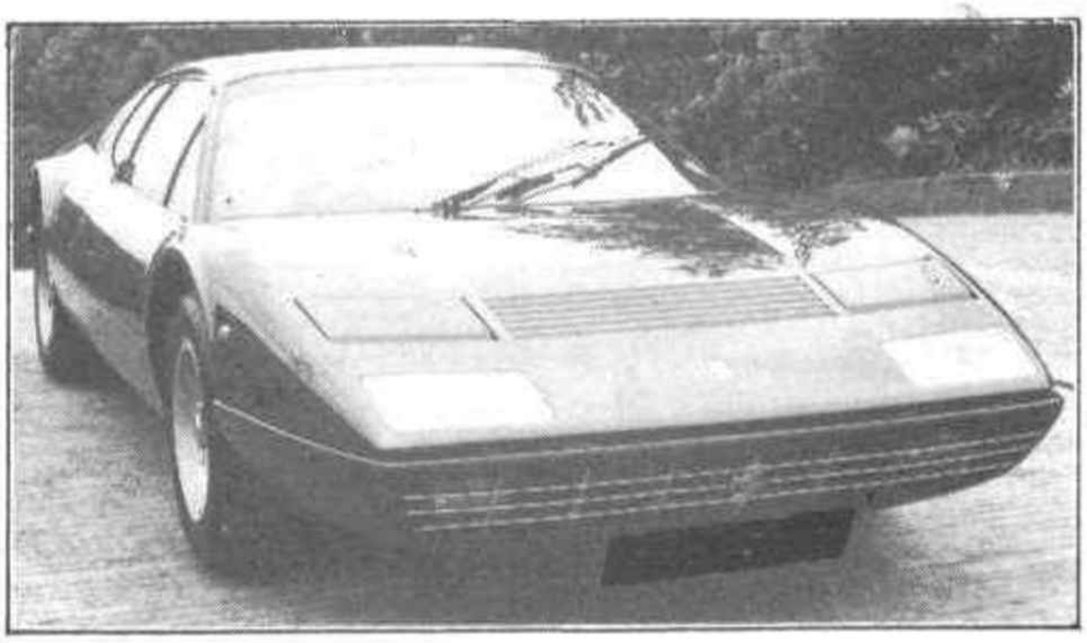
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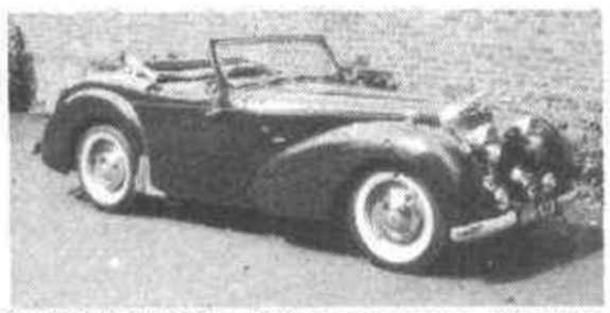
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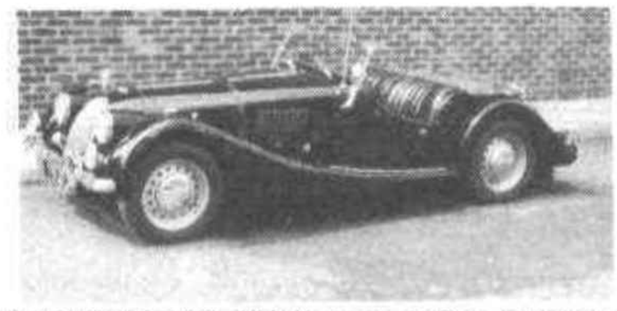
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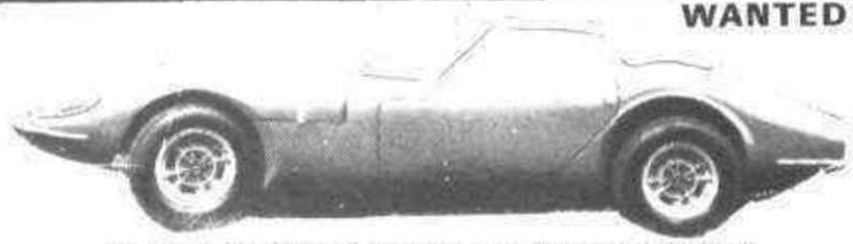
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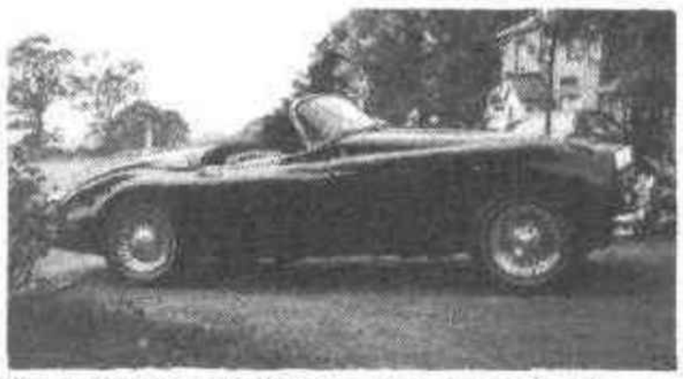


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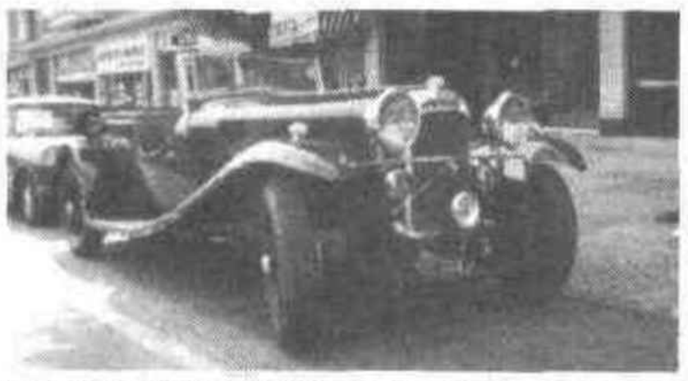
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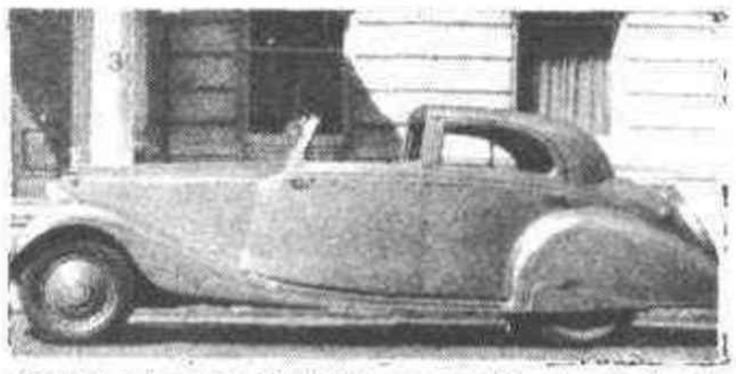
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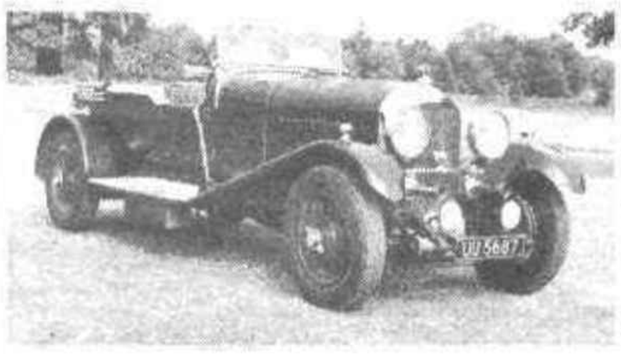
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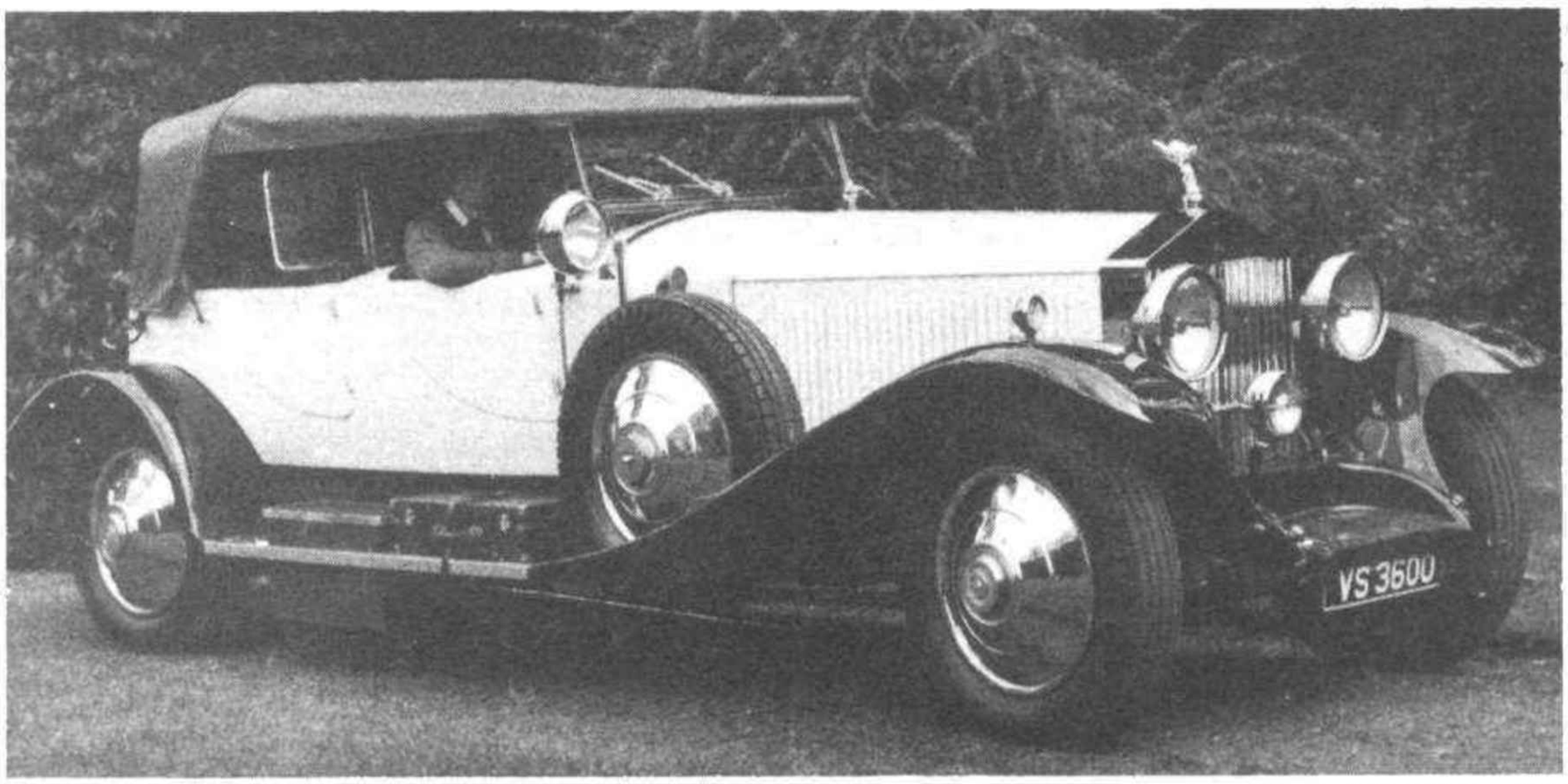
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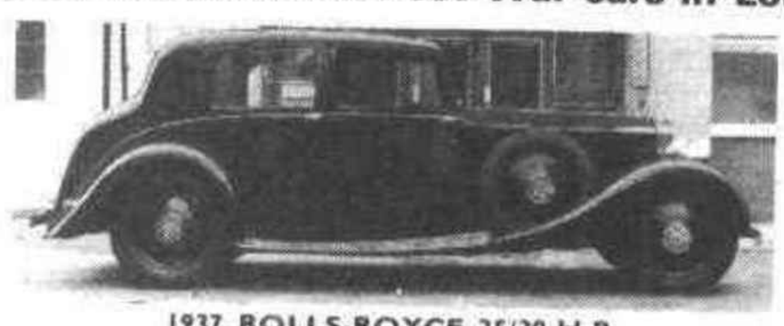
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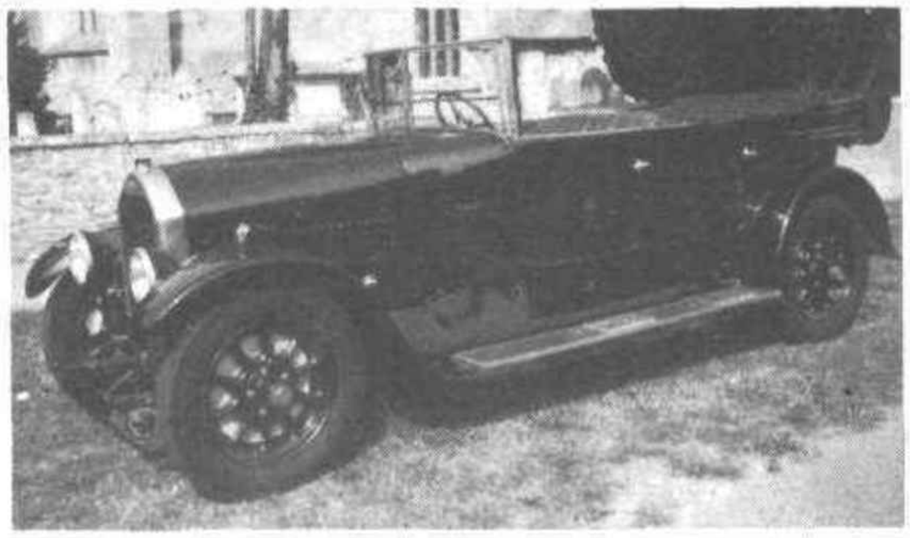
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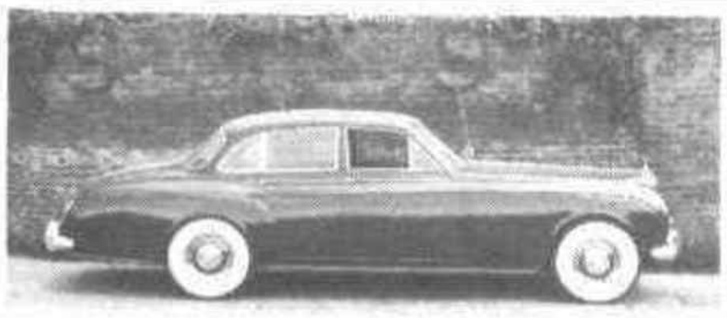
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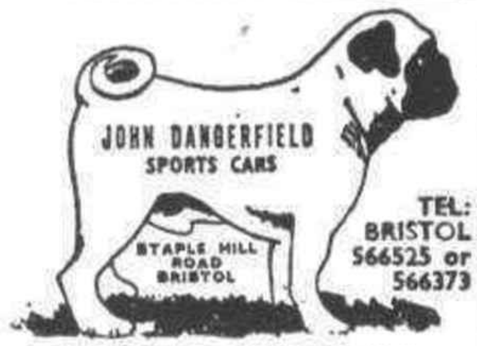
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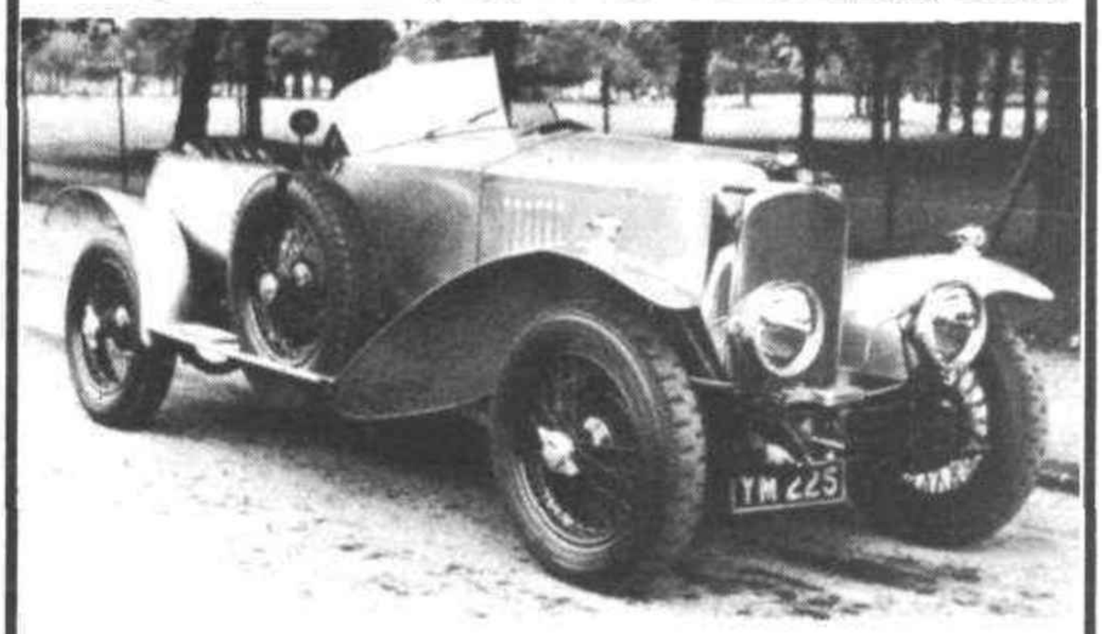
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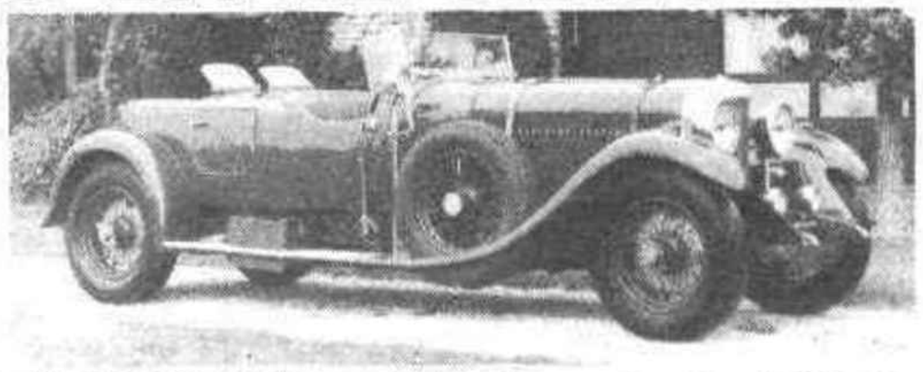
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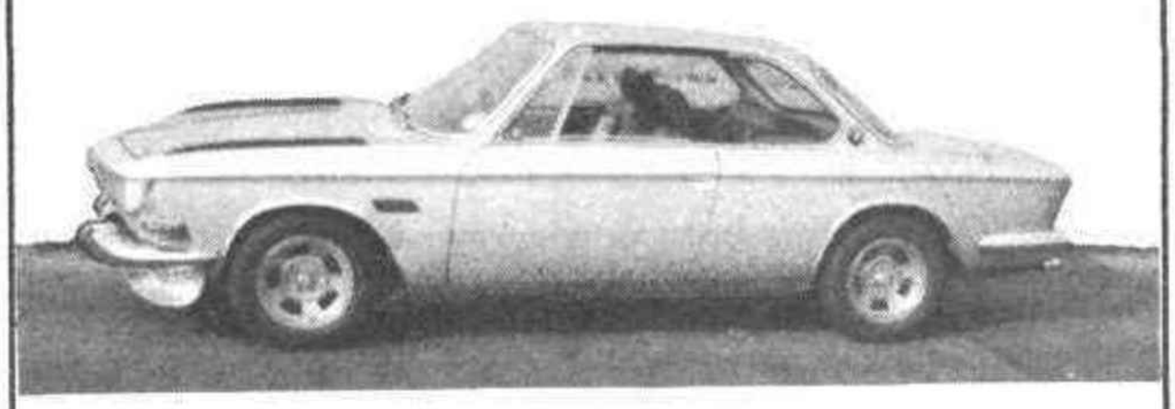
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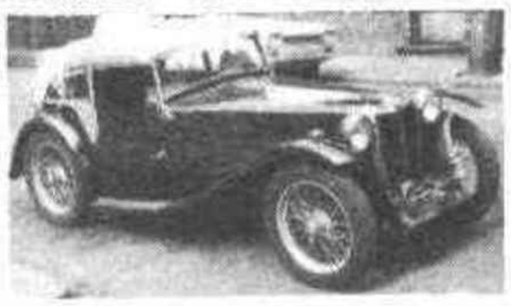
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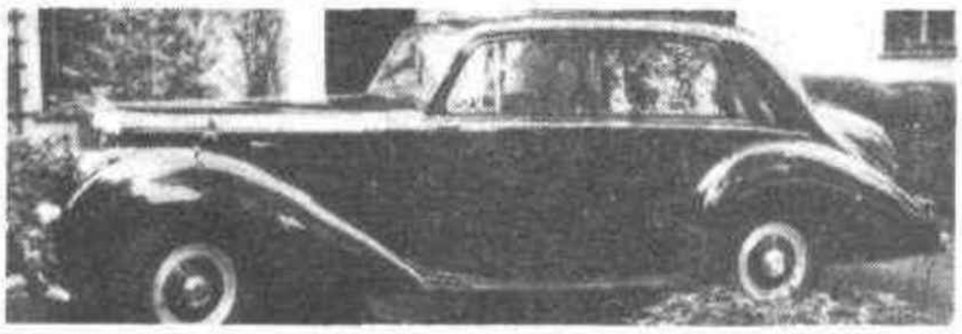
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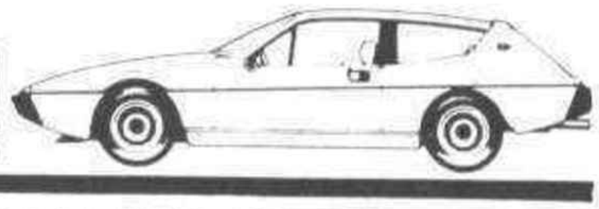
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NOSTALGIA

ALWAYS READ THE SMALL PRINT . . .

The main pieces of news this month are important—hence the 'boxes' below. Also noteworthy is the fact that the engine in the **Abarth 100 GT Bialbero**, advertised last month, expired just before the car's *debut* at Silverstone on Aug. 31st. It won't be advertised again until running properly, though you may obviously enquire about it in the meantime.

Next Outings : October 4/5th — Silverstone, October 19th — Brands Hatch.

HERE OR PROBABLY COMING :



1917 LE ZEBRE 2-str. TOURER + DICKEY — HR 4960; a super Edwardian tourer, almost totally original, three owners only; 40 m.p.h. cruising, so eminently usable — 94 pts. **£3,150 o.n.o.**

1925 TALBOT-SIMMINS 2-str. SPORTS — NE 2695; an exceptionally rare and pretty torpedo-bodied sports car based on the 8/18 model, regularly competed in V.S.C.C. events; completely restored and running beautifully — 97 pts.

1937 EX-EARL OF HOWE FRAZER NASH-BMW 328 — FMT 524; raced at Brooklands, etc., by Lord Howe (recent personal correspondence substantiates); totally rebuilt 1,300 miles ago to perfection from the stripped chassis, but using all the original components to preserve its authenticity; an absolutely magnificent sports car — 100 pts.



1953 ASTON MARTIN DB3/8 — NUV 925; not a DB3S, but the only truly original example left of the 11 sports/racing forerunners built; raced by Reg Parnell and winner of the Dutch Sports Car Grand Prix, now used for shopping, etc. (!) and for driving to and from and racing in JCB, Prescott, etc. — 98 pts.



1954 MG TF 1250; a beautiful example, having been substantially and properly restored — 98 pts.

1956 SUNBEAM TALBOT Mk. III SALOON — YKE 767; absolutely original, 46,000 miles; regular major *concours* winner, including the 1974 S.T.O.C. Rally; simply the best in the U.K. — 100 pts. **£1,200.**

1956 MASERATI 250F GRAND PRIX — Chassis 2522; featured as a double-page colour spread in September 'Thoroughbred and Classic Cars', winner of many G.P.s (driven by Moss, etc.); successfully campaigned in JCB events and absolutely ready and sorted for immediate racing — 100 pts.



1958 MERCEDES 300SL ROADSTER, left-hand drive — UYM 7; certainly a post-war 'classic', in superb and original condition; recent complete checkover — 97 pts. **£4,250.**

1962 LOTUS ELITE SERIES 2, STAGE 2 — 30 XPG; mechanically rebuilt and astonishingly rapid for a 'Stage 2' example, which is also bodily very pleasant — 92/98 pts. **£1,050. Probably another totally restored (97 pts.) Elite coming.**

1966 AC FORD COBRA '427', left-hand drive — KVS 711P; 450 b.h.p. means 0-100 m.p.h. in 10 sec. ! One of about 10 in the U.K., 18,000 miles only; recently checked over and overhauled by AC Cars Ltd.; many special features — 98 pts. **£8,500.**

AVAILABLE ELSEWHERE (exclusive to me) :

1955 FERRARI 121 LM; ex Le Mans team car (Phil Hill), chassis 0532 LM; the only one of the five built in the U.K.; totally restored — 100 pts.



1962 AC ACE-FORD; ex Betty Haigh, Prescott winner, etc. The most famous car of the 19 or so left, currently driven to and raced in Classic Car Championship, etc.; many spares including new racing engine — 95/100 pts. — **£3,850.**

HOLIDAY : I may have a few days' break in October, so if no-one answers when you telephone, please try again; this means that the 'GOAT MEETING' is postponed this month.

COBRA POSTERS : I've managed to obtain exclusive distribution rights for the U.K. and Europe for what I believe are the only AC Cobra photographic colour portraits ever produced. The car featured is a custom '427' Competition/Street and is simply superb ! If you would like a Cobra poster for your wall, send me £3.00, which includes P. & P. in the U.K.; 50p extra for Europe.

WANTED : I have the Reg. No. XK 1 but no car to wear it ! I'm therefore looking for a Jaguar XK 120, 140 or 150 Roadster (not d.h.c.), but it must be the best in the country !

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1974 Lotus Europa Special, purple with oatmeal trim, five speed gearbox, pb radio, recorded 16,000 miles **£2,395**
1970 LOTUS Elan S4 DHC, special equipment, lime green **£1,075**
1969 LOTUS Elan DHC, special equipment, yellow, beautiful car **£985**
1973 JENSEN HEALEY, white with black trim, two owners **£1,375**
1973 CLAN Crusader, red, sunroof, alloy wheels, tints, recorded 16,000 miles **£1,395**
1970 GINETTA G15, bahama yellow, sunroof **£965**
1973 RELIANT Scimitar GTE, ivory beige, automatic, tan trim, sundym glass, one owner, HRW, chrome alloys, radio/stereo **£2,295**
1971 RELIANT Scimitar GTE, red, 2 owners, overdrive, beautiful condition **£1,365**
1971 TRIDENT Ventura V6, red, black trim, overdrive, HRW, sundym glass, radio/stereo, wires, electric windows and aerial, airhorns, headrests, two owners **£1,250**
1972 JAGUAR E Type V12, DHC, white, white wall tyres, pb radio **£1,995**
1970 JAGUAR E Type 2 plus 2, white, red trim, two owners, HRW, chrome wire wheels, push button radio **£1,450**
1973 TRIUMPH GT6, mimosa yellow, overdrive, sundym glass, HRW, we are informed a new engine was fitted 5,000 miles ago **£1,295**
1972 TRIUMPH GT6, sienna brown, HRW, recorded 35,000 miles **£1,095**
1970 TRIUMPH GT6, white, black trim **£645**
1969 TRIUMPH GT6, damson, overdrive, tan trim, beautiful condition **£635**
1973 TRIUMPH Spitfire, mimosa yellow, radio/stereo, full service history, one owner **£1,095**
1972 MGB GT, white, overdrive, wire wheels, radio/stereo **£1,295**
M registered MATRA SIMCA MB8, red, black trim, LHD, 1100 cc Simca engine **£795**
1971 TRIUMPH 13/60, convertible, valencia blue **£695**
1972 TRIUMPH Toledo, red, two owners from new **£750**
1972 MORRIS Marina 1.8, blue, four door, one owner **£750**
1972 FORD Escort GT, daytona yellow, vinyl roof, black trim **£750**
1971 BMW 2002, beige, beautiful condition **£865**

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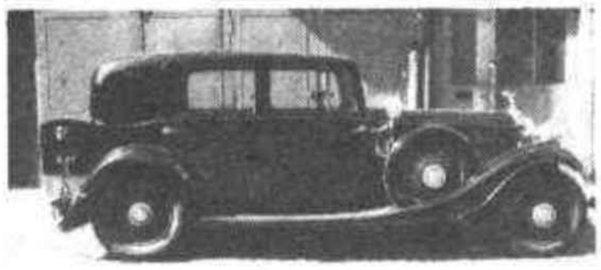
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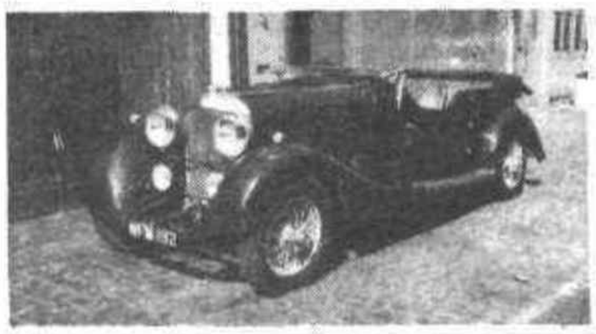
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1934 ROLLS-ROYCE 20/25 owner-driver saloon by H. J. Mulliner.



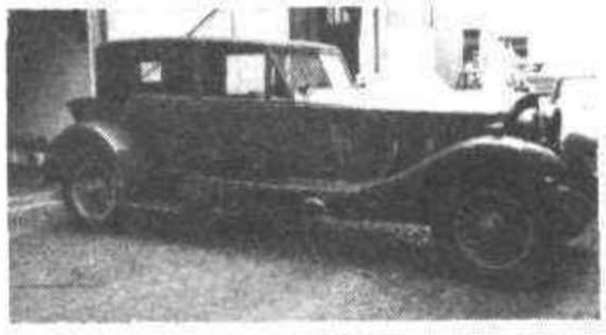
1929 BENTLEY 4½-litre VDP tourer. Body built mid-1930s.



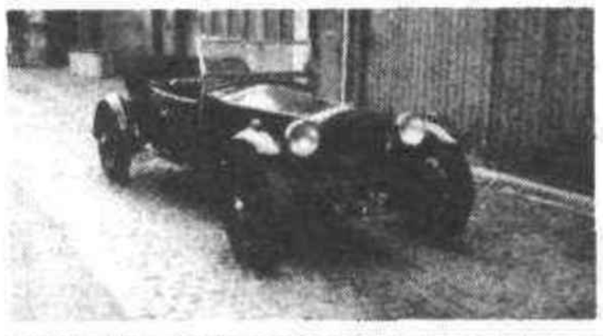
1952 CONNAUGHT L3SR Sports racing car.



1930 ROLLS-ROYCE 20/25 drophead coupe by Harrington. Fully restored.



1925 MERCEDES-BENZ K-type. Engine modified to 36/220 specification by works.



1928 ALFA ROMEO 1750 single cam James Young tourer.

1926 SUNBEAM 3-litre tourer, mint condition.
1930 DELAGE D8S tourer VDP replica coachwork.
1923/28 BENTLEY 3/4½-litre tourer.
1927 BALLOT 2 LTS drophead coupe.
1923 BUGATTI short chassis Brescia.

1927 VAUXHALL 30/98 OE Velox tourer.
1931 MG Magna F-type Jarvis 2/4-seater.
1933 ALVIS Firefly 4-seater tourer.
1933 AUSTIN Nippy 2-seater.
1901 PEUGEOT Veteran car, partly restored.

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BENTLEY 4½-litre Mark VI, 1952, saloon. Finished in two-tone blue with blue-grey leather upholstery. Recorded mileage 41,000 (believed to be 141,000). An excellent car in every way. Complete with original tools, etc. **£2,150.**



BENTLEY 4½-litre Mark VI 1952 (one of the last) standard four-door saloon. Tudor grey. Guaranteed mileage 34,000 since new. One of the lowest mileage Mark VI cars in existence, two owners since new. Full details on application.



ROLLS-ROYCE 4-door Shadow saloon, 1966. Sable over sand with beige leather. Chassis number SRH 1137. Superbly maintained in every way. *Concours* winner in class at R.R.E.C. event July 1975. Documented service history. **£5,950.**



BENTLEY 'R'-Type 1955 sports saloon. Finished in midnight blue/shell grey with grey-blue leather upholstery, automatic transmission, sliding roof, radio, tools, handbook. Genuine mileage 55,000 miles; just been fitted with all new brake hydraulics. Supplied by us seven years ago, it is in superlative condition. Further details on application.



BENTLEY S2 1962 Mulliner Continental 2-door sports saloon. Finished in black with beige leather upholstery. Fully recorded service history since new. A most outstanding example of this rare model.



ROLLS-ROYCE Silver Dawn, 1954 (Sept.) 4-door saloon. Tudor grey over shell grey, with grey leather. Documented service records accounting for £7,148 spent in maintaining this car to its superlative condition. Full details on request.

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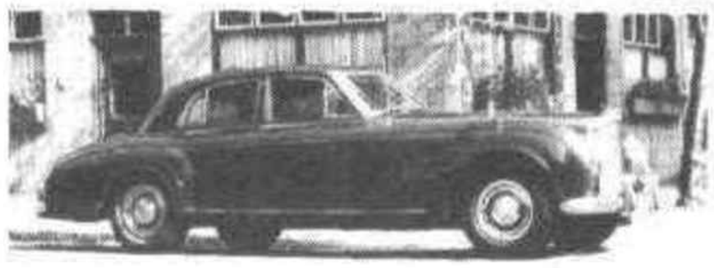
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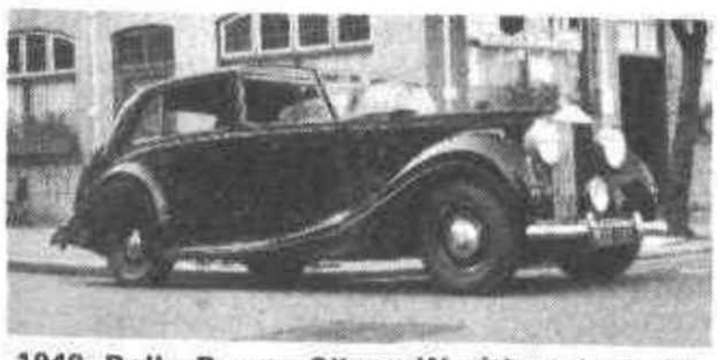
1964 Rolls-Royce Silver Cloud III 4-door sports saloon. Sable with red leather trim and matching carpets. Power steering, automatic transmission and electric windows. 65,000 recorded miles with two owners. A really nice example. **£4,850.**



1958 left-hand-drive Bentley 4-door Continental with all-aluminium coachwork by James Young. Finished in unmarked midnight blue with blue/grey leather interior. Power steering, automatic transmission and 8 : 1 high-compression engine offering performance with economy.



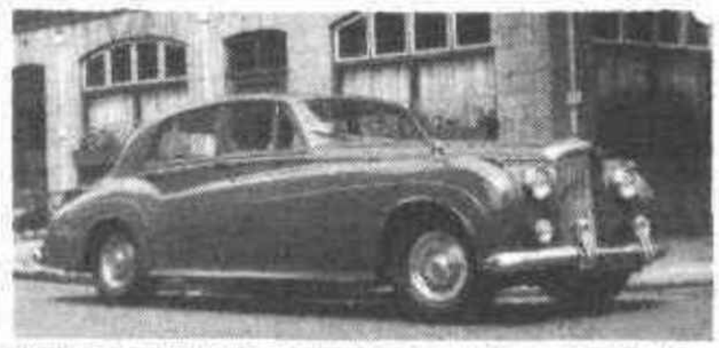
1948 Rolls-Royce Silver Wraith by Hooper, with metal sliding sun-roof. Embassy black with beige leather to front and West of England cloth to rear. This car is both mechanically and bodily outstanding for the year. **£4,500.**



1948 Rolls-Royce Silver Wraith sedanca-de-ville by H. J. Mulliner, with all-aluminium coachwork. Finished in black cellulose with biscuit-coloured Connolly hide throughout. One owner from new. An extremely rare motor car. **£5,850.**



1962 Silver Cloud II 4-door sports saloon with Harold Radford refinements. Finished in shell over Tudor grey, with special black Connolly hide interior. Folding rear seats, picnic table and electric windows, plus all the usual refinements.



1961 Bentley S2 4-door sports saloon. Finished in pine green with light grey leather trim. 86,000 recorded miles. Electric windows, power steering and automatic transmission. **£2,250.**

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Six Silver Cloud IIIs, including two coachbuilt.
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Three Silver Cloud Is, one long wheelbase.

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1960 DB4 convertible (*Illustrated*) **£2,450**
1965 DB5 ..... **£1,975**
1968 DB6 ..... **£1,875**
1968 DB6 ..... **£2,350**



1948 Jaguar XK120. *Concours* cond **£3,000**
1951 XK120 fixed head **£1,675**
1954 XK140 drop head (*Illustrated*) .. **£1,450**
1954 Swallow Doretti **£575**



1933 Singer Le Mans 4-seat tourer (*Illustrated*) **£1,350**
1936 Singer Le Mans 2-seat **£975**
1938 MGTA **£875**
1948 MGTC **£2,400**
1952 MGTD **£1,950**



1919 New Imperial Motor cycle. Running **£375**
1925 Austin 7. Pram hood similar to above **£2,350**
1931 A7 Box saloon **£975**

BENTLEY



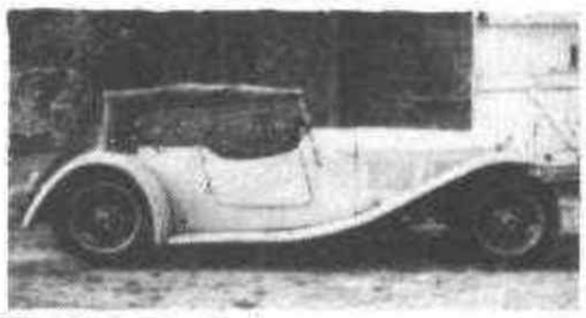
1948 Bentley Mk. VI Van Dan Plas saloon **£1,875**
1948 Bentley Mk. VI H. J. Mulliner sports saloon **£2,250**
1956 Bentley S1 (*Illustrated*) **£1,875**
1964 Bentley S3 ..... **£2,650**

MORGAN



1933 Morgan Super sports MX2 .. **£2,400**
1946 Morgan 4/4 Flat rad coupe **£675**
1967 Plus 4 2-seater (*Illustrated*) **£2,250**
1967 Plus 4 4-seater **£2,250**

ALVIS



1933 Alvis Firefly (*partly restored*) .. **£575**
1933 SA Speed 20 tourer (*unrestored*), (*Illustrated*) **£1,750**
1964 Alvis TE 21 drophead **£2,250**



1970 Marcos 3-litre **£1,475**
1972 BMW Si **£2,600**
1974 Lamborghini Urraco (*Illus.*) .. **£5,550**

ROLLS-ROYCE



1937 R-R Phantom 3 ..... **£5,600**
1948 R-R Silver Wraith.
1962 R-R Cloud 2 ..... **£2,900**

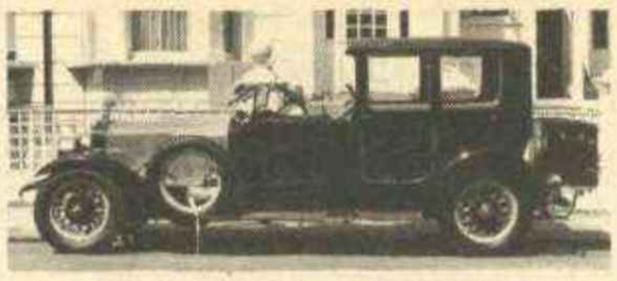
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Chassis 25NA was the property of the Vanderbilt family for many years and carries Brewster coachwork finished in damson and black. All fittings are in brass save for the nickel bumper set and gilt interior embellishments.



1939 ROLLS-ROYCE 25/30 Wraith razor-edged saloon by James Young. This most attractive car is finished in deep gunmetal grey with blue interior throughout, the rear compartment being in fine all-wool cloth. It has a disappearing glass divider and vanity sets together with cigar storage in the folding picnic tables as well as a central cupboard in which may be incorporated a cocktail set if required. The interior is complemented by fine straight-grain walnut veneer cappings and a new dove grey head-liner has just been fitted.



Of our three ROLLS-ROYCE Silver Cloud III saloons, this 39,000-mile example in velvet green over black, with champagne hide, is probably the best available anywhere. A fourth, 1965 model, has a Radford Conversion, is finished in steel blue over shell grey with deep red hide, and is in magnificent order.



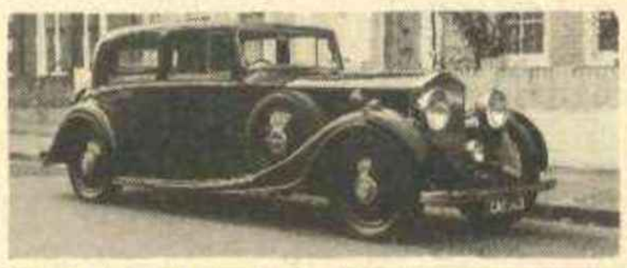
1957 BENTLEY S1 4-door Special Coachbuilt saloon by Freestone and Webb: a similar model is shown on page 61, "The Elegance Continues" by Lawrie Dalton. This car is now undergoing complete restoration in our workshops, having fine grey hide upholstery with excellent veneers and detail fittings. The exterior will be garnet over Negra brown (bitter chocolate), which is as original and is a most unusual car of exceptional grace.



1961 ROLLS-ROYCE Silver Cloud II 4-door long wheelbase saloon, hand-crafted by James Young. Equipped with metal sun-roof, whitewall tyres, West of England beige cloth interior throughout, and possessed of a good service history. The car is finished in black and has very fine wood veneers to the interior.



1936 ROLLS-ROYCE foursome drop-head SEDANCA COUPE (3-position folding top). Impeccably re-finished in smoke over sage green with fine dark green hide interior. A most delightful 20/25 with concealed spare wheel, this motor car is a potential show winner.



1936 ROLLS-ROYCE 20/25 Sportsman sun saloon by H. J. Mulliner. A car owned by an enthusiastic member of the Rolls-Royce Enthusiasts' Club and a very handsome design, finished in black over burgundy, with black wings and original burgundy hide interior, with fine veneers and brass inlay.



1961 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. Especially recommended.



1965 ROLLS-ROYCE Silver Cloud III 2-door saloon by Mulliner-Park Ward. In dawn blue with smoke blue hide, this is an excellent example of a rarely offered car.



At press date we only have two ROLLS-ROYCE Silver Cloud I saloons: 1959 in shell over Tudor grey, shown here, and a 1957, with power steering, in black. No doubt more will be in stock when this advert appears—please telephone.



BENTLEY Continental S3 power convertibles: a choice of two in Rolls-Royce metallic peacock blue, the one illustrated having been fastidiously prepared to Show condition. Both must be seen and tried to be properly appreciated.



Now being re-painted in black over kingfisher blue is a **1952 BENTLEY Mk. VI, a 2-door version** of the car shown here. Equipped with manual gearbox — shown on page 252, "Fifty Years of The Marque".



1952 ROLLS-ROYCE Silver Wraith. "Teviot" divided touring saloon by Hooper. Lavishly equipped even to silk roller blinds throughout the owner's compartment, and finished in mole grey over burgundy with grey hide throughout.

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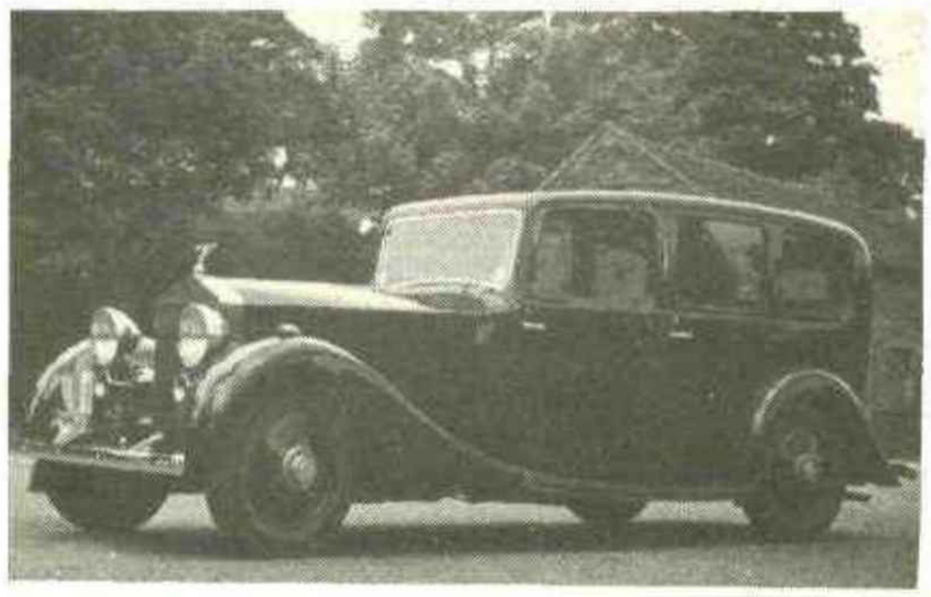
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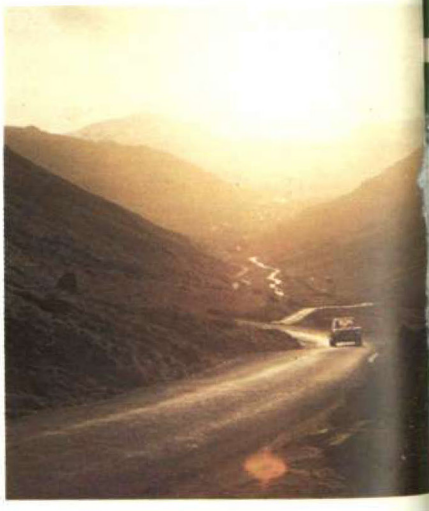
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