

MOTOR SPORT

Founded in the year nineteen twenty-four



Vintage '72. Another good year for cars.



1972. Another good year for motorists who believe that, like wine, a car improves with keeping; that the better it's looked after, the longer it runs. They're the ones who can appreciate the benefits of using an oil with the sparkling pick-up of a 10W 30 grade—the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds. At a non-vintage price.

Mobil
Moneywise motoring

You'll go twice as far with a Hitachi Car Stereo.

When you're sick of the moan of your engine and the barrage of back-seat drivers, why not switch over to some sound you've selected yourself. And hear it as long as you want. At its best.

That's why Hitachi have designed these two infallible models. There's the CS1100 8 Track cartridge Car Stereo which at the touch of a finger gives you any pre-recorded track anytime. It's so compact and inconspicuous, your passengers may even think it's you singing.

The CS204 Cassette Car Stereo is

equipped with convenient fast forward and rewind lever and auto-ejector. A baby could drive his pram without having to concentrate on these controls.

The transistorized circuitry, on both models ensure that long life, repeatedly rich tones and consistently reliable reception which are the hallmark of all Hitachi In-car entertainment. That's why you'll go further with Hitachi than any other car stereo. And with Hitachi value for money that's a very long way.

You've heard us out. Why not hear them

out? So you've got a tiger or two in your tank. It might also be nice to have a nightingale in your dashboard.

Hitachi also offer the same models complete with radios.



HITACHI

The world at your fingertips.

Hitachi Sales (UK) Ltd, New Century House, Coronation Road, Park Royal, London NW10



Top speed: 94.9mph. 0-60: 10.0secs.
0-80 mph: 20.7 secs. Standing 1/4 mile: 17 secs*



Top speed: 87.5mph. 0-60: 14.2secs
0-80mph: 34.3secs. Standing 1/4 mile: 19.5secs*

Two Minis. They look much the same. If anything, the one on the right looks a bit hairier. But as you can see from the performance figures, appearances can be deceptive.

The secret is the Powerhouse - British Leyland's Special Tuning Centre.

We can take a British Leyland car, and set it up for racing, rallying, autocross or just an extra zoom on the road.

And if you want to do it yourself, we've got all the parts, information and ideas that you could possibly want.

Send to: British Leyland Special Tuning Dept., Abingdon-on-Thames, Berkshire. Please send me a free brochure and a list of Special Tuning Distributors.

Name _____

Address _____

Car _____

Model _____ Year _____



MS 2

*Source: Motor 4th December, 71.

“The SAE rating numbers on multigrade oils seem to confuse some motorists—it did me once.

On the opposite page the whole SAE rating system is explained, and why Uniflo SAE 10W/50 out-performs all other multigrades.”

Graham Hill



Esso, the world's largest oil research organisation, here discusses those cryptic SAE rating figures, and explains why Uniflo—rated at SAE 10W/50—gives better all-round protection than any SAE 20W/50.

Most motorists will have noticed the SAE numbers that are usually printed on the cans of motor oil they buy, but not every motorist will know too much about them, such as what exactly they mean!

So, to start at the beginning, the letters SAE stand for Society of Automotive Engineers, a technical body that lays down standards for the petroleum industry to adhere to. These standards relate to the oil's viscosity—its ability to flow; and, because the oil has to give effective engine protection both when it is cold *and* when it is hot, its viscosity is measured at 0°F (-18°C) and 210°F (99°C), and it is classified by the SAE at each of these temperatures.

Thus, when an oil is marked 10W/30 on the can it means that its viscosity rating at 0°F is SAE 10W (the W simply means 'winter'), and its viscosity rating at 210°F is SAE 30. Practically all multigrade oils have a winter—or cold cranking—viscosity rating of either SAE 10W/ or 20W/, the lower figure being the thinner oil. Similarly, most multigrades have a summer—or high temperature—viscosity rating of SAE /30, /40 or /50, and again the lower the figure, the thinner the oil. So we always know that an SAE 10W/30 oil is relatively *thinner* and a 20W/50 is relatively *thicker*. From this, we can deduce that a SAE 10W/40 oil will perform better when cold than an SAE 20W/50, but not so well when hot; but it will perform better when hot than an SAE 10W/30. And so on. These SAE figures do provide a helpful and accurate guide to the kind of oil you're buying.

THE ENGINE SITUATION HOTS UP

Engines today have markedly higher power/weight ratios than they had in the Sixties, and the working heat inside the engine is consequently becoming ever more intense. Bulk oil temperatures in the sump can well be 212°F (100°C); the oil temperature in the crankshaft bearings can reach 250°F (120°C); and at the piston rings it can be as high as 360°F (180°C). So motor oil nowadays is expected to retain its effective viscosity well towards the 400°F (200°C) mark, and yet still flow easily at sub-zero temperatures to give cold-start protection. On top of this, the car manufacturers have been progressively lengthening their recommended oil-change intervals.

DRIVING HABITS CHANGE, TOO

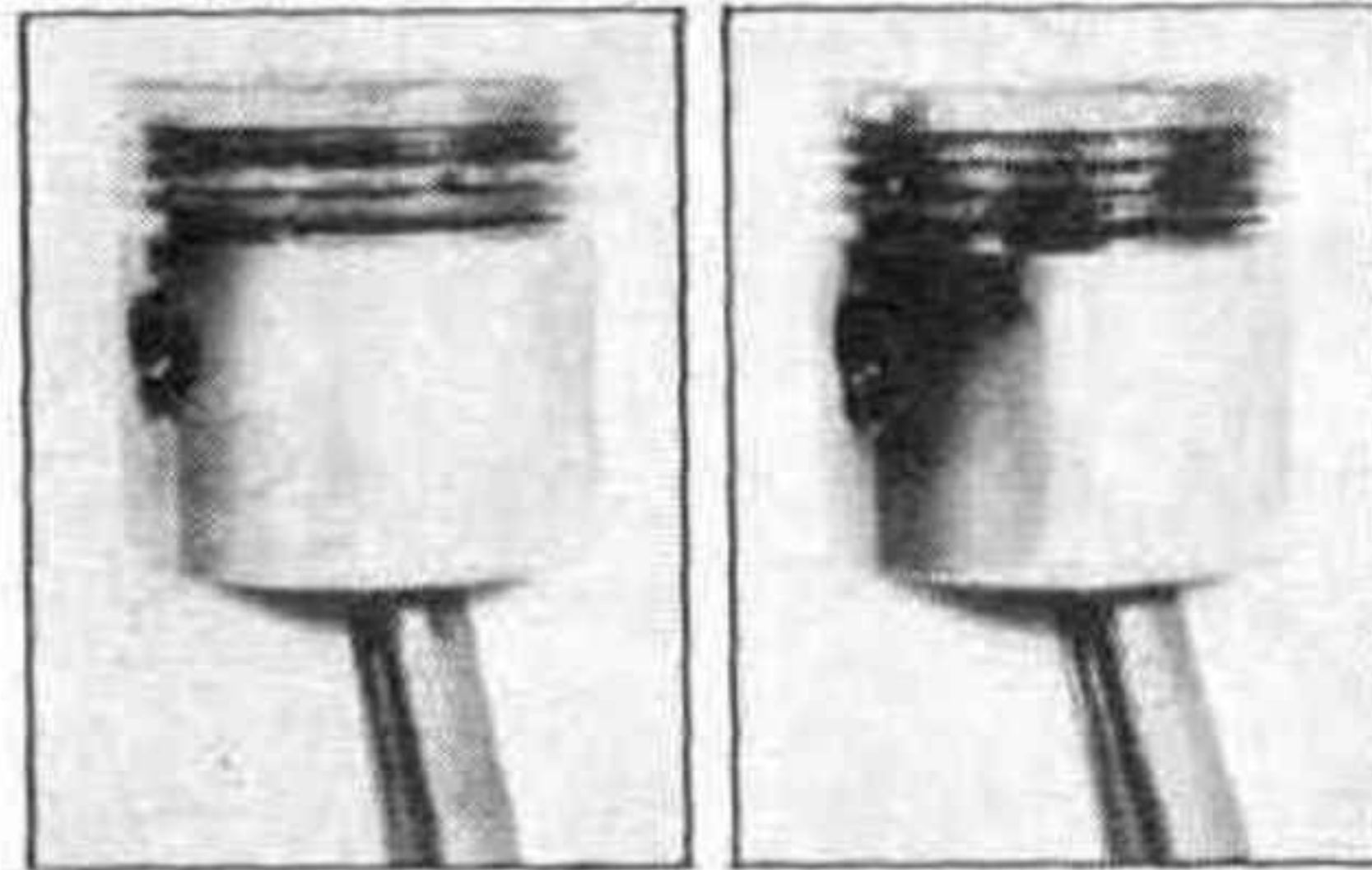
In recent years the amount of motorway driving has increased dramatically (in 1960 there were 95 miles of motorway in the UK, by 1970 the total was 657—and it's still rapidly increasing); the dreary engine-damaging city crawl gets longer and longer; and every summer thousands of motorists drive through Europe seeking the sun, and are quite likely to park overnight in mountain villages where the temperature can be well below zero. All these factors impose severe strains on the engine oil.

Anticipating these technical and social changes, Esso developed Uniflo—the super multigrade motor oil with an SAE rating of

10W/50. Uniflo protects effectively at *both* ends of the engine temperature scale. *When your engine is cold*, Uniflo gives full protection faster than the SAE 20W/50s because it is thinner—thus avoiding a lot of needless wear and also helping your engine to start. *When your engine is hot*, Uniflo again gives full protection, significantly reducing the carbon deposits that can lead to power-loss and increased oil consumption. This 35,000-mile high-speed test provides clear proof of this:

UNIFLO HOT-ENGINE TEST

Piston skirts and lands from two identical cars compared after a 35,000-mile high-speed test.



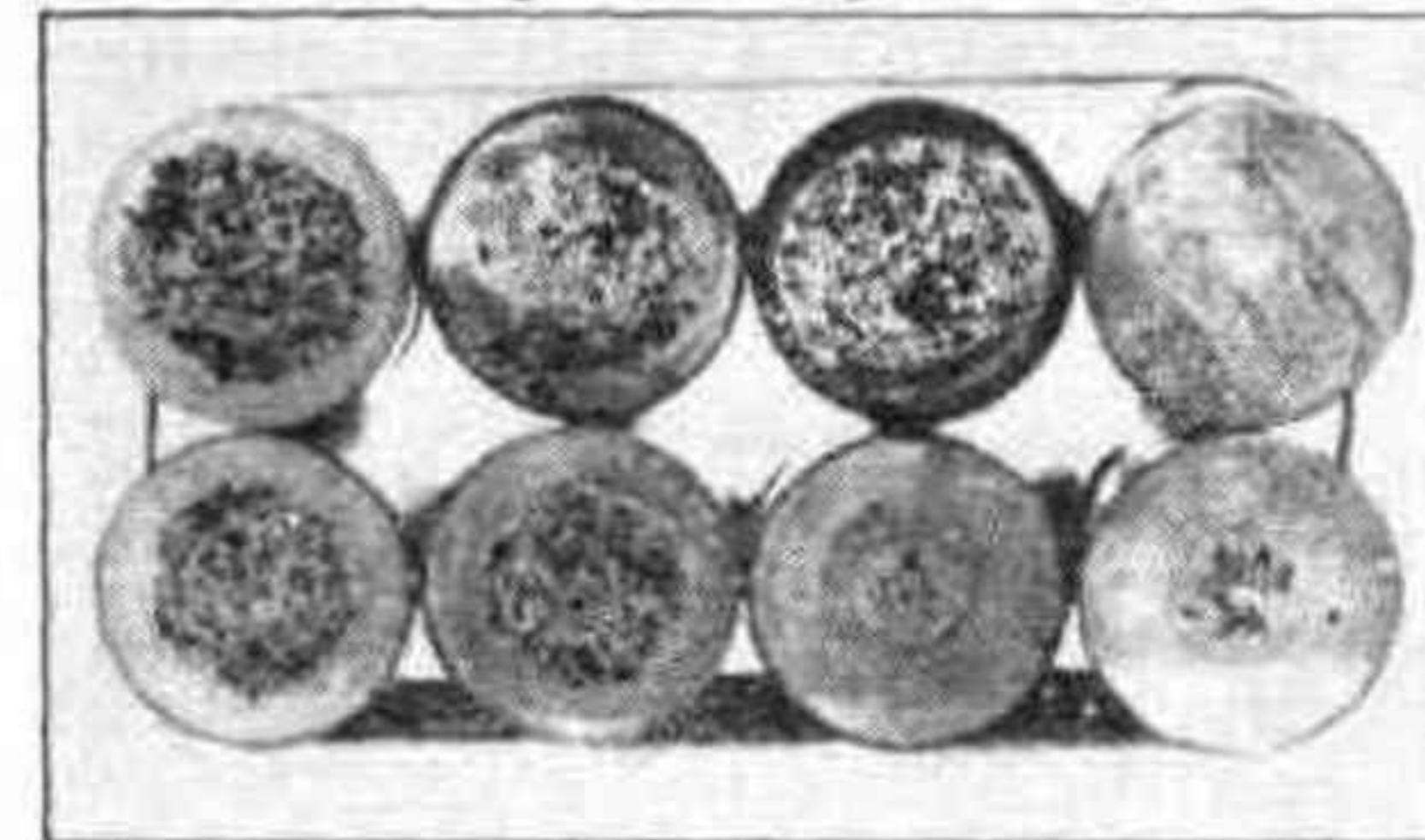
USING UNIFLO
Minimal deposits

USING WELL-KNOWN
MULTIGRADE
Heavy carbonaceous deposits—
danger of 'ring stick'

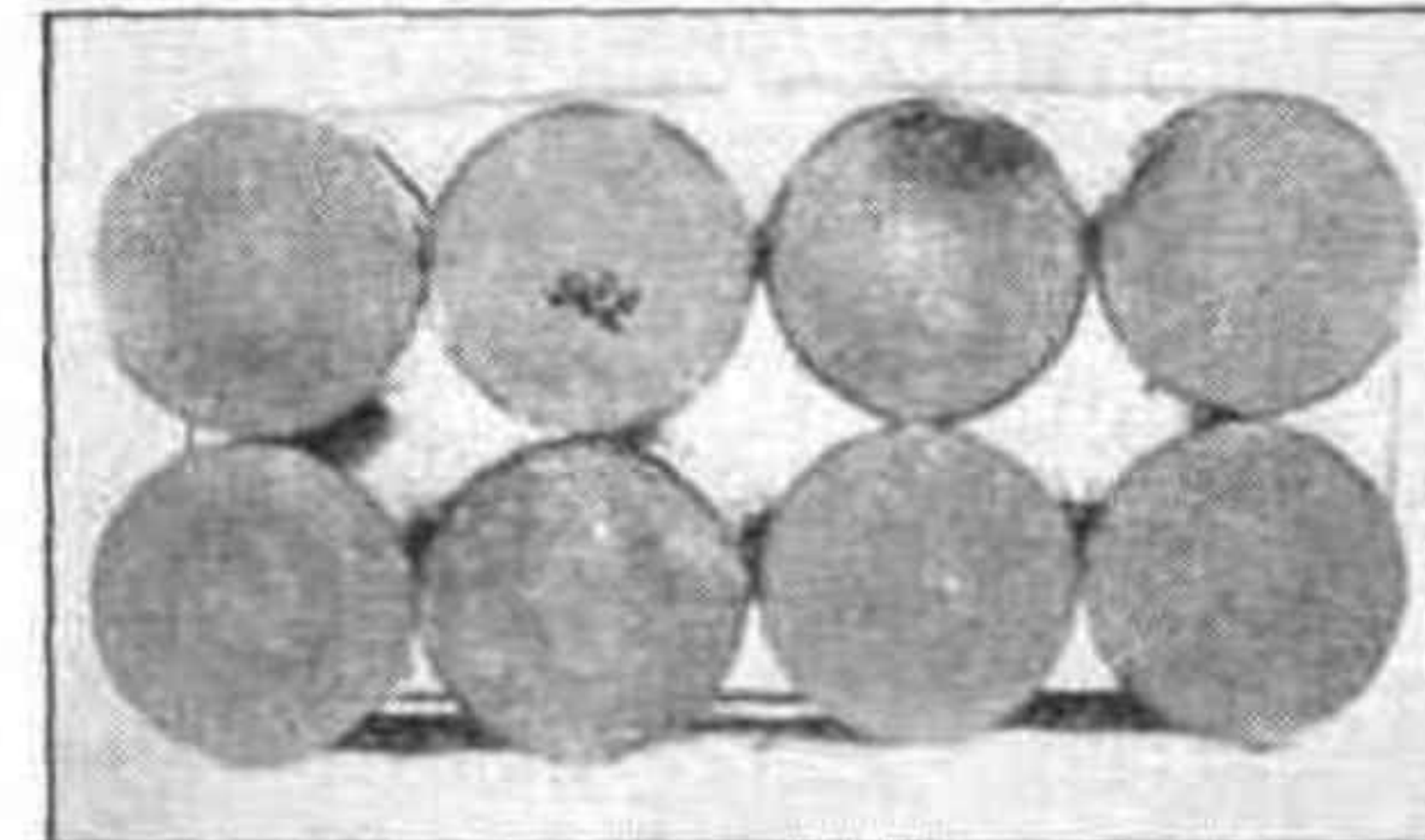
City crawls and stop-start driving

But it is when an engine is running at slow speeds that the load-bearing parts of the valve train are under the greatest strain—particularly the cam and tappets; and if these conditions persist—as they often do for most of an engine's life—component fatigue sets in. Pitted tappets are a typical example of component fatigue, and these photographs show how Uniflo's wear-prevention additives dramatically reduce this type of damage.

How Uniflo protects your engine



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C (203°F), and the water temperature at 80°C (176°F). Visible proof of Uniflo's extra protection!

There are two further basic reasons why Uniflo withstands today's much higher stresses and temperatures so effectively. These are the extra high quality of the base stock, and Uniflo's special Viscosity Index Improver.

1 Higher quality base stock

For normal high-quality oils, 7% of each original batch of crude oil is accepted for further processing; but for Uniflo, the more volatile components even of this 7% 'cut' are eliminated, leaving only a 5% fraction to go on for the later processing stages.

Uniflo lasts longer because it is a purer oil.

2 Viscosity Index Improver

Along with the other additives in Uniflo, the Viscosity Index Improver is particularly effective. It has a minimal thickening influence at low temperatures, but thickens the oil at high temperatures to provide effective lubrication even after many hundreds of miles of high-speed motorway driving.

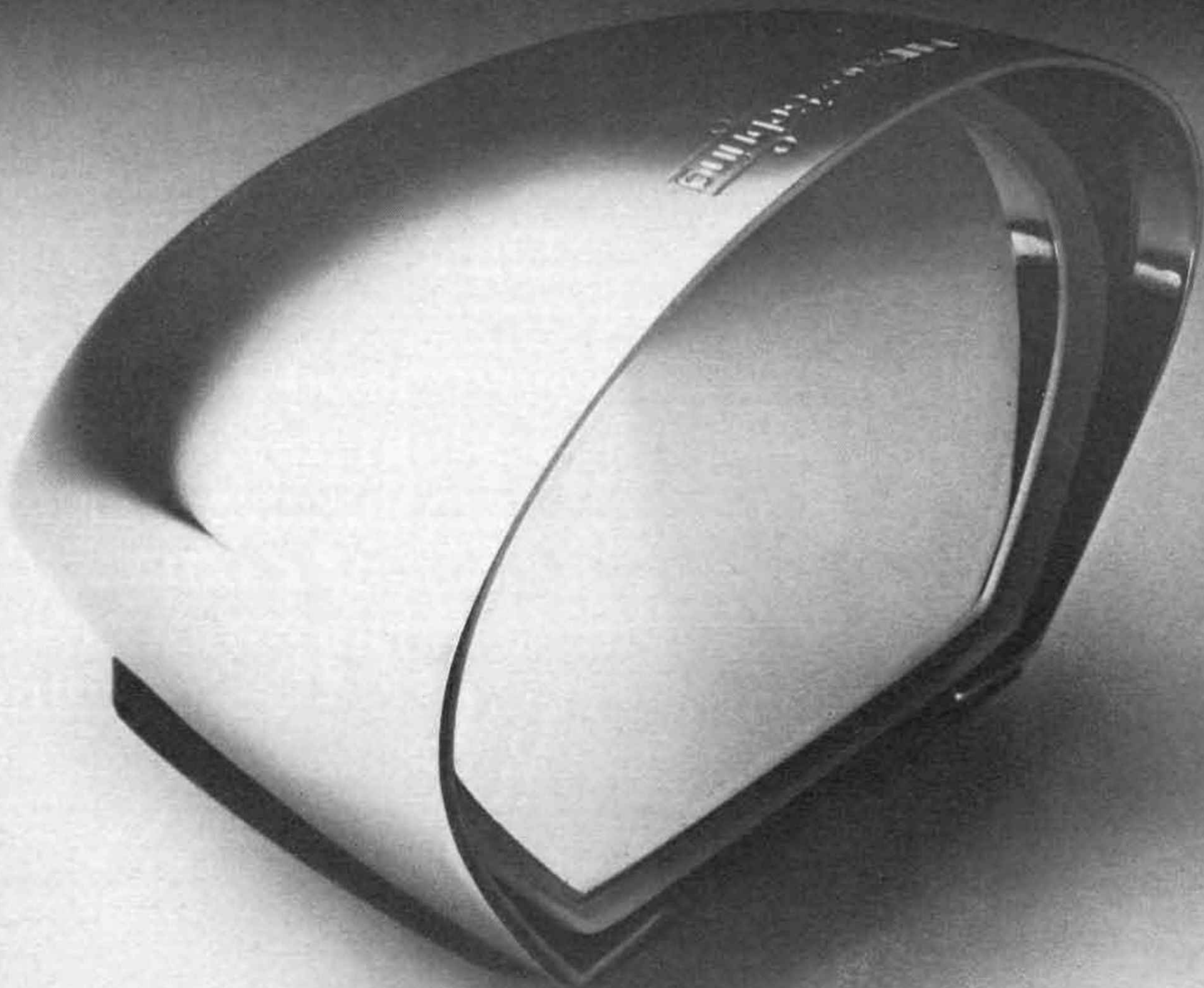
Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection—and, in many instances, more protection than has ever been given before.



UNIFLO
SAE 10W/50

**out-performs all
other multigrades**





SEBRING MACH 1. THE MOST COPIED WING MIRROR IN THE WORLD.

A great wing mirror, like any other outstanding product, is likely to have its imitators. Which, as Harry Moss says, is a great reflection on his Sebring Mach 1.

But imitations are never all they seem to be. Because patented features such as the Mach 1's ingenious mounting plate cannot be copied. The handsome shape is also a registered design.

But apart from the handsome shape, and the simple mounting, the Sebring Mach 1 has many

other qualities which make it unquestionably the world's leading, and most popular, streamlined mirror. Just look at any Formula One racing car—chances are it will be carrying a pair of Mach 1 mirrors. Then again this mirror is standard equipment on world famous cars such as Ferraris, Lambourghinis, Alfas, Lancias and Fiats.

The Mach 1 comes in many different styles. You can buy it in metal with a chrome finish, or in

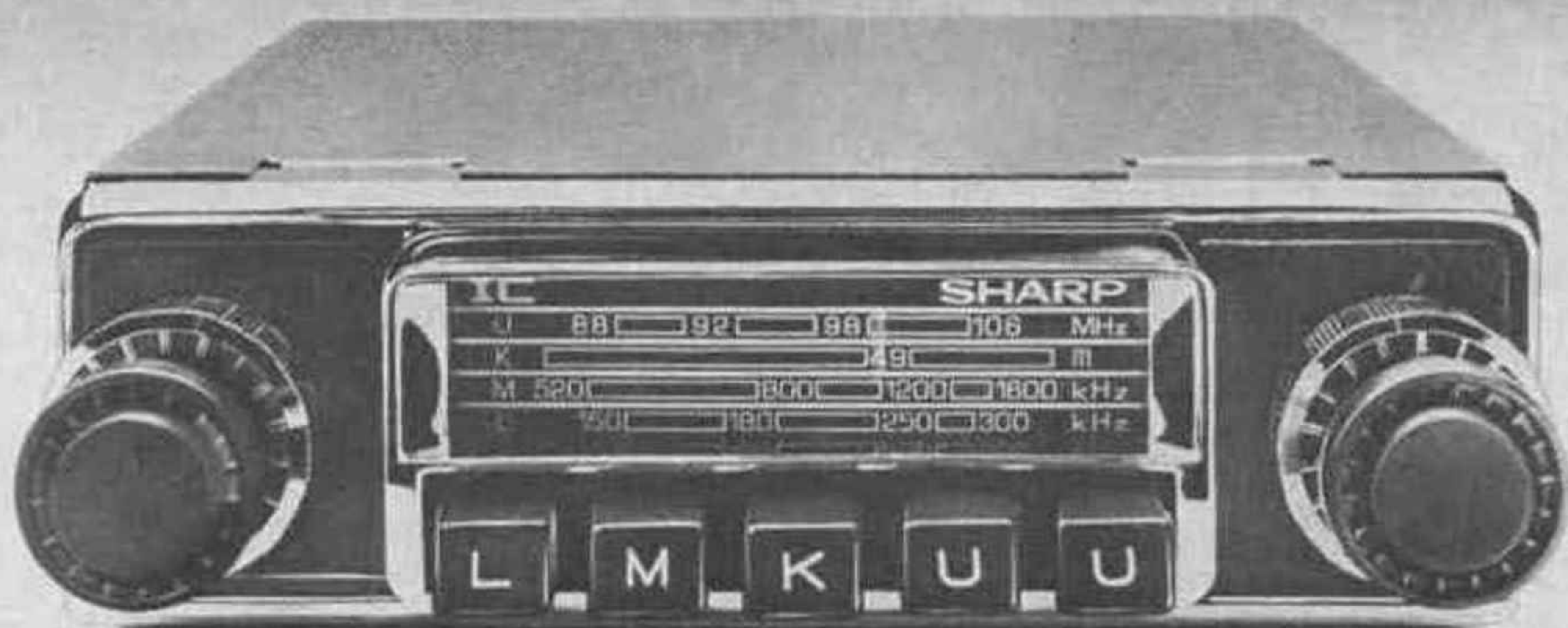
one of many coloured plastic finishes. Choose a flat mirror or a convex one - plain or tinted glass. Recommended prices are modestly from £2.20 to £3.00. Get them through Halfords, good garages and accessory shops.

So even if you drive a copy of a Ferrari, there is no need to put up with a copy of its mirror. Just make sure the mirror you buy is a Sebring Mach 1 from Harry Moss.

Harry Moss

Harry Moss (London) Limited, 424 Kingston Road, London, S.W.20.





This radio has two things you've probably never heard before.

1. The name.

Sharp is a fast-growing name in Britain.

Behind it is one of the largest electronics manufacturers in Japan, making everything from clock-radios to computers.

And with a world-wide reputation any company would be proud of.

Sharp was the first company to manufacture radios and televisions in Japan.

And the first company to introduce computer microminiaturisation techniques into everyday appliances.

So when you buy a Sharp car radio, you're getting the most advanced technical know-how and manufacturing techniques in the world.

2. The sound.

The chances are you've never heard a car radio that sounds as good as ours.

That's because we take so much trouble over the design and production. To make sure that nothing interferes with your enjoyment.

And all our radios come complete with speakers, so you don't have any problems matching the two up, or buying extras.

We're so confident about the quality of our radios that we give a guarantee that would make most manufacturers turn pale.

So if you'd like to hear more about Sharp car radios, post off the coupon for our free brochure and the address of your nearest stockist.

Sharp make your car sound better.



I would like my car to sound better. Please send me a copy of your free brochure. Sharp Electronics (U.K.) Ltd., 48 Derby Street, Manchester, M8 8HN

NAME _____

ADDRESS _____

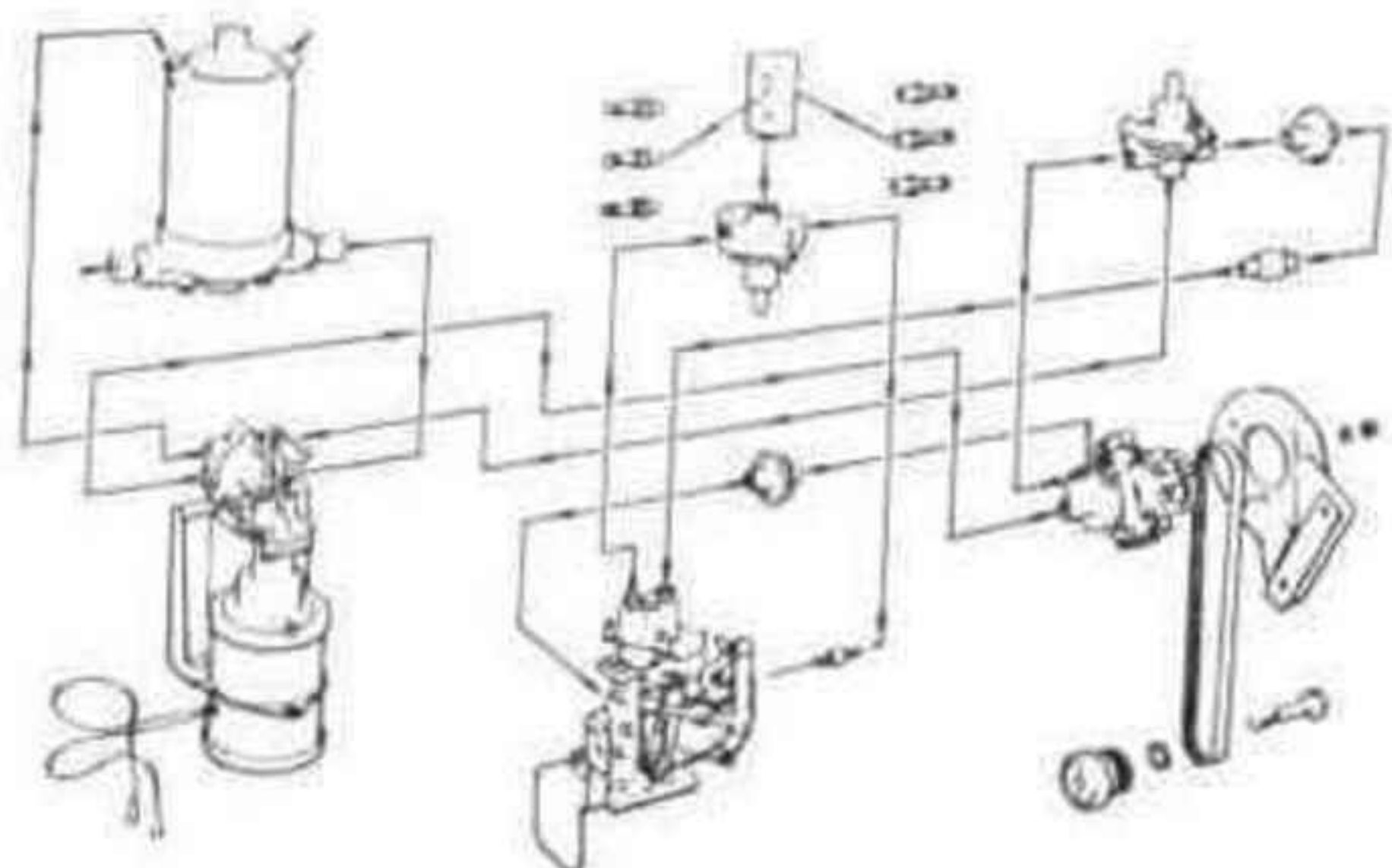
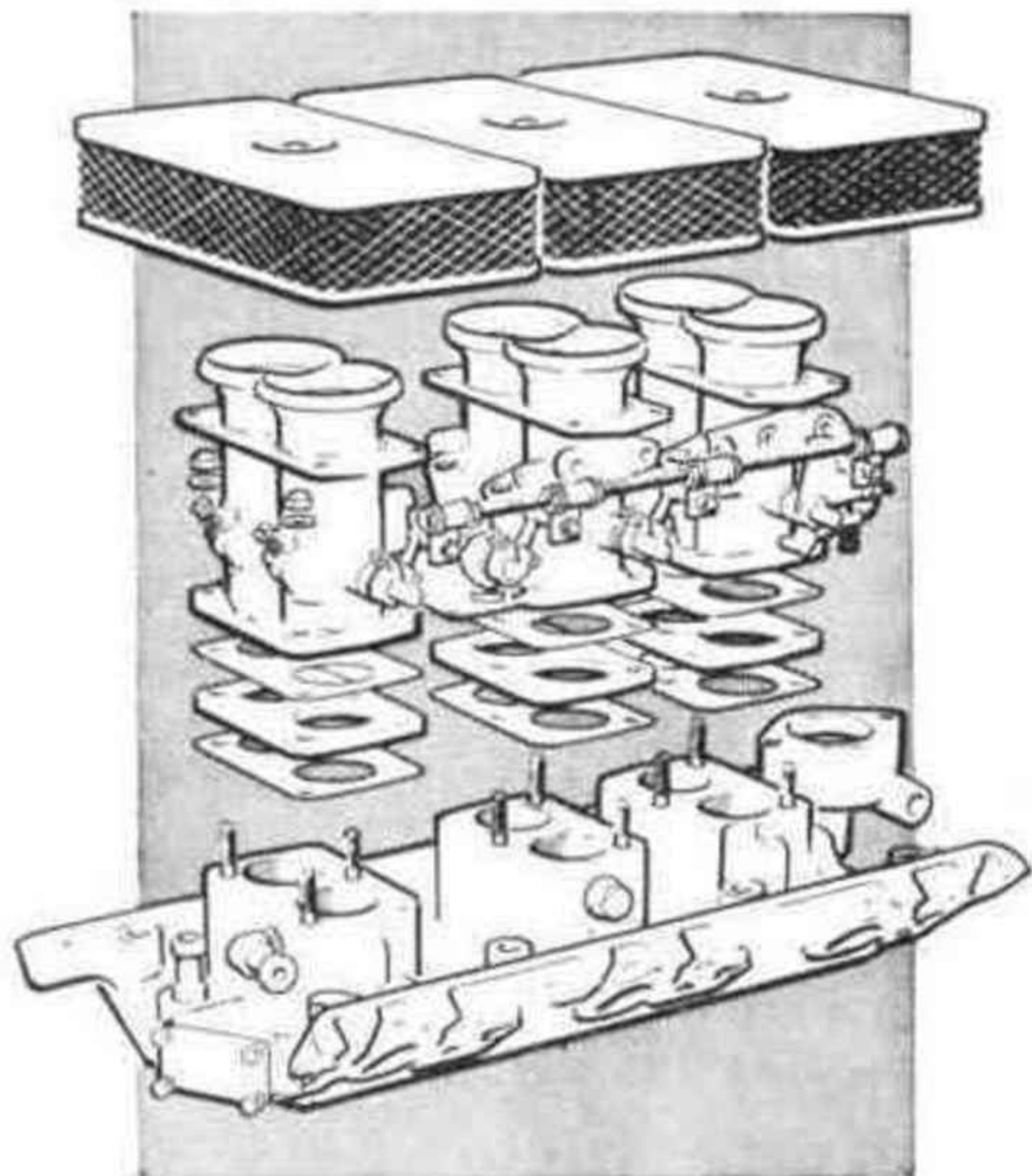
E1

UREN V6 PERFORMANCE

Fantastic performance. That's the hallmark of a Jeff Uren Savage.

Now Jeff offers a slice of that performance to all car owners using V6 engines: Granada, Consul, Capri, Reliant, Marcos, Gilbern, TVR, Trident.

Three of the conversion units used in the power-packed Savages, Comanches, Apaches and Cheetahs can now be purchased separately.



WESLAKE POWER PAKS

A range of Power Paks based on the Ford V6 3-litre engine, pushing the makers original power up to 170, 180 and 194 bhp. Puts you in the Ferrari Dino performance class—and compare the cost!

TECALEMIT JACKSON PETROL INJECTION EQUIPMENT

Kits for five stages of tune, starting from the standard engine through to the Weslake 190. Boosting output to 218 bhp.

UREN-MATI POWER HEADERS AND POWER PIPES

High performance Power Headers and Power Pipes for the V6 Capri and Cortina. Increase engine output by at least 10%. Distinctive oversize twin outlets with a lovely burble of power.

Interested? Write, phone or call for our full pack of details, performance characteristics and prices.



Jeff Uren Ltd

177 Uxbridge Road, Hanwell, London W.7.
Telephone: 01-579 0991

1. The Navitimer

Chronomatic—self-winding, water-resistant. Calendar. Rotatable slide rule. Luminous dial with 30-minute and 12-hour totalizers. Computes navigational data for pilots, rally drivers, technicians and sportsmen. Instruction booklet supplied.

£91.75



2. The Top Time

A version of our most popular—and widest—range, specially designed for motor-racing and motor-cycling enthusiasts. Tachometer scale and 45-minute recorder. Tough, water-resistant steel construction. Keep 'she on the leaders for just £39.95



3. The Chronomatic

With calendar—water-resistant. One of the first self-winding chronographs in the world. Ideal for rallying. Outer rotatable and "time elapsed" bezel calibrated for hours or minutes. With white or black dial and 30-minute and 12-hour totalizers. Tachometer.

This model £68.00



4. The Chronoslide

The first timer to incorporate a circular logarithmic slide rule, 1/5 second calibration, decimal and J.P.H. scales and 30-minute totalizer. Instruction booklet supplied. We make many others for sports and business-men. There is almost certain to be one suited to your own specification. The Chronoslide costs just £18.20

Breitling
chronographs
and timers.
More like computers
than watches.

BREITLING

Write for free full-colour catalogue of
Breitling Swiss chronographs to: 101 Bell Street, Reigate, Surrey.

250 mph. 20 tons per tyre. 230° Fahrenheit.



We make car tyres, too.

The tyres we make for the 001 Concorde have to put up with a lot. The tyres we make for your car have to put up with a lot, for a lot longer.

The Kleber clan of radials.

All our car tyres are radial, and we make a tyre for just about every car on the road.

The V10S is the latest in the famous line of V10 tyres.

People with performance cars are plumping for our V10GT.

And for the no-holds-barred brigade, we make a couple of wide, Series 70 jobs; the GT Large and the new GTS, banded with Cablon, our glass fibre-based cording.

Before you buy . . .

When our people turn out the hell of a good tyre, we give it hell round our test circuit, round Europe, and through every rally we can lay our hands on.

We test our tyres till they come apart.

When you buy a new Kleber tyre, you're buying a lot of hard experience.

Tracking us down.

We're in our first year of operations in Britain, and spreading fast.

Chances are you won't be far from a Kleber dealer now; chances are you'll be even nearer by the year's end.

If you have any trouble finding our tyres, call us on 01-848 0203.

A call well worth making.

Kleber Tyres Ltd., Pump Lane, Hayes, Middlesex.



The French revolution in tyres.

To commemorate this month's
opening of Britain's first
National Motor Museum.

Great



*"Rich in nostalgia and beautifully
accurate: a classic tribute to the golden
era of the motor car"*

Montage of Beauhien

Car Ingots

The Lord Montagu Collection in gold and silver

Your own stable of classic cars, specially selected by Lord Montagu of Beaulieu. Thirty six finely sculpted ingots in solid 22 carat gold or sterling silver. Minted in a strictly limited, individually numbered, proof edition — application lists close 31st July.

Rolls Royce, De Dion Bouton, Packard... Each beautifully struck on a perfectly formed mass of gold or silver. The names read like a roll call from motoring's innermost Hall of Fame. Bentley — and the thunderous power of the era's famous racers. Bugatti — sports cars with a rakish opulence never quite recaptured. Daimler — and the hand-tooled elegance of the successors to the stately coach-and-four.

Lord Montagu's choice:



'The cars I have chosen for these ingots were the great cars, the absolute cream in their different ways, of motoring's golden age,' says Lord Montagu.

'Choosing them has not been easy. But after considering literally hundreds of cars — their appearance, their performance and indeed the affection in which they were and are held by the public, the ones

now to be minted in this remarkable collection finally emerged. Their supreme quality is reflected in the great beauty and accuracy of the ingots. I commend them whole-heartedly to car enthusiasts and collectors alike'.

A tradition of excellence

The complete collection will be minted by John Pinches, Britain's foremost private mint, with a tradition of individual craftsmanship that stretches back for over a century. The flawless proof finish and meticulous attention to detail of each Great Car Ingot reaffirms the continuing strength of this tradition.

The silver and gold ingots are the same size — each measuring over 1" x 2". Each silver ingot contains a minimum of 1,000 grains or in the case of gold, which is denser, 1,700 grains. Each ingot is individually hallmarked by the London Assay Office.

The 36 ingots will be issued at the rate of one per month, starting in August 1972. The cost of each ingot is £6 in solid sterling silver or £100 in 22 carat gold.

A beautiful hand-crafted walnut chest is provided to subscribers at no additional cost. It will enable you to display the gleaming richness of your collection in an appropriate setting.

Strictly limited edition

Each of the great cars in the Lord Montagu Collection has the one supreme quality that is irreplaceable — rarity. The Great Car Ingots, in addition to their beauty and high educational interest, have this same rare value. And doubly so. Because not only are they created from the

world's dwindling resources of precious metals — they are also offered only as a strictly limited edition.

The individually numbered proof edition is available exclusively to British collectors, whose subscription applications are post-marked during July 1972. No other proof editions, and no other numbered ingots will ever be issued anywhere in the world.

Subscription deadline is midnight on July 31st, 1972. Your immediate attention to the application form is necessary as applications postmarked later than that date must regretfully be returned.

SUBSCRIPTION APPLICATION

Great Car Ingots

To: John Pinches (Medallists) Ltd.
1 St. Luke's Avenue, London S.W.4

Please enter my subscription for one complete set of the thirty-six Great Car Ingots, to be issued at one per month, starting in August 1972. I understand that each proof ingot will be inscribed with my personal subscription number.

I would like my collection struck in (tick one):

- Sterling silver at £6 per ingot
 22 carat gold at £100 per ingot

I will also receive a Walnut Display Cabinet to house my collection, at no additional cost. I enclose my remittance for the first ingot, and agree to pay for each subsequent ingot upon being invoiced on a monthly prepayment basis.

SIGNATURE _____

MR _____
MRS _____
MISS _____

ADDRESS _____

(please print clearly)
**VALID ONLY IF
POSTMARKED BY
31st JULY 1972**

MS



—Limit: One set per subscriber—



BUY A CHAMPIONS CHRONOGRAPH FOR ONLY £3 DEPOSIT



NEVER SO EASY TO BUY A CHRONOGRAPH

All time low deposits give you the chance to own one of these superb Chronosport Chronographs right away! Each watch is Swiss made, robust, stylish, and ready to go racing. Each is supplied with a written guarantee, on a 14 day refund free trial basis.

302 ASTRO-CHRONOGRAPH

£2.00 deposit

At least £10.00 lower in price than its nearest competitor, 17 jewel lever incabloc movement, stainless steel watertight case, 1/5 second pushbutton flyback stopwatch, 30 minute recorder dial, rotating elapsed time bezel, Luminous black dial. Tachy average speed and telemeter time distance scales. Cash £19.95 or £2.00 deposit plus 12 monthly payments of £2.00 (total credit £26.00).

336 MULTISPORT CHRONOGRAPH

£2.00 deposit

Another Chronograph at a budget price with a huge specification. 17 jewel lever incabloc movement, with a stainless steel case, and screw back. 1/5 second pushbutton operated flyback stopwatch, with 30 minute recording dial. Black face, luminous hands and markers and a tachy average speed scale. Cash price £16.95 or £2.00 deposit plus nine monthly payments of £2.00 (total credit £20.00).

048 FLIGHTDECK CHRONO

£2.00 deposit

The latest Chrono from Chronosport, with the appearance of a £50.00 watch! 17 jewelled movement, inside a really tough case, 1/5 second pushbutton operated flyback stopwatch, internal rotating time elapsed bezel. Cash price just £12.95 or £2.00 deposit and 7 monthly payments of £2.00 (total credit £16.00).

301 COMPUTER GRAPH

£3.00 deposit

The only Chronograph of its type selling under £50.00. In current use with RAF Phantom and Lightning squadrons, racing and rallying drivers, navigators and engineers. It has an identical specification to the 302 (above) and in addition, a full slide rule, allowing you to multiply, divide, calculate ratios, percentages, fuel consumption, average speeds etc. Full instructions, Cash price £23.50 or £3.00 deposit and 10 monthly payments of £2.50 (total credit £28.00).



302



336



048



301



FREE!

YOUR INITIALS

Only if you order from this advert, we give you absolutely free a matching solid stainless steel link bracelet, with your initials, (or somebody else's if it's to be a gift), hand engraved upon the clasp. Please insert up to 3 initials in the box on the coupon when ordering.

FREE CATALOGUE

Mail the coupon for the exciting Chronosport Colour Catalogue, containing over 100 fantastic watches for the active sportsman. All prices well below retail. Every watch guaranteed. Money refund guarantee on every sale. The biggest selection of sports watches in the world. No wonder all the top personalities shop at Chronosport.



HOW TO ORDER: Tick box to indicate watch required. Enclose correct money — either deposit or full cash price PLUS 25p post, insurance, etc. Indicate 2 or 3 initials for bracelet if required in box below. Write clearly — Thanks a million.

FREE OFFER INITIALS REQUIRED (Max 3):

Please mail the following watch.

Tick for Catalogue 302 336 048 301

Name _____

Address _____

MS

CHRONOSPORT 21 Old Bond St., Bath.

'One good reason for buying Motorcraft Tune-up Kits?'

-Here's six!

...and another good reason?

You can save up to £1.75 on a Polaroid Swinger II camera when you buy a kit!

Offer closes July 31st, 1972.

Getting the gap exactly right is so much easier with the Motorcraft feeler gauge.



Each Motorcraft Tune-up Kit comes, complete with easy-to-follow instructions, in a plastic re-usable container.



Each kit contains 4 or 6 Motorcraft spark plugs. The spark plugs with the extra long firing tips which clean themselves as you drive and so help prevent fouling at low engine speeds and pre-ignition at high engine speeds.



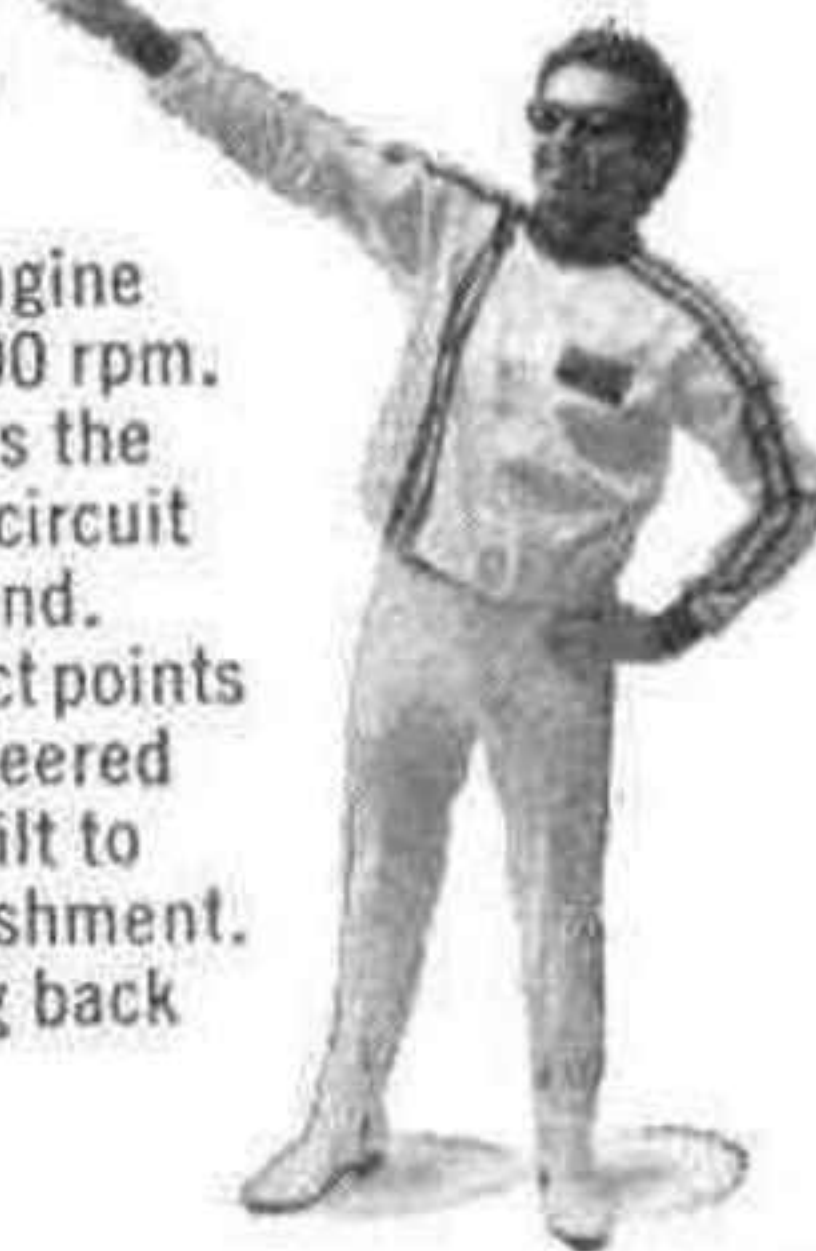
Only Motorcraft would think of giving you a special grease to minimise cam wear.



In the condenser, the pure aluminium foil and high dielectric insulators of the capacitor section contain voltage surges without breakdown. While the hermetically sealed housing locks out moisture, pressure changes and corrosion.



A four cylinder engine operating at 5,000 rpm. makes and breaks the primary ignition circuit 167 times a second. Motorcraft contact points are quality engineered and precision built to take all this punishment. And keep coming back for more!

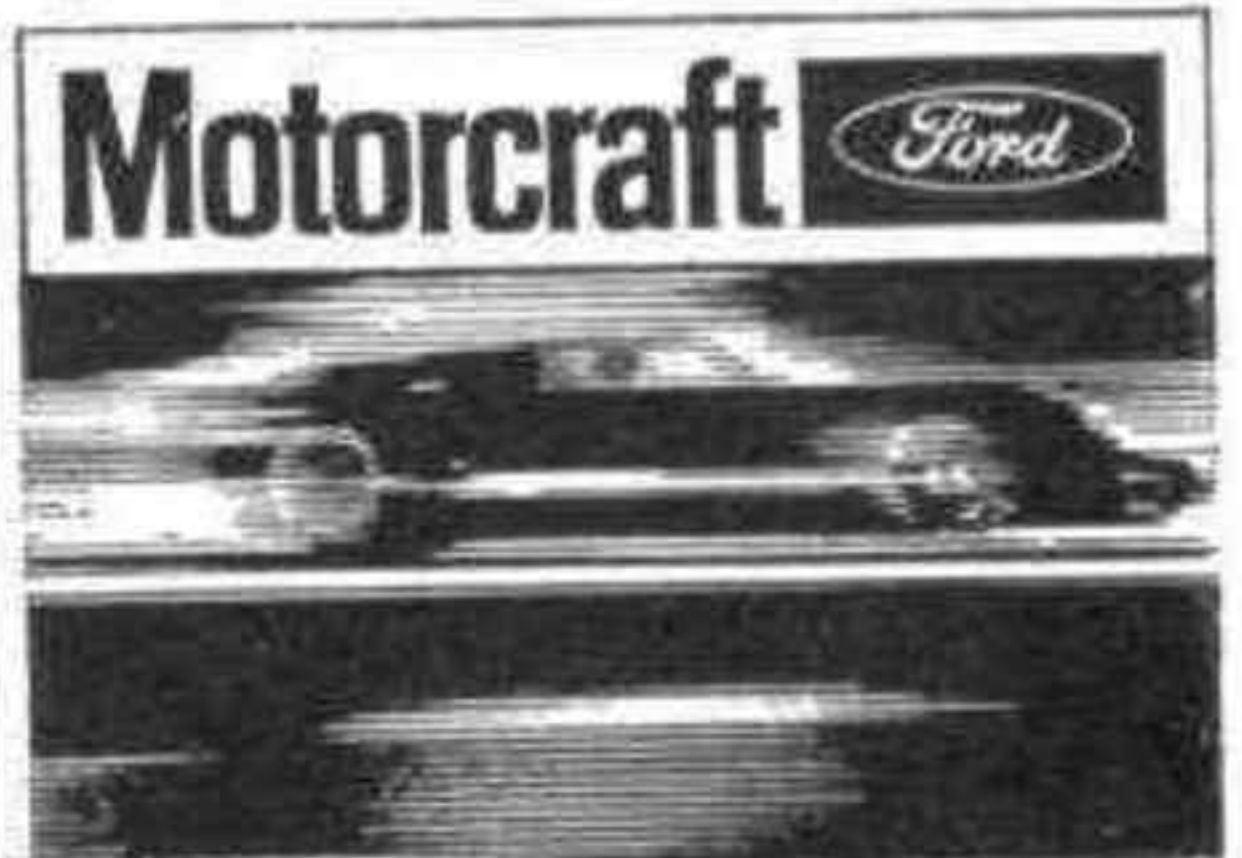


Mister Motorcraft provides Tune-up Kits to suit most popular makes of car. In it, you'll find everything you need to give your engine a real professional tune-up, whether it be a Ford, British Leyland, Vauxhall, Chrysler or almost any other popular make. And should you have an ignition failure far

from home, a spare Tune-up Kit in the boot could prove invaluable.

So call on Mister Motorcraft soon. His complete range of quality parts is at garages, service stations, Ford dealers and accessory shops. We've got good reasons to think that you'll be more than satisfied.

Spark plugs
Filters
Ignition parts
Ignition
'tune-up' kits
Fan belts
Wiper blades
and arms
Bulbs
Radiator and
heater hoses
Hose clips
Thermostats



Quality parts to make cars run better

A moving experience.

The Gilbern Invader.
A new experience
in motoring.

A craftsman built
sports saloon that
combines in an
elegant shape the
exhilaration of high
performance motoring
and the quiet
relaxation of town
driving.

Exciting performance
from a 3-litre V-6
gives you 115 mph and
0-60 in nine seconds.

Superb roadholding,
precise steering and
impeccable brakes
give you total control.
Manual or Automatic
options.

Specification
includes everything
you would expect in
a hand-built car.

Send for a brochure.

Invader Saloon	
Component Form	£1,746
Basic Assembled	£1,796
Purchase Tax Paid	£2,172
Invader Estate	
Component Form	£1,855
Basic Assembled	£1,905
Purchase Tax Paid	£2,301



GILBERN
Invader

GILBERN CARS LTD
LLANTWIT FARDRE
NR PONTYPRIDD GLAM.
TEL: NEWTON LLANTWIT 3471

LONDON Ace Motor Company, 20/23 Radley Mews, Stratford Road, London W8. Tel: 01-937 5691
Lassman Automobile Engineers, 11-12 West Hampstead Mews, London NW6. Tel: 01-328 2949
BRISTOL G S Cars Ltd, Tower Road South, Warmley, Bristol. Tel: Bristol 673100, 675795
CHELTENHAM Griffin-Hunt Ltd, County House, Bayshill Road, Cheltenham, Glos. Tel: Cheltenham 31333
CHESHIRE Harrop Motor Company, Trafford Garage, Alderley Edge, Cheshire. Tel: Alderley Edge 2239
CORNWALL Roseland Motors, Veryan, Near Truro, Cornwall. Tel: Veryan 233
EDINBURGH Borda Motor Engineers, Moat Garage, Moat Terrace, Edinburgh 11. Tel: 031-443 1280
ESSEX Autospeed Sales, Swan Street, Sible Hedingham, Near Halstead. Tel: Hedingham 404
HULL Richardson and Company, White Gates, West Street, Leven, Hull. Tel: Leven 438
LEEDS Eurocars (Leeds), 5 Ferrybridge Road, Castleford, Yorks. Tel: Castleford 700
LEICESTER Kingston Garage, Kingston Road, Evington Road, Leicester. Tel: Leicester 736442
LIVERPOOL Specialist Cars (Liverpool) Ltd, 2A Roscoe Street, Mount Pleasant, Liverpool 1. Tel: 051-709 5591
SHEFFIELD A B Gelder Automobiles, 247/249 London Road, Sheffield. Tel: Sheffield 53226
SURREY Caterham Car Sales and Coachworks, 36/38 Town End, Caterham on the Hill, Surrey. Tel: Caterham 46666
SUSSEX Central Garage, Cinque Ports Street, Rye, Sussex. Tel: Rye 3196

You can buy a Ford Escort for £848.



We'd like to sell you one for £1,212.

It was never Ford's intention to sell an Escort with a price as high as £1,212.*

But people wrote and asked us to make a road version of the London to Mexico rally winner.

So we did.

Built at Ford Advanced Vehicle Operations, the Escort Mexico is a near replica of the original rally winner. Virtually hand built, only twenty-five Mexicos are turned out a day.

We've stiffened and lowered the suspension, reinforced and strengthened the body, servo assisted the brakes, put on 5½" J wheels with radius arms and installed a 1600 GT engine to take you from 0-50 in 7.9** seconds, 0-60 in 10.7** seconds and easily over 100 mph.

Added to this are the options you can have. The Clubman Pack for competition - bucket seats, roll bar, up-rated suspension and Rally lighting pack. And the Custom Pack for luxury - heated rear window, sound-deadening treatment, carpet, centre console, flexible reading light and special seats with fabric trim. Optional extras to both packs are Rallye Sport alloy road



wheels and powerful quartz halogen headlamps.

Any Ford Rallye Sport Dealer will sell you a Mexico and the available options.

And after you've bought it, he'll service, repair and keep your Mexico in tune with the help of diagnostic testing equipment.

Post the Freepost coupon (no stamp needed) and you'll get the name and address of your nearest Rallye Sport Dealer plus a 0-60 in 10.7 seconds test drive.

To: Ford Motor Co, Ltd., Advanced Vehicle Operations, 24/801 Freepost, South Ockendon, Essex. RM15 1BR.

I'd like to take an Escort Mexico from 0-60 in 10.7 seconds. Send me the address of my Rallye Sport Dealer, more Mexico information, and details of your other special production Escort; the RS 1600.

Name _____

Address _____

MS7/72



Rallye Sport

*SEAT BELTS AND LICENCE PLATES AT EXTRA COST. **AUTOCAR

Would you buy a set of tyres you've never heard of?



We test our tyres at 120 miles per hour, so you know you'll be safe at 70.

Accepted as standard equipment by Audi, British Leyland, Fiat, Ford, Mercedes, Opel, Saab, General Motors and Volkswagen.

It's still possible that our name, Semperit, is a new one on you.

We're Austrian. And you'll find our tyres on 80 out of 100 cars on the Austrian roads. But our success isn't limited to Austria alone. We sell our tyres in more than 110 countries around the world.

So now you know we make tyres. We also make rather special radials. And this is what makes them special.

Simply the way they're engineered. Not just made, but engineered by highly qualified men with the most advanced equipment at their fingertips.

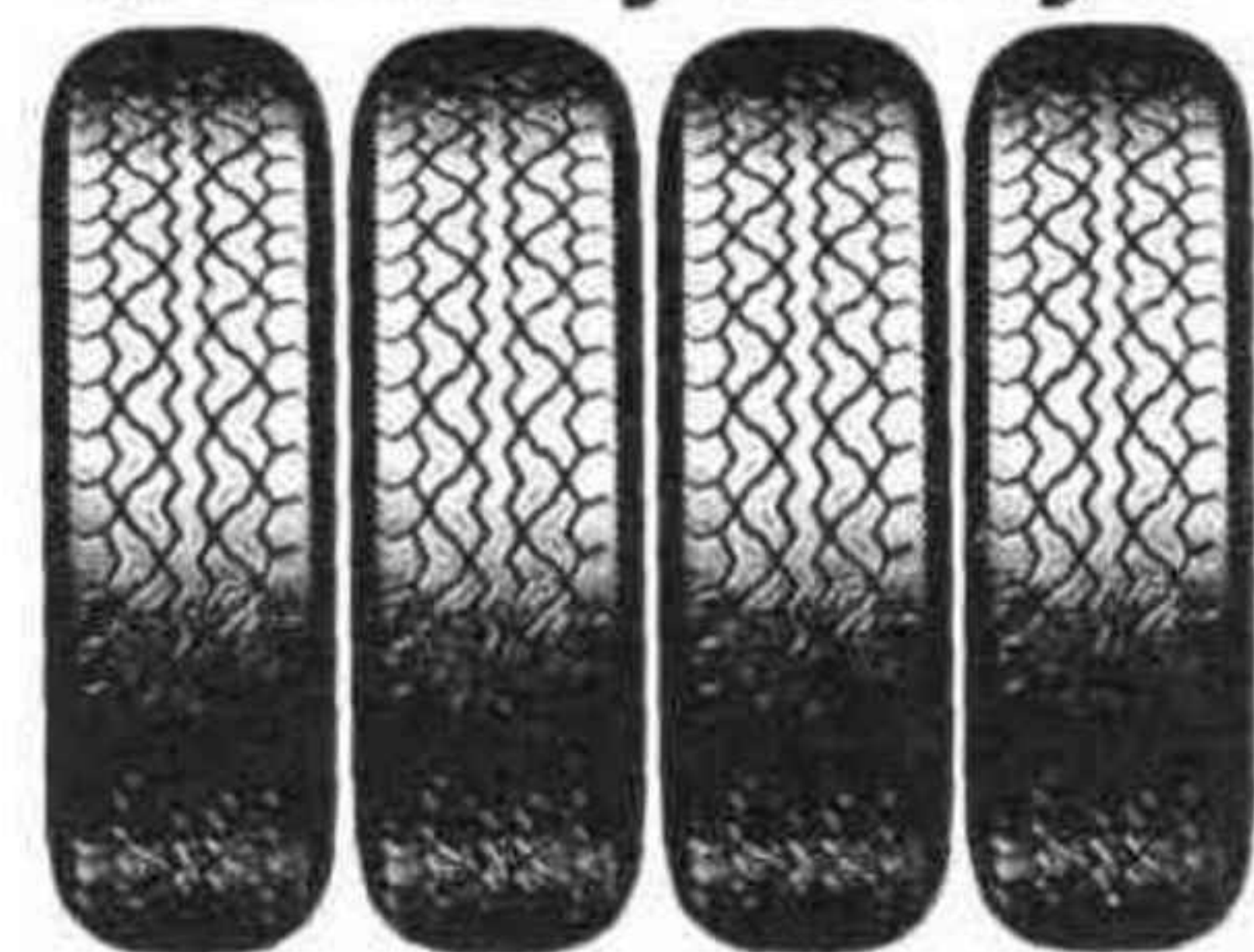
Then there's our tread pattern. It's unique. Combining all the safety properties of a radial tyre with the maximum of traction, wear and high-speed performance.

Now for the price.

No more than you pay for ordinary high-quality radials.

We want you to use a tyre you're going to feel safe with. And we honestly think the Semperit Safety Belt radial is one of the finest, safest, most dependable radials money can buy.

SEMPERIT The Safety Belt Tyre



Look for your local Semperit Dealer. If you can't find him, call Slough 31737.



It's not every tyre maker that tests his tyres in conditions like this.

Semperit(UK) Ltd., St. Paul's Avenue, Slough, Bucks. SL2 5EP.

PUT YOUR CAR IN THE COSMIC CLASS

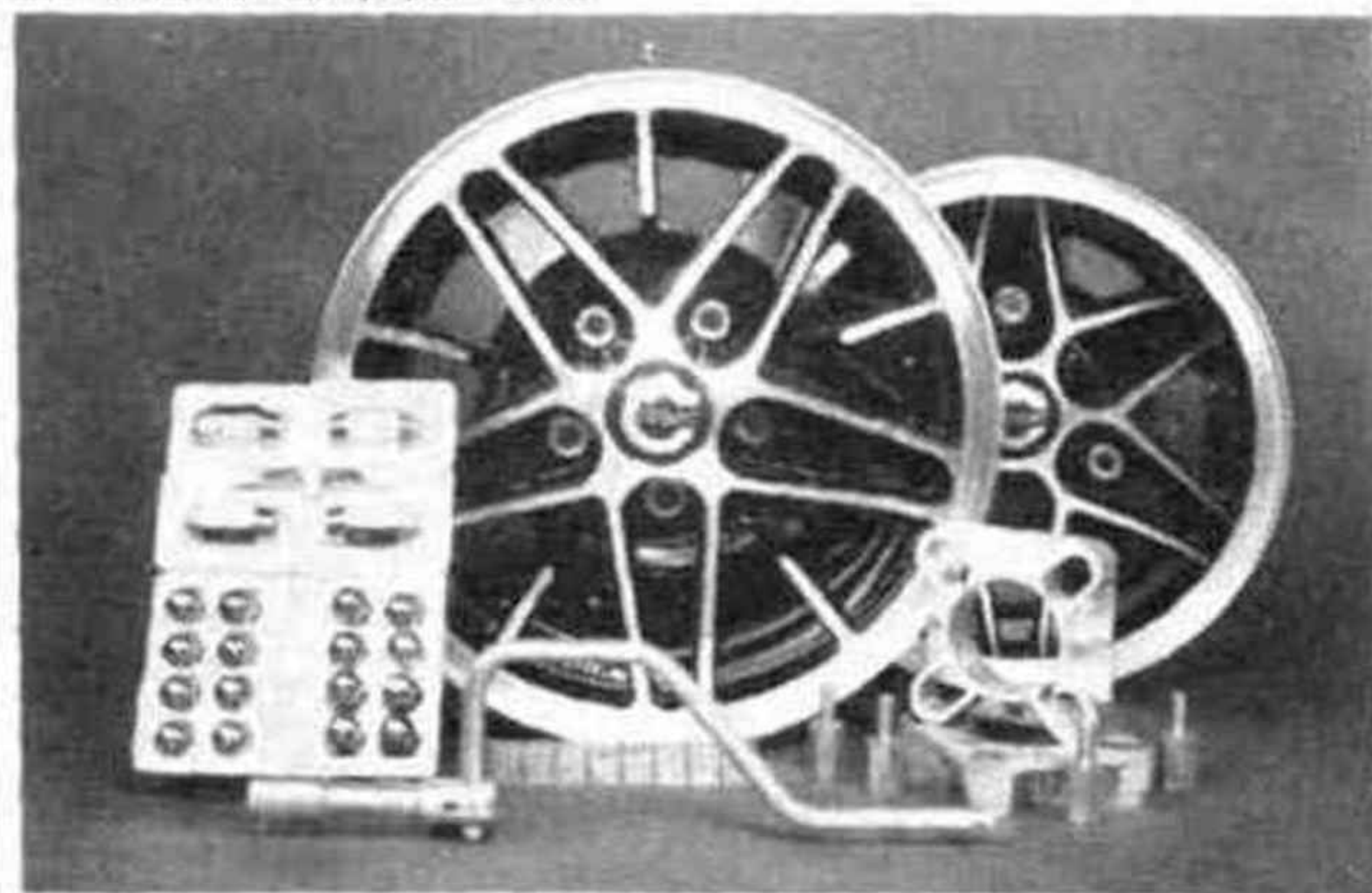


A SOFT TOUCH

Driving's new sensation — Cosmic 'Cool-grip' Wheel Gloves. Highest grade leather, foam backed, aerated for all season coolness. Fit virtually all cars. Simply lace on and you're away.

A GRIPPING SENSATION

Steering wheels with a stylish difference. Sleek, sensitive and a sheer joy to hold. Quality chrome spokes, steel frame, sheathed in high impact rubber, with hand sewn leather outer. 13 in diameter, fits most popular cars.



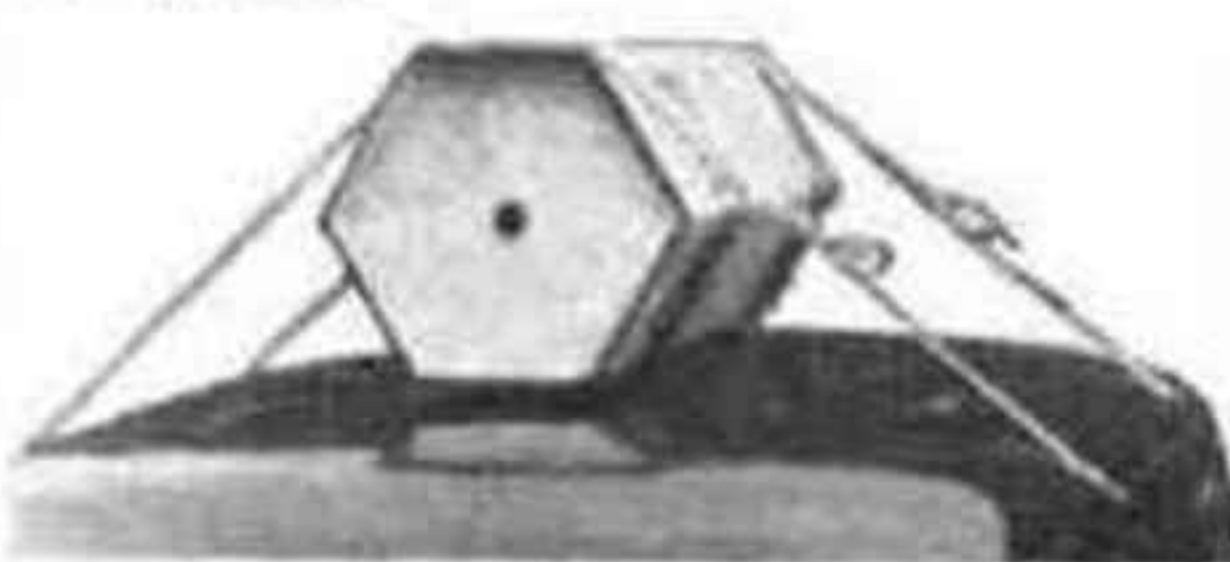
WHEEL FUN A whole range of wheels and wheel equipment to improve the looks, performance and handling of your car.
Alloy Road Wheels. Big, bold and beautiful in die cast aluminium alloy (LM 25). The biggest range of any to fit British, Continental and American cars.
Supatite Wheel Nuts. Don't only look good but protect stud ends. Suitable for use with alloy or steel wheels.
Keynuts. Foils the wheel thieves! Heavily chrome plated, security barrel type lock.
Wheel Spacers. For improved road-holding and cornering stability. Available for most British and Foreign cars.
Quick Action Wheelbrace. Cunningly designed with jointed stem. Gives maximum leverage for obstinate nuts.
Balance Weights. Now wheel balancing is easy — just stick it! Self-adhesive, easy to fit, extremely efficient. 1/2 oz. (14 gm) or 1 oz. (28 gm) divisions

IF COSMIC TURN YOU ON-MAIL THE COUPON FOR A LEAFLET — THAT'LL REALLY BLOW YOUR MIND!



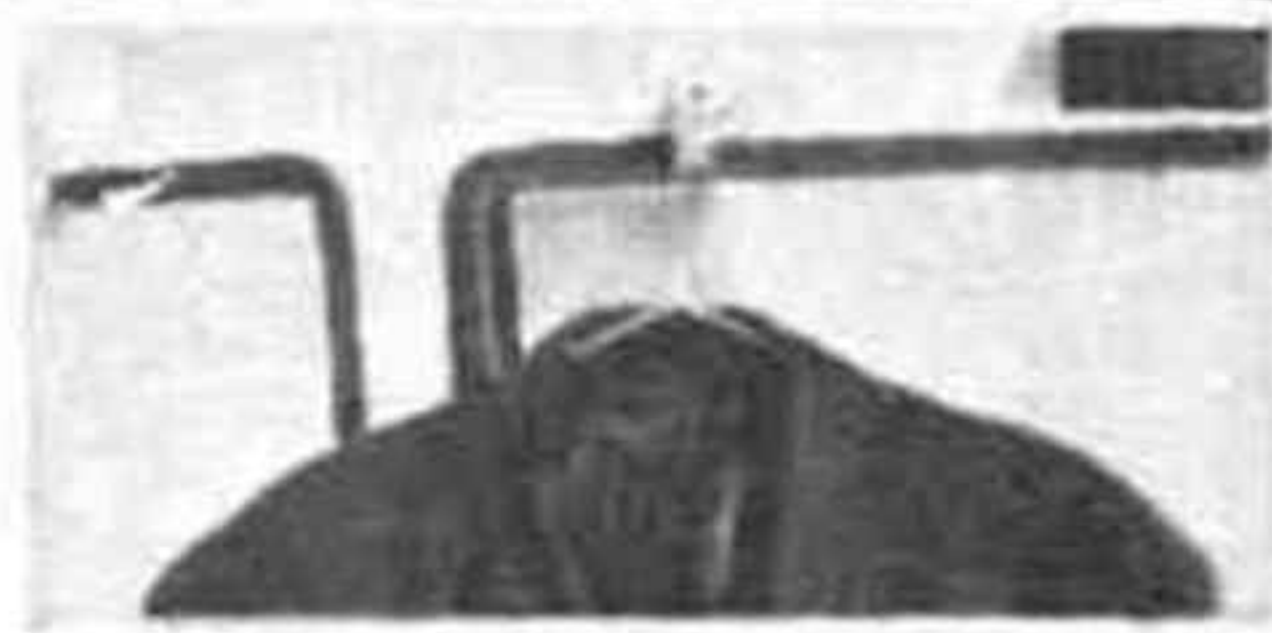
FOREMOST BACKWATCHER

Steal a lead in looks and style, fit Cosmic Racing Mirrors. Attractively finished in Black ABS (Leather Grain). Lightweight, fully adjustable, shock absorbing fit any car.

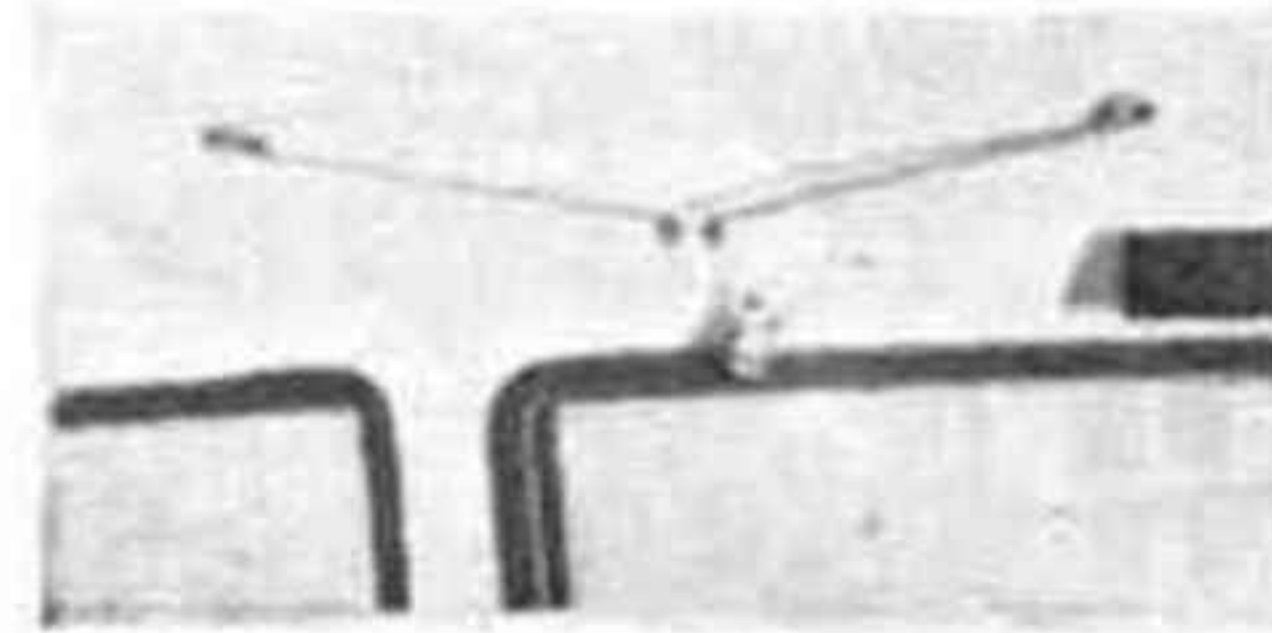


LASHINGS OF SPACE

Secure bulky parcels on top of your car with these ingenious luggage straps and clips.



DOWN — WHEN IN USE



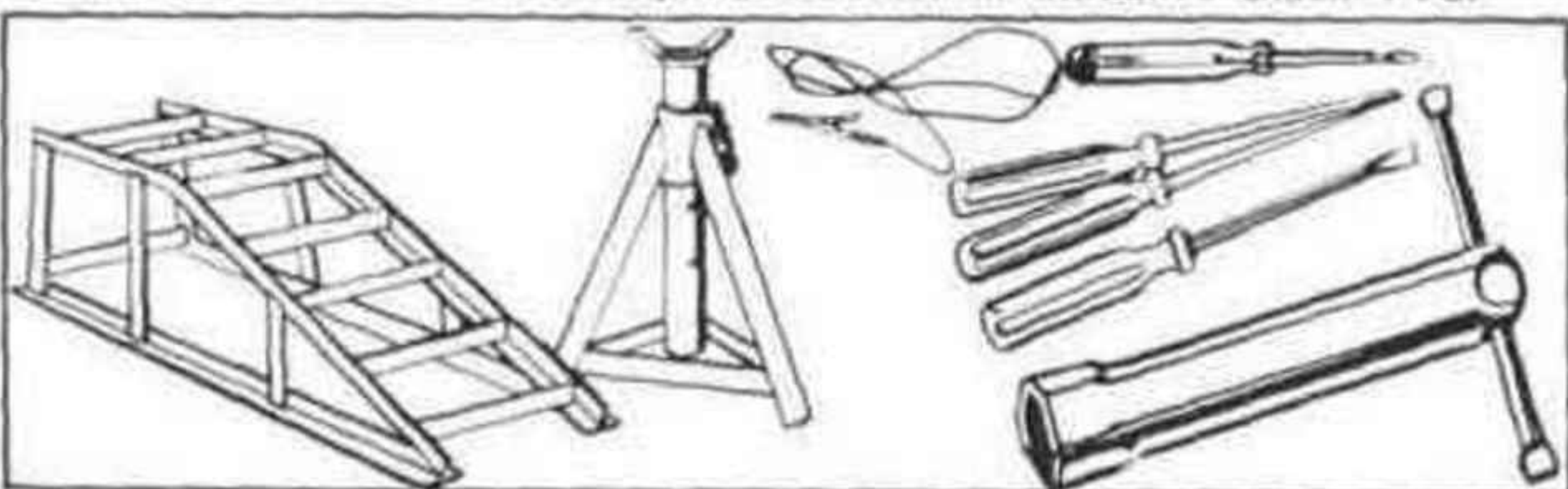
UP — WHEN NOT IN USE

TIDY-HIGH

Spring-loaded flip-up coat hanger. Folds flat against roof when not in use. Attaches to existing fitting.



GET A HEAD ON THIS For the motorist really going places a 'Supatite' Headrest takes some beating. Fully adjustable, deep winged head support, ventilating central panel and optional lumbar pad for spinal support. Also available, 'Supatite' Junior in attractive Black PVC.



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REFLECTION PROTECTION

Ultimate in Sunvisors for safety, luxury and style. Deeply padded, easily fitted, complete with passenger vanity mirror



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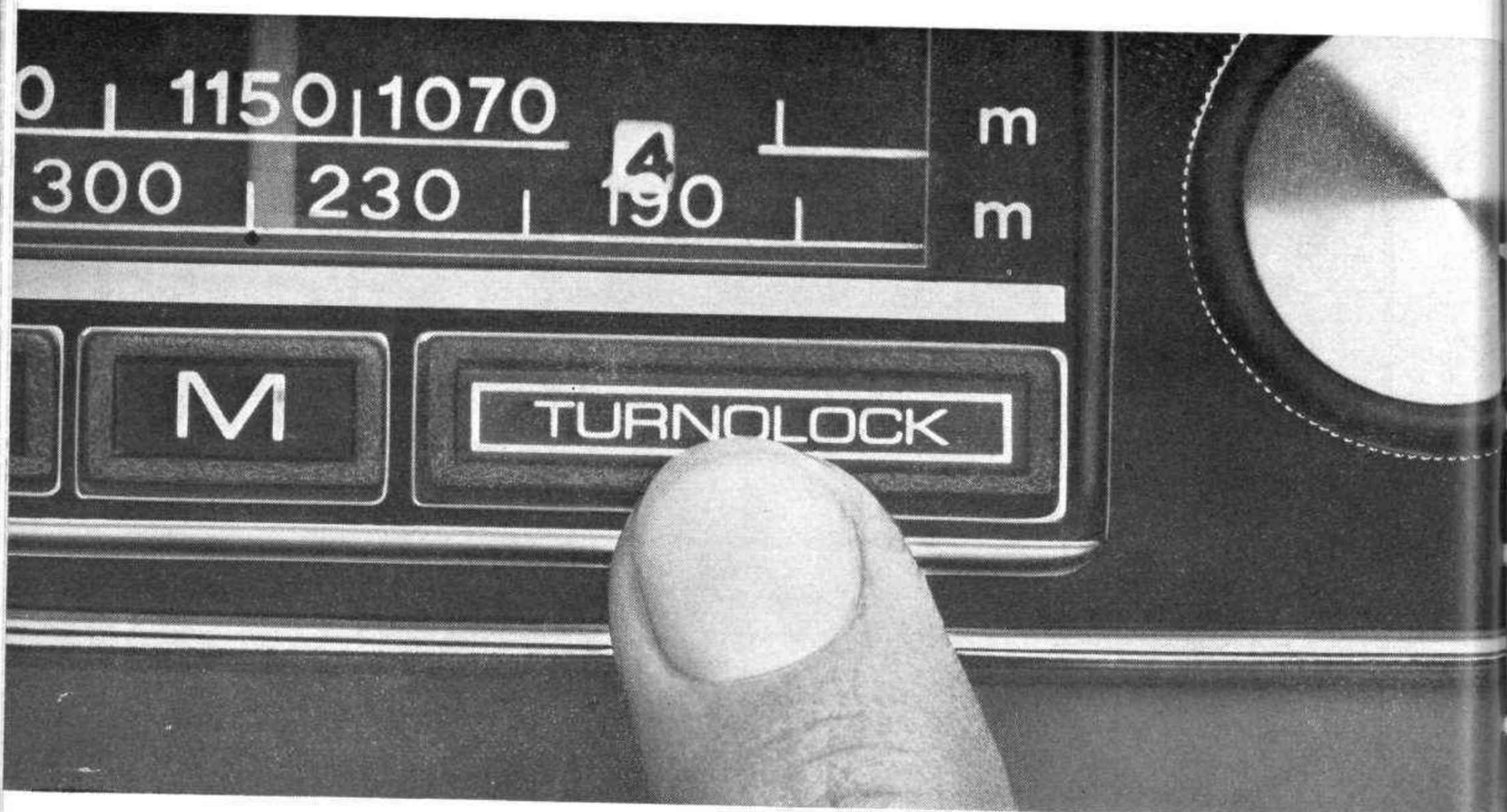
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Mount St., Walsall WS1 3PG, Staffs. Phone: 27188

Please rush me fully illustrated literature on your complete range of accessories.

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MS 7 (A)



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New Philips car radio with Turnolock: one button gives you any one of six stations.

Turnolock is a new idea, exclusive to Philips. It makes tuning a car radio *easier* and *safer* than ever before.

Turnolock is a *single-button* tuning system. It outdates all the multiple push-button radios you're used to. It means you don't have to press any one of several push-buttons to find the station you want (perhaps taking your eyes off the road for a dangerous few seconds).

With Turnolock, you just press one button, and the tuning jumps from station to station till you find the sound you're waiting to hear.



Turnolock isn't the only thing that's different about Philips car radio. Because our radios are made almost without exception from our own compatible components, our quality control is unusually fine. And you will find, if you check, that our production methods actually ensure higher specifications for your money than you might buy elsewhere.

Your radio will be with you for as long as your car. It's worth making sure you get a good one.

Music on the move.



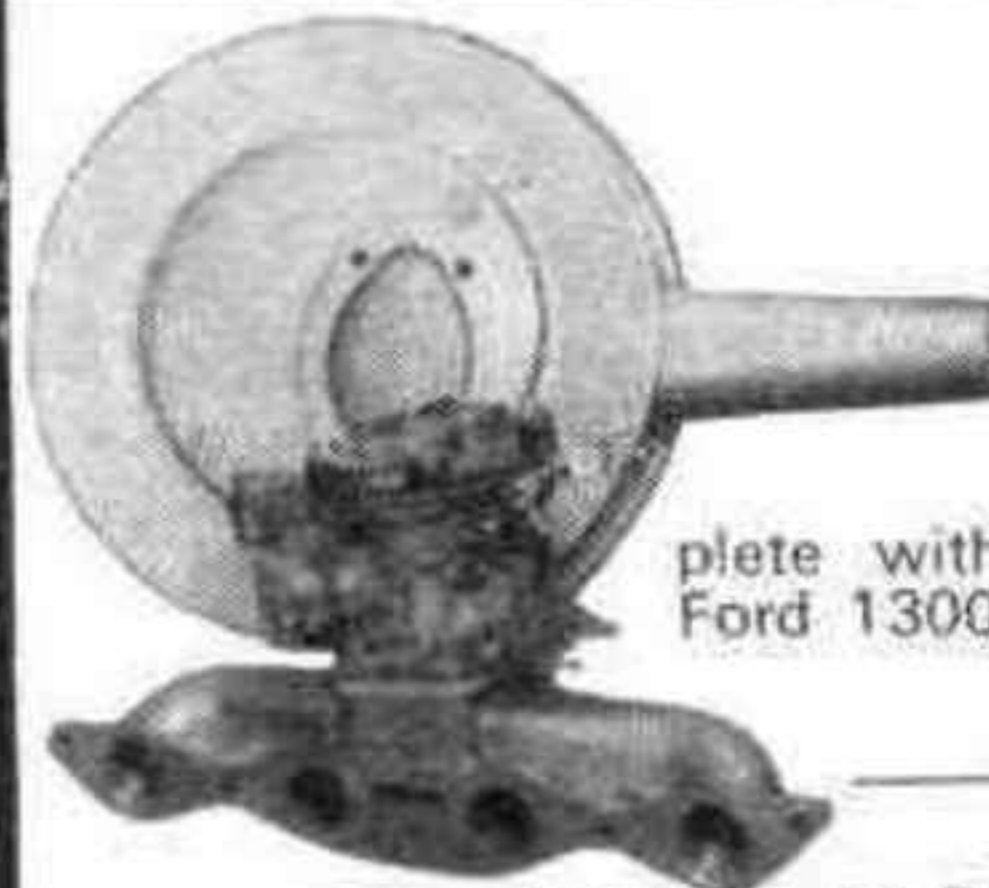
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FORD 1300 WEBER KITS



Brand new—unbeatable price. Twin-choke WEBER on water-heated alloy inlet manifold, complete with large air filter. Suitable all Ford 1300 Crossflows.
(Maker's list price £30)

18.95

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13" LEATHER WHEEL

6 month guarantee. Real leather. Semi- or deep-dished with spoke-spats, built-in horn button or flasher, and fixing boss. Available for all popular makes.
(List price £6.97)
3.99 BEAT THAT FOR VALUE!
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REMOTE GEAR CHANGE for FORDS

(List price £12.95)
SAVE £4.00!

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(P/Post 40p)



Easy to fit, this high quality remote gear unit gives your Ford that 'GT' touch. ANGLIA 997, ANGLIA 1200, CORTINA Mk. I, CORTINA Mk. II. Please state model when ordering.

SPQR MAJORCHANGE for MINIMk I & II

The world-famous SPQR Majorchange, superbly designed and manufactured, ensuring constant reliability and smooth, positive action. The unit fits inside the car, NOT underneath where it can foul up and become difficult to use. The attractive leather grain finished console is available at an extra £1.30.
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TOP DISCOUNTS ON ALLOY WHEELS



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5 x 10 ...	£5.00	6 x 10 ...	£5.75
5 x 12 ...	£5.95	5 x 13 ...	£6.95
5 1/2 x 13 ...	£7.05	6 x 13 ...	£7.50
5 1/2 x 14 ...	£8.35	5 1/2 x 15 ...	£9.05
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Chrome Nuts... £2.00 set 16
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ASTRALI 5 x 10 ... £6.50 (inc.)
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MINILITE, MAMBA.

Free delivery on all wheels.
C.W.O. or C.O.D. (C.O.D. 50p extra).

We pride ourselves with
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Your queries will be very welcome.
Brochures available on all wheels.

WE HAVE A WHEEL FOR
YOUR CAR!

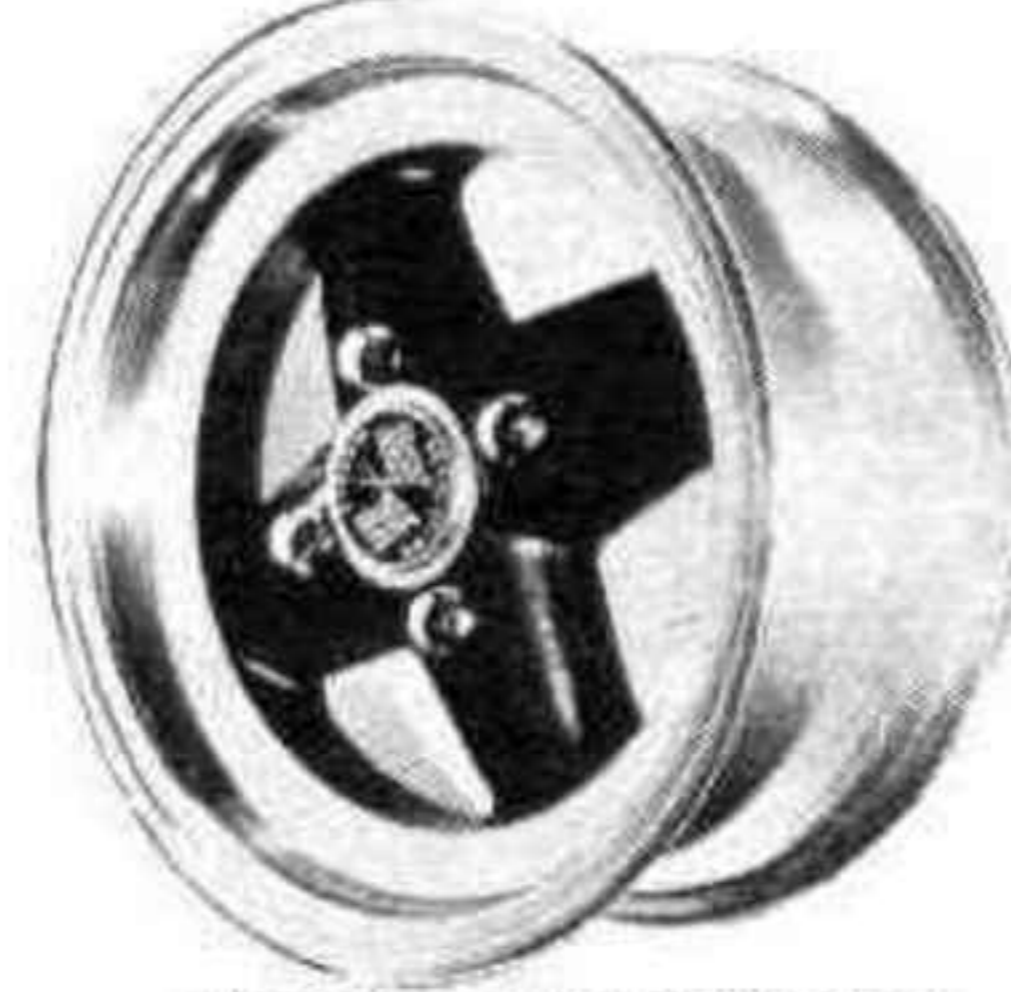
OPEN SUN. MORNING
Firestone Radial Tyres — prices
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5 x 10 ...	£6.50	6 x 10 ...	£6.80
6 x 12 ...	£7.50	5 1/2 x 13 ...	£9.00
6 x 13 ...	£9.30	6 x 14 ...	£10.20
6 x 15 ...	£12.00	5 1/2 x 15 ...	£11.00

Price includes chrome nuts.



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5 1/2 x 13 ...	£8.70
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Other sizes on request.



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5 1/2 x 13 ...	£11.90	Price includes chrome nuts
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ASTRALI 13" Hand Stitched STEERING WHEEL

Thick grip. Polished alloy frame. Semi dished. Tremendous value. Full money back guarantee. Complete with boss. Fit most cars.
£4.75 (inc. Boss and Carriage)

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Finished in black simulated leather grain. £3.50 per pair.
(Free Carriage.)



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Seat £16.00 (R. Retail £22.95)
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FULL MONEY BACK GUARANTEE
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SIMPLE TO FIT
10", 12", 13", 14", 15"
£8.50 set of 4 (Free Carriage)



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Your five 'O' levels are the starting point.

But to get accepted as a naval helicopter pilot, you'll first have to satisfy us you're up to it.

For it's a demanding job. It calls for brains and guts.

Like knowing how to land on a pitching deck in bad weather conditions.

Or to handle an air sea rescue

operation in a howling force 8 gale.

Or to put down commandos in the Arctic Circle.

We expect a lot. But being a naval officer, you get a great deal out of this exciting job.

Such as the travel. Knowledge you're doing a worthwhile job. The responsibility. (You could become a fully qualified pilot at 20.) And

rewards which can be as high as £3,230 a year as a Lieutenant of 22.

If you're interested, send the coupon. We'll take things up from there.

Short Career Commission. You can serve for 8 years—with tax-free gratuity of £2,580; 12 years—with tax-free gratuity of £5,000, or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 3 'O' levels (including Maths and English Lang.) or equivalent.

Full Career Commission. You must be between 17 and 20½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



Name _____

Address _____

Date of birth _____

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 Please send me the details about joining the
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The lowest priced added performance conversion on the market!

Every car eventually feels its age. Bore and ring wear take a growing toll of performance. Mounting petrol and oil consumption, sluggish throttle response, air polluting exhaust smoke. But is engine replacement always necessary? **Emphatically—no!**

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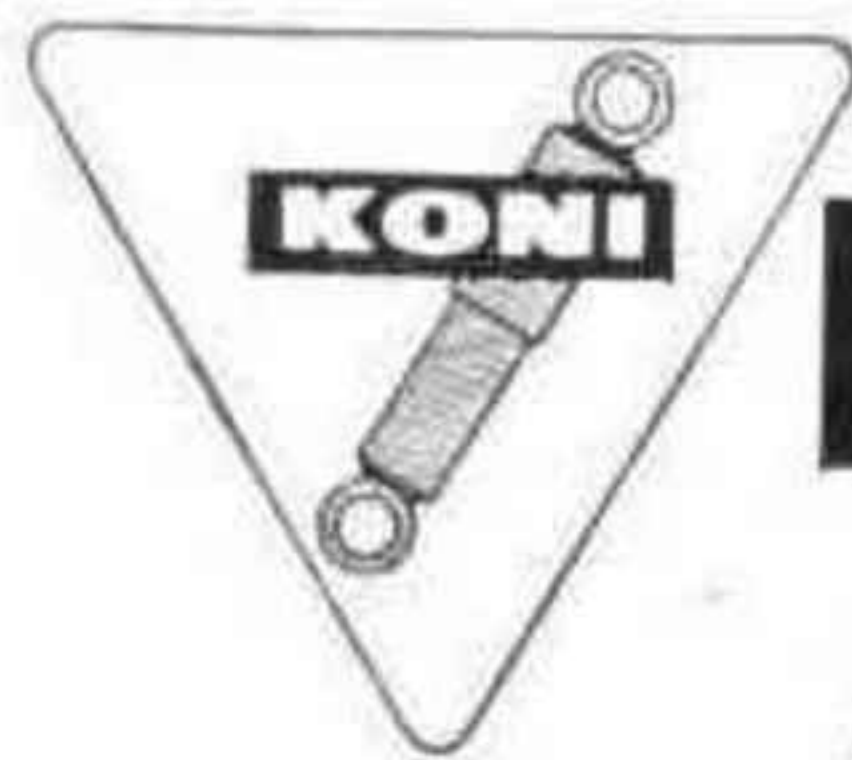
**This is the
only wheel
you control**

**...do KONI control
the other 4?**

The steering of your car is in your hands, but its roadgrip and stability is controlled by the suspension and the 4 road wheels. So, if your car tends to judder and bounce and develop a steering wobble, you can accurately diagnose you've got very sick suspension. For which the best cure is a set of powerful Koni shock absorbers.

Koni are best because every Koni is works tuned to give the correct damping force and smoothest ride to each car, and Koni incorporate such exclusive features as special shaft chroming, silent-action valves, patented seal system, constant viscosity oil. Koni are also adjustable.

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Tel: Crowland 316/7/8.

London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.

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

Make of Car _____ Model _____ Year _____

Name _____

Address _____

Car noise is hard on your
NERVES
Cut it out with an
ACOUSTIKIT
the sound insulation kits that
are easy-on-your-pocket!

Acoustikits insulate your car against nerve-racking noises from the gears, engine and road, banish irritating bonnet-drumming. And they help you drive safely, give your car the silent luxury of a more expensive model. They're extremely effective, cost you less than any comparable product, because they're made by the UK's largest manufacturer of insulation kits for cars. It makes sound sense to order yours today.

Easy to fit

Specially designed for DIY motorists. Can be fitted in 2-3 hours with easy-to-follow instructions provided. Supplied complete with adhesive and spatula.

**Scientifically designed
to cushion car noise!**

Acoustikits are scientifically made by sound insulation experts from natural pure insulation felt, specially treated to act as a complete sound barrier. The porous material actually cushions noise, prevents panel drumming and resists noise penetration through the bulkheads, stops amplification.

Tailor-made for your car

by the largest manufacturer of sound insulation kits for vehicles in the U.K. Sold all over the world, backed by 11 years experience in the car insulation field. The parts are specially cut to fit every area of your car that will benefit from treatment.

2 types to choose from

Acoustikits are available in two forms:

- 1. Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
- 2. Underbonnet Acoustikits:** To insulate engine compartment only. We can also supply basic materials, which can be cut to fit any model not included in the standard range.



Here's a typical Acoustikit layout.

Read what the press say about Acoustikits:
"Result is really fantastic" *Hot Car*
"Car was transformed" *Popular Motoring*

"The ultimate in sound insulation kits" *Vauxhall Motorist*

"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Money back guarantee There's absolutely no risk when you order an Acoustikit. Your money will be refunded in full if you are not satisfied.

LOOK HERE FOR YOUR CAR

Audi 100 LS	£3.00	£10.00	Hillman			Singer		
Austin			Avenge	£3.50	£10.00	Chamois		£9.00
1100/1300	£2.50	£8.60	Imp		£9.00	Gazelle '67 on	£2.80	£10.00
A40	£2.60	£9.50	Super Mini	£2.00	£9.70	Vauxhall '67 on	£2.90	£10.00
A60	£2.50	£9.00	Mini P16 '67	£2.00	£9.70	Sunbeam		
Healey Sprite II	£1.40	£8.90	Mini '67 on	£2.80	£10.00	Alpine 70	£3.00	£8.80
Mini	£2.70	£9.40	Hunter	£2.80	£10.00	Triumph		
Westminster 110	£2.60		Mini Est. '67 on	£2.80	£10.20	Herald	£4.00	£9.50
1800	£2.70	£9.20	M.G. 1100/1300	£2.50	£9.00	Vitesse	£4.00	£9.50
B.M.W. 2000	£2.50	£9.50	M.G.B. K GT	£3.50	£9.00	Spitfire	£4.50	£9.30
Citroen Ami 8	£2.60	£9.20	M.G. Midget	£3.40	£9.00	GT 6	£4.50	£9.20
Cyane 6	£2.50	£9.00	Magnette (Prestige)	£2.50	£9.00	Teleda	£2.80	£9.50
Daf 44 & 55	£2.50	£9.50	Mini			1300	£2.70	£9.40
Daf 33	£2.50		Clubman	£2.30	£8.00	2000 Mk I	£2.80	£10.00
Datsun 100A	£2.50	£9.20	Clubman Estate	£2.30	£9.00	2000 Mk II	£3.00	£10.00
128	£2.50	£9.00	Saloon	£2.00	£8.00	Vauxhall		
124	£2.80	£9.20	Traveller	£2.00	£9.00	Viva H.A.	£3.00	£9.50
124 Sports Coupe	£2.80	£9.20	Van	£2.00	£8.50	Viva H.B.	£2.70	£9.80
500 D.F.L.	£2.80	£9.20	Pick-up	£2.00	£8.30	Viva H.B. Est.	£2.70	£10.00
850 Sport Coupe	£2.80	£9.20	Morris			Viva H.C. & Est.	£3.00	£9.50
Ford			1100/1300	£2.50	£8.60	Victor 2000 '68 on	£3.50	£10.00
Anglia 105E	£2.70	£8.60	1000	£2.80	£8.50	Victor 2000 Est.	£3.50	£10.50
Anglia Est.	£2.70	£9.00	1000 Trav.	£2.80	£8.80	Victor F.B.	£2.30	
Capri '69 & 3000	£2.80	£9.20	Oxford (Farina)	£2.50	£9.00	Victor 101	£2.30	£9.80
Capri P16 '67	£3.00	£9.80	Maxtra (all mod)	£3.30	£10.50	V.W. Beetle '67 on		£9.80
Capri P16 '67 Est.	£3.00	£10.00	N.S.U. 1200		£9.00	V.W. 1302S '71		£8.00
Capri P16 '67 Est. '87 on	£3.20	£10.30	Renault 4	£2.80	£8.60	Volvo		
Capri 70 Mk 3	£3.00	£10.00	Renault 6	£2.80	£8.60	164	£3.50	£10.50
Corsair	£3.20	£10.00	Renault 12	£2.80	£9.00	144/5 Est.	£3.50	£10.00
Escort	£3.00	£9.50	Renault 16	£2.30	£9.00	121/122	£3.00	£10.50
Escort Van	£3.00	£9.80	Range Rover	£3.80	£9.80	Wolseley 1100i		
Escort Est.	£3.00	£10.00	Rover 2000	£2.70	£9.20	1300	£2.50	£8.60
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Zephyr Ser. A	£3.50	£10.50	Riley 472	£2.50	£9.00	Commer		
			Saab 96 V4	£3.00	£8.30	Autolepper	£3.70	
			Simca 1501	£2.30	£8.60			

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p for Underbonnet Acoustikits and 50p for Super Acoustikits.

YOUR NO RISK ORDER FORM! Hurry! Post today.

To: Eflow Developments Co. Ltd. (Dept. MS18) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester (0905) 23260
Please send me by return: Super Acoustikit/Underbonnet Acoustikit
Details of basic materials* for my car.

Make _____ Model _____ Year _____

I enclose cheque/P.O.* (payable to Eflow Developments Co. Ltd., & crossed)

£ _____ (cost of the kit plus part carriage charge). *Delete as appropriate

Name _____

Address _____

MS18

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ACOUSTIKITS The silent revolution in motoring

Race to join the
WORLD MOTOR SPORT TOUR

arranged by **MOTORSPORT** in co-operation with Worldmark

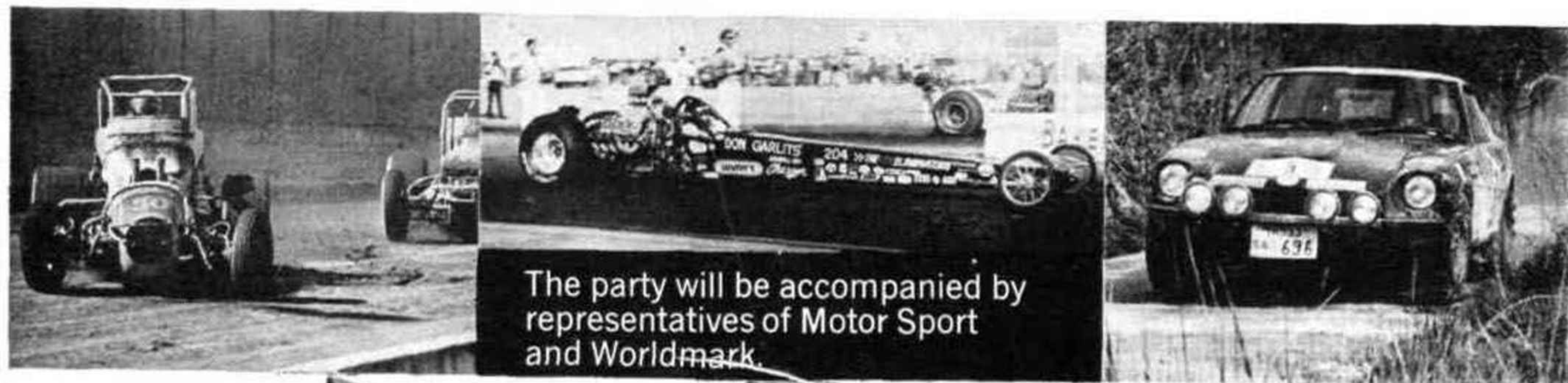
30 days from Friday, 6th October until Monday, 6th November, 1972. Visiting New York, San Francisco, Tokyo, Hong Kong, Singapore, Perth and Johannesburg.

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CanAm Races, Laguna Seca
Dragster and Dirt Track Races,
San Francisco
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Tour Cost £780

Including first class hotel accommodation and air travel by scheduled services of Qantas and other national airlines.



The party will be accompanied by representatives of Motor Sport and Worldmark.



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Please send me full details of the MOTOR SPORT WORLD TOUR

Name _____

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Jackie Stewart
chases Francois Cevert,
1971 United States Grand Prix.

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

STANDARD HOUSE,
BONHILL STREET,
LONDON, E.C.2

Telephone: 01-628 4741

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MATTERS OF MOMENT

LE MANS

Last year, after a Porsche 917 had won the famous 24-hour race over the constantly-improved Sarthe circuit at 222.340 k.p.h., MOTOR SPORT was obliged to comment on the fact that some people found dissatisfaction with this very fast, night-and-day sports-car race. This was mainly on account of a poor entry, with no "works" Ferraris and Porsches. This year, under the 3-litre ruling, the race again lacked the "works" Ferraris but was very open, between Alfa Romeo, Matra, Lola and privately-run Porsches, and there was the added interest of who would pull off the new Group 2 saloon-car category, which takes the race a bit closer to its former "touring car" status.

At a time when F1 is in a state of flux Le Mans remains Le Mans, for alterations to the circuit and the rules have not materially changed the conception of this race, the longest of the sports-car marathons, from the brave experiment of 1923, since when, up to this year, it had been won nine times by Ferrari, and on five occasions by Bentley and Jaguar, four by Alfa Romeo and Ford, twice by Bugatti, Lorraine Dietrich and Porsche, and once by Chenard-Walcker, Lagonda, Delahaye, Talbot, Mercedes-Benz and Aston Martin.

So we offer congratulations to this year's winners (Hill and Pescarolo in a Matra M670, illustrated) of this great and traditional race, and to the Ferrari which won the GT category and the Ford Cologne Capri which won the Group 2 section. One wonders whether a Group 1 saloon-car race, lasting perhaps 12 hours, could be profitably introduced as a Le Mans-week attraction? It might not be enthrallingly fast, but speed does not necessarily constitute attraction, and in this case there would be the anticipation of "200 m.p.h." two-seaters to follow. When the JCC ran a Double-Twelve-hour race at Brooklands not many spectators came for the breakfast-time starts. They arrived, however, to see the closing stages, the point being that in races of this kind the outcome is often more interesting than the actual spectacle. This alone might justify a long-duration Group 1 race. And remembering how the Bol d'Or officials used to cope with a 24-hour motorcycle marathon followed almost immediately by a 24-hour small-car race, don't suggest that the well-organised and commercialised AC de l'Ouest couldn't cope.



TARRING AND GRITTING

Although we have been experiencing to date a remarkable non-summer, the annual summer madness of gritting and tarring is with us again, causing the Editor to shout "grit" as the windscreen on the BMW he was driving into Tewkesbury from Ledbury was shattered by a flung-up stone. This disregard of motorists' property and safety is a criminal disgrace which should be firmly put down—more firmly than are the offending flints.

In an age when we are fined and endorsed for cut tyres, unseen licences, dirty windscreens, faulty lamps and a million other technical charges, and when the compulsory wearing of seat-belts and crash-hats is never far from the official mind, how can the sudden loss of vision caused by broken windscreens consequent upon an inexpensive bit of road repairing be tolerated? We have talked with road-construction experts about tarring and gritting without getting any satisfaction. It causes no harm if the loose stones are swept up, if the right size flints are used, if we do the required four or five hours rolling-in at low speed! This ignores the fact that a driver coming down from 70 to 45 m.p.h. will fling lethal weapons at cars coming in the opposite direction and that efficient road-rollers have been available since the turn of the century. The non-skid properties are destroyed unless the rolling-in is done by our nice soft tyres? Then it is high time new methods of re-laying roads was discovered.

In our case we thought poorly of BMW for fitting a toughened screen to an expensive car, after which we fitted a Compact emergency windscreen, and drove on. The latter proved excellent—

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FRONT COVER PICTURE: AFTER A LATE START to the season the Gulf Mirage 3-litre sports car is showing a great deal of promise and during the Nurburgring 1,000 Kilometres offered a strong challenge to the Ferraris. This is Derek Bell at the wheel of the car he shares with Dutchman Gijs van Lennep.

ANNUAL SUBSCRIPTION RATES

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Motor Sport Fixture List For July

★ 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 PROMINENT TOWN	CATEGORY	TIME
July 1st	Motor Cycling Club	Silverstone	Towcester, Northants.	Race Meeting (R)	10.30
July 1st/2nd	Northumbrian MC	Newtown Street	Duns, Berwicks.	Jim Clark Memorial Rally (N)	18.01
July 2nd	FFSA	Auvergne circuit	Clermont-Ferrand, France	Formula One Grand Prix Round 6 (INT)	—
July 2nd	AC Trento	Trento-Bondone	Trento, Italy	European Hill-Climb Championship (INT)	—
July 2nd	BARC	Silverstone	Towcester, Northants.	Race Meeting (C)	14.45
July 2nd	Maidstone & Mid-Kent MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
July 2nd	750 MC	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.30
July 2nd	Hagley & Dist. CC	Loton Park	Alberbury, Shrewsbury	Hill-Climb (R)	13.30
July 2nd	Falcon MC	Knebworth Park	Hertfordshire	Castrol Autocross (R)	14.00
July 7/9th	Turkey TAC	Istanbul Harem	Istanbul, Turkey	Aegean Rally (INT)	14.00
July 8th	BRSCC (North West)	Oulton Park	Tarporley, Cheshire	Championship Race Meeting (R)	14.00
July 8th	MAC/VSCC	Santley Walsh	Worcester	Speed Hill-Climb (C)	14.30
July 8/9th	British Drag Racing & Hot Rod Assn.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meetings (INT)	13.30
July 8/9th	Stockton & Dist. MC	Scotch Corner Service Station	Darlington, Co. Durham	Uniflo Trophy Novice Rally (C)	00.01
July 8/9th	Newtown & Dist. AC	The Car Park	Newtown, Monts.	Eagle Rally (R)	22.31
July 9th	SCCA	Road Atlanta	Gainesville, Georgia, USA	Canadian-American Challenge Cup (INT)	—
July 9th	OAMTC	Osterreichring	Zeltweg, Austria	European Formula Two Trophy (INT)	—
July 9th	ADAC	Nurburgring	Aachen, W. Germany	European Touring Car Championship (INT)	—
July 9th	AC Torino	Cesana-Sestriere	Turin, Italy	European Hill-Climb Championship (INT)	—
July 9th	BRSCC (South West)	Thruxton	Andover, Hants.	Race Meeting (R)	14.30
July 9th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.30
July 9th	Cheltenham MC	Promenade	Cheltenham, Glos.	Daylight Special Stages Rally (R)	08.30
July 9th	West Suffolk MC	Gallowgate Farm	Hawkedon	Autocross Championship (R)	13.30
July 9th	Shenstone & Dist. CC	Test Site, Fort Dunlop	Erdington, Birmingham	Autotests (R)	11.00
July 13th	Royal Automobile Club	Brands Hatch	Dartford, Kent	Formula 5000 Race (INT)	16.00
July 13/16th	Kracow AC	Kracow	Kracow, Poland	Polish Rally (INT)	16.1
July 14th	Royal Automobile Club	Brands Hatch	Dartford, Kent	Formula Three Race (INT)	16.00
July 15th	Royal Automobile Club	Brands Hatch	Dartford, Kent	Formula One Grand Prix Round 7 (INT)	Noon
July 15/16th	Aberdare MC	Garth	Llangammarch Wells, Brecon	Midnight Rally (R)	00.01
July 16th	MSC Stuttgart	Hockenheim	Heidelberg, W. Germany	Two-litre Race (INT)	—
July 16th	BARC (South Wales)	Pontypool Park	Pontypool, Mon.	Shell/RAC Hill-Climb Championship (N)	14.15
July 16th	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (C)	14.30
July 16th	BRSCC (Northern)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
July 16th	Haverhill CC	Sturmer Road	Haverhill, Suffolk	Autocross (R)	13.00
July 21st	Maidstone & Mid-Kent MC	Great Elderden Farm	Chart Sutton	Invicta Series Autotests	18.30
July 22nd	SCCA	Watkins Glen	Elmira, NY, USA	Six Hours of Endurance (INT)	—
July 22nd	Lancashire & Cheshire CC	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
July 22nd	VSCC	Silverstone	Towcester, Northants.	Race Meeting (C)	12.30
July 22nd/23rd	RAC de Belgique	Spa-Francorchamps	Spa, Belgium	24-Hour Race (Eur. Touring Car Champ.) (INT)	—
July 23rd	SCCA	Watkins Glen	Elmira, NY, USA	Canadian-American Challenge Cup (INT)	—
July 23rd	AC Bologna	Imola	Bologna, Italy	European Formula Two Trophy (INT)	—
July 23rd	Scottish MRC	Ingliston	Edinburgh	Race Meeting (N)	14.15
July 23rd	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (C)	14.30
July 23rd	Hagley & Dist. LCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.15
July 30th	AC von Deutschland	Nurburgring	Aachen, W. Germany	Formula One Grand Prix Round 8 (INT)	—
July 30th	BARC	Thruxton	Andover, Hants.	Formula 5000 Race Meeting (N/INT)	14.30
July 30th	Sevenoaks & DMC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
July 30th	BRDC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.45
July 30th	Nottingham SCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	15.00
July 30th	Borough 19 MC	Raspberry Park	Iwade, Sittingbourne, Kent	Kentish Times/Jet Autocross Championship (R)	14.00
July 30th	Falcon MC	Knebworth Park	Hertfordshire	SAMA Autocross	14.00
Aug. 5th	Hants. & Berks. MC	Great Auclum	Burghfield Common, Reading	Shell/RAC Hill-Climb Championship (N)	14.30
Aug. 6th	SCCA	Mid-Ohio Sports Car Course	Lexington, Ohio, USA	Canadian-American Challenge Cup (INT)	—
Aug. 6th	MK Scandia	Mantorp Park	Linköping, Sweden	European Formula Two Trophy (INT)	—
Aug. 6th	ADAC Gesamtclub	Freiburg	Basle, Switzerland	European Hill-Climb Championship (INT)	—
Aug. 6th	BRSCC (Midland)	Silverstone	Towcester, Northants.	Rothmans Formula 5000 Race Meeting (N/INT)	14.30
Aug. 6th	BARC (E. Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
Aug. 6th	West Hants. & Dorset CC	Thruxton	Andover, Hants.	Race Meeting (R)	14.15
Aug. 6th	Stone Cross AC	Blue House Farm	Cold Norton, Essex	361 Autocross Championship (R)	14.00
Aug. 6th	Quinton MC	Village Farm, Upton Warren	Bromsgrove	Autocross (R)	13.30

MATTERS OF MOMENT—continued from previous page

it even withstood use of the wipers—and we have no wish to put its makers out of business—every driver should carry one! But we do think it is high time a petition was got up for the abolition of antiquated road-repairing methods which so frequently cost car owners so much in inconvenience, cost of replacement windscreens and cuts and shock, and which could, no doubt do, cause accidents. The next time you have cause to say "grit", why not complain to your MP and the Ministry of Environment? For this added motorists' burden has got to be abolished.

VW FLYING HIGH

A TWIN-ENGINEED Britten-Norman Islander has been bought by Volkswagen (GB) to run an express parts delivery service between Germany and the UK. It will be captained by wartime fighter pilot, 47-year-old Sqd./Ldr. Joe Blyth, who is a double DFC and double AFC. The aircraft will make four trips a week from Manston in Kent to the Volkswagen parts warehouse in Kassel, Germany. It will be used on the fifth day for freight runs within the UK.

VW say they can already supply 95% of the approximately 24,000 parts in normal demand from stocks held in this country. If a part is asked for more than once in six months in the whole of the UK, it is stocked here. If not, it is specially air-freighted from Germany. This

can take up to four or five days. The use of the VW aircraft should cut this to around 48 hours. Volkswagen (GB) are the first vehicle-importers in Britain to purchase an aircraft for the express delivery of parts. The Islander may be used occasionally for flying VW personnel between the UK and Germany and within the UK itself. It can carry nine passengers or a ton of cargo. Ray Smith, Volkswagen (G.B.)'s Parts Manager, says: "Our eventual aim is to ensure delivery of VW parts to anywhere in the UK within 24 hours. This move brings us a step nearer to that objective". So VW seem to be flying high again! We remember many years ago, being unable to obtain a cooling fan pulley-key from a VW depot, so let's hope the Islander will bring to this Island spares both large and small.—W.B.

THE THINGS THEY SAY...

C.R. writing in the Team Castrol News for motorcyclists about the man who lapped the Isle of Man TT circuit at 108.77 m.p.h. on a Honda 4, "... the gentleman who has now joined Jock McArmco and his band, namely S. M. B. Hailwood, M.B.E." Does C.R. mean that Hailwood has joined the GPDA? and Jock McArmco? Now who could that be?

He goes on to ask "... how is it that the Grand Prix Drivers Association is powerful enough to get Armco put all round Spa-Francorchamps when they don't even use it for a Grand Prix. It is even put across some of the escape roads!"—at Stavelot for example.

'WHAT WAS IT LIKE OUT THERE?'

Taking a ride in Denny Hulme's new Can-Am McLaren

ALL AMERICAN motor-racing commentators are alleged to thrust a microphone at the sweaty and hot winner of any given race and enquire: "Say Mario, what was it like out there?" Mario (or whoever the winner was) is rarely coherent at that stage to express any sort of lucid opinion; he says the car performed beautifully, he would like to thank his sponsors and mechanics, and can he have a Coca Cola please?

But what was it really like out there? How did it feel to have 750 b.h.p. behind your left ear? What sort of sensation would one feel braking madly from 180 m.p.h. to 40 m.p.h. to take that hairpin bend every lap? What did one physically feel as the car snaked through that fast left and right kink? How can the race spectator in the grandstand ever know the physical feeling and sensation of cornering a modern racing car on the limit with the vast tyres exerting a grip of over 1½G sideways. How does one feel as the engine shrieks up to maximum revs in top gear and the speedometer, if racing cars had them, would be hovering close on 200 m.p.h.? For that matter, how does a motor-racing journalist who earns his daily bread describing all the action know these answers, unless he is a racing driver of considerable talent himself?

This last question occurred to former World Champion Denny Hulme, who reads his motoring magazines more avidly than most. Hulme remembered that three years ago the late Bruce McLaren had given Michael Tee of MOTOR SPORT a ride round Riverside during an official Can-Am practice session. That story you can read in the Castrol Book of Motoring Sport. Hulme was keen to repeat the idea and, after consultation with Phil Kerr, joint managing director of Bruce McLaren Motor Racing, a date was arranged when Hulme would give selected motoring journalists the chance to sit alongside him as he drove round Goodwood in the latest McLaren M20 Can-Am car. I was one of the lucky ones included in the rather apprehensive party who made their way to the Sussex track—now in semi-retirement.

My memories of Goodwood were always pleasant for, somehow, the sun always seemed to shine when I reported races from there. Nothing had changed much and the surface is very good and the famous *chicane* still in position. Hulme knows the circuit like the back of his hand for McLaren use Goodwood a great deal for their testing programmes of all their various models. It was here, of course, that the team's founder, Bruce McLaren, lost his life—a sobering thought reminding one that the risks of motor racing, even at testing sessions of this nature, are ever present. Sometimes Hulme does as many as 250 laps round the circuit in one day and he knows every inch of that tarmac strip.

The actual McLaren M20 which was ready and waiting was not, as I had expected, the prototype test car but the actual M20 that Hulme is now racing in the Can-Am, and at Goodwood it was literally only the second time it had turned a wheel. The M20 is the work of Gordon Coppuck, chief designer at McLaren Racing, and it supersedes the M8 series which has reigned the Championship for five years now, each season's model being updated but not redesigned. Coppuck's new design is not radical but it is obviously a very sensible progression from the M8F of last year. He decided to concentrate more of the weight within the wheelbase and thus the car has side water radiators instead of a front-mounted rad. Another factor he felt important was that of insulating the cockpit from radiator heat because, in the past, the 200-mile Can-Am races have fatigued even strong men like Denny Hulme considerably. Obviously the fit driver is a fast driver.

Thus the monocoque hull for the new car bears little resemblance to the M8 series. It is waisted in at the rear for the radiators, the full load of 70 gall. of fuel is carried more centrally now (again with polar moment of inertia in mind), and the front steel bulkhead has been eliminated with just mild steel brackets riveted to the aluminium skin to take the suspension pick-up points. The mounting of the aluminium Chevrolet V8 has also been altered. Thus the new chassis has a lower c. of g. than before, and more weight towards the centre of the car. Other features of the M8 have been retained, for the front and rear suspension, braking system, oil tanks and other various components remain generally the same although altered in detail. Again the McLaren team are relying on the 8.1-litre (495 cu. in.) V8 engine with an all-aluminium Reynolds block, to the Chevrolet ZL-1 design. Various off-the-shelf ZL-1 high-performance Chevrolet parts are used in the building of these units by McLaren's own engine shop in Detroit, which is run by Gary Knutson. In normal fuel-injected form



TWO-MAN McLAREN—Bursting out of the chicane at Goodwood is the "joy-ride" McLaren with Denny Hulme in command and passenger A.R.M. almost hidden under the screen.

the engines give up to 800 b.h.p. but, if the McLaren team find they are having problems with Mark Donohue's turbocharged Porsche, they too may try turbocharging. The McLaren engine is a semi-stressed member of the car bolting up to the back of the monocoque section but supported by two tubular A-frames which pick up on the bell-housing. Naturally one of Hewland's big four-speed LG Mk. 2 gearboxes transmits the power.

Although the M20 is a completely new car it still looks very similar to last year's car bodywise, although experts will be able to easily distinguish it by the front-mounted wing which replaces what used to be the radiator intake and, of course, the new side radiator intakes. Naturally the car is finished in Gulf-McLaren orange for the team is sponsored substantially by Gulf who place great store in the Can-Am programme.

Enough of the technical stuff—what was it like out there? Well for a start the team, with their usual thoroughness and efficiency, had fitted seat belts to the very narrow passenger compartment and moved the battery to make room for the passenger's feet. Denny Hulme had even brought along his spare helmet and some overalls, but I had my own anyway. By the time it was my turn to become one of the fastest Can-Am passengers in the World the engine was starting to show signs of a leaking head gasket, or something, and Hulme laconically reckoned it was probably only giving about 700 b.h.p. The New Zealander was already surprised to find that the passenger seemed to make no difference to the handling at all. He was keeping a little in reserve but even so, with colleague Alan Henry from *Motoring News* alongside him, he lapped Goodwood at 1 min. 11.0 sec. (125 m.p.h.)—only three seconds off his best.

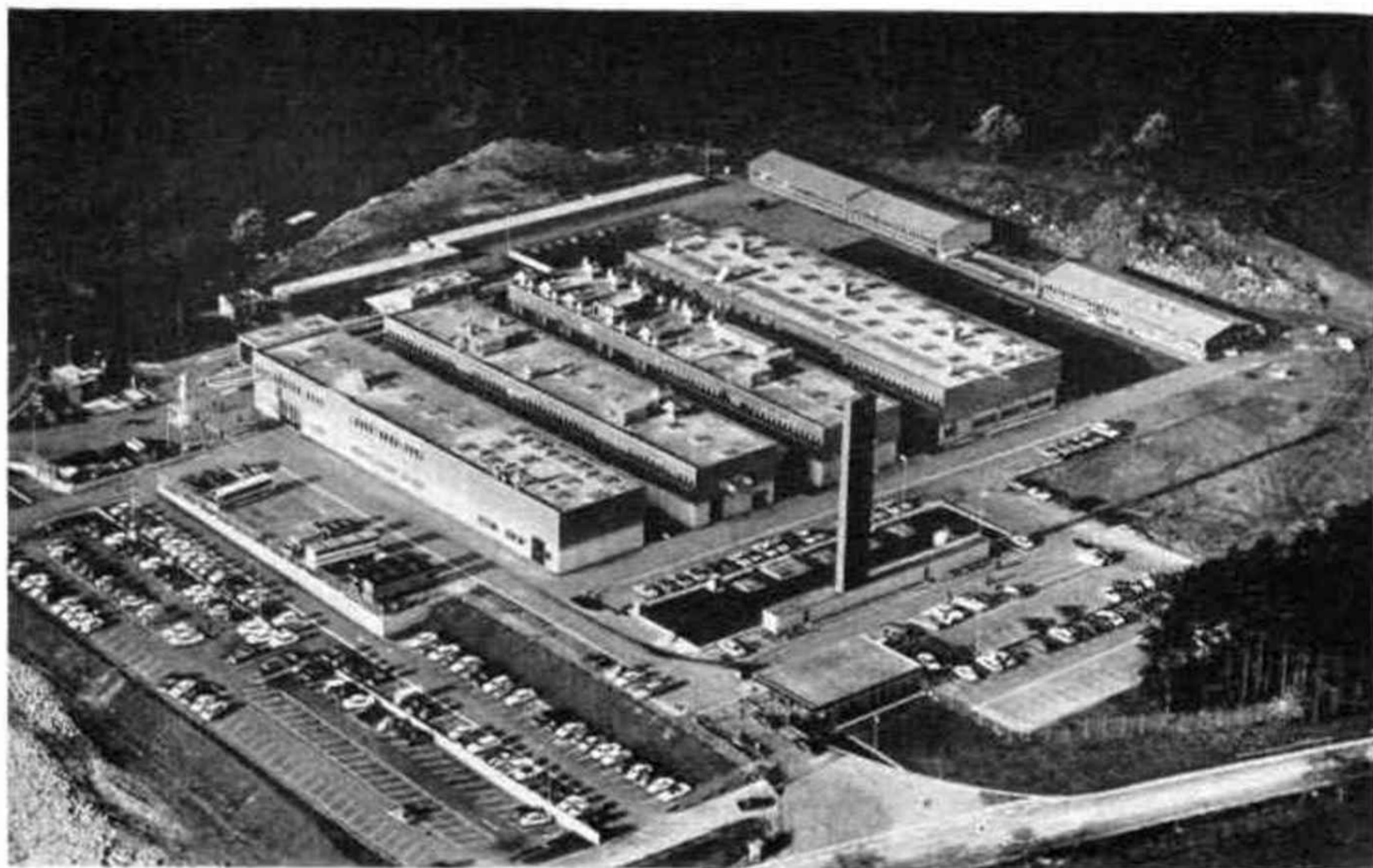
Once I was installed in the car with instructions on how to brace myself and not to get my feet tangled up with Hulme's—space in the footwell was rather limited—my chauffeur enquired if I knew the way round Goodwood. Fortunately I did and this made everything rather less frightening for, at least, one knew which way the next corner was going.

We were push-started and off we burred for a first warming-up lap. It was really rather pleasant, the cornering forces were as high as I had expected, the brakes similarly impressive, and the acceleration rapid. The Chevrolet V8's noise was rather left behind, and I wondered what all the fuss was about. That was only the warming-up lap. As we passed the pits for the first time I gestured a thumbs-up sign as Hulme floored the throttle and we surged forward. The acceleration was staggering and I tried to tuck down under the screen. It was a different dimension altogether. We lunged at Fordwater at an impossible speed but obviously it wasn't impossible because I had every confidence in Hulme, he knew exactly what he was doing and

Continued on page 737

Continental Notes

Not as you may think, the Porsche factory in Stuttgart, but the Research and Development Centre at Weissach wherein the future of Porsche must lie. The 2.53-kilometre fast road circuit and 2.88-kilometre mountain circuit lie away to the left of the picture.



Porsche Engineering

IN THE first round of the Canadian-American Championship series the all-conquering McLaren-Chevrolet team were stirred up a bit by Donohue driving a turbo-charged 917 Porsche Spyder, and this was not an overnight, hastily prepared affair, but a serious project emanating from Germany and the Porsche factory. Since 1962 Porsche have been quietly, but steadily, building up a private research centre some miles west of Stuttgart near the small village of Weissach, beginning with a circular skid pan on which they could do tests in secret, and gradually enlarging the place with roads and test surfaces until they now have a large and complete circuit to test all manner of cars, even the Can-Am car, with a lap speed on the road course of 118 m.p.h. At the same time as they built up the test track they began to build laboratory testing equipment, and in the last three and a half years this Research and Development Centre has been completed and is now in full working order, employing 500 workers and 80 engineers.

When old Doctor Porsche started his design studio in Stuttgart at the end of 1931 it was with the express purpose of being a design consultancy for the German industry, and work came from Zundapp, Wanderer, NSU and eventually from the Industry Association for the Volkswagen, while the Auto-Union racing cars figure largely in the work of Dr. Porsche. His son Ferry grew up with him, working alongside and carrying on all the engineering principles of the old Professor, and when the Porsche sports car was begun in 1950, the firm did not turn its back on consultancy work. During the growth of the Porsche car factory contract design work went on behind the scenes, and a remarkable integrity developed in the Porsche staff, so that anyone submitting secret work to the Porsche Design Office could be certain that it would remain secret. As the Porsche empire expanded, the factories and design offices had to expand and ultimately the necessity for a separate Research and Development Centre became obvious and the seeds of the PORSCHE-ENTWICKLUNGSZENTRUM were sown.

It has taken 10 years, three and a half of them very concentrated, and something like the investment of £8,000,000 in order to complete this very thorough and all-embracing Research and Development Centre, which can tackle the design, building, developing and testing of anything to do with engineering, not only automobile engineering, and can do research on anything from fibre-glass processes, to special space-race metals and from complete cars to tyres. The growth of the Weissach centre was concurrent with the all-out onslaught that Porsche made on sports-car racing, culminating in the World Manufacturers' Championship for the legendary 917 Porsches, and the growth of the testing facilities was speeded up by the racing programme.

When the official Porsche team was withdrawn from racing, and direct factory assistance was given to the JW Gulf team, the Porsche Salzburg team and the Martini Racing Team, the development work on the 917 went on at Weissach unabated, and it is still going on, which is why the first outing of the turbo-charged 917 Porsche gave the McLaren team something to think about. The engineers at Weissach cannot divorce their technical thoughts from racing, for it

represents the practical application of pure research and development, which is the only possible reason for motor racing to continue. If you view motor racing as nothing more than a public entertainment and a way of making money, as the Formula One teams of today do, then it is doomed to die when the public get tired of being entertained by the same old clowns and performing seals. The people at Porsche think differently, they are basic engineers, in whose curriculum of research and development is a place for all aspects of the internal combustion engine and the automobile, and there is an activity for experimenting with the ultimate as well as the practical, and certain parts of the ultimate are let out on to the racing circuits when deemed desirable, while the results of the practical are fed into the world of production cars.

Side by side at Weissach work is going ahead on dealing with noise, pollution, and safety in one direction, and the ultimate in engine power, road-holding, streamlining and racing in the other direction, for it is all basic research and development and this is the whole reason for the building up of the Weissach centre, where only 30% of the activity is Porsche's own work, the rest being involved in outside contract work. Of immediate interest is the fact that the turbo-charged 917 engine will be developing about 800 b.h.p. in racing form, and that the engine has withstood flash readings of 1,000 b.h.p. on the dynamometer without flying apart. The 5-litre flat-12-cylinder engine was developing in the region of 600 b.h.p. in its ultimate long-distance racing form, and the addition of exhaust turbo-chargers has meant quite a bit of redesigning in the valve gear, the camshafts, the oil-cooling system and the fan-cooling system, in order to deal with the extra heat developed by the addition of a super-charge of 14 lb./sq. in. above atmospheric. The rev.-limit is retained at 8,200 r.p.m. for this remarkable horizontally-opposed 12-cylinder engine and from the look of the layout of the turbo-charger installation on the 917/10 car you would think it was all part of the original design. It certainly did not happen overnight. Each bank of cylinders exhausts underneath into a tail-pipe



PORSCHE DEVELOPMENT.—The latest turbo-charged Porsche 917 proved to be a serious contender in the opening round of the Can-Am Championship at Mosport Park. Mark Donohue is pictured at the wheel on his way to second place.

which curls up alongside the gearbox and into the small turbine which is mounted above and to one side of the gearbox. From the turbine the exhaust curves inwards and then rearwards above the gearbox, the short exhaust pipe lying alongside its fellow from the opposite bank. Above the pipes is a third central exhaust coming from the adjustable pressure valve which takes gases from each of the primary exhaust pipes before they enter the turbines, and adjustment of this valve determines the ultimate exhaust gas pressure that is released to the turbines. Each turbine is connected to its own compressor which draws air from a duct in the top of the tail and the compressed air passes along a tubular manifold that runs forward along the engine above the inlet ports, the air being fed down vertical inlet pipes each with its own fuel injection nozzle and butterfly-throttle valve. The two sides of the engine are completely independent of each other, except for the by-pass feeds going into the central pressure regulating valve. In theory one could shut this valve right off and all the exhaust gases would have to go through the turbines and the inlet manifold pressure would go up and up until the whole thing blew to pieces.

At present this turbo-charged Can-Am project is being restricted to the 4½-litre version of the 917 engine, while normally-aspirated engines for Can-Am or Inter-serie races have been enlarged to 5.4-litre, but knowing Porsche Engineering the turbo-charging must eventually be applied to the larger engine. In addition to the engine development, work is still going on with aerodynamics on the Spyder bodywork, brake calipers and discs, chassis frames and suspension. Porsche may have given up racing but they have not stopped work.

In the management of the Porsche empire there have been some changes made, and Dr. Ferry Porsche and his sister Louis Piëch and their families still own Porsche, but their sole interest now is in long-term business planning and adjustment of their investments. Since March 1972 all control of the engineering has been taken over by Dr. Ing. Ernst Fuhrmann and the business and finance administration has been taken over by Dipl. Kfm. Heinz Branitzki, these two men now being fully responsible for the future of Porsche. Fuhrmann worked at Porsche as a designer from 1947-1956 and then went to the Goetze Werke engineering firm until he returned to Porsche in 1971, and Branitzki was at Carl Zeiss before joining Porsche in 1965. As far as automobiles are concerned Fuhrmann has the same outlook as Uhlenhaut of Daimler-Benz, which is to make a car safe under all

conditions so that it is capable of avoiding an accident if at all possible. If an accident happens, they design safety into your car to deal with the accident. This is in direct contrast to the American way of thinking where designing a car to withstand an accident is more important than designing one that can avoid an accident, and these opposing views can be applied to roads, traffic control, racing circuits, racing cars and many other things. It all boils down to the sound engineer *versus* the politician and business man, and to me the sound engineers like those at Porsche or Daimler-Benz make sense.

Dr. Fuhrmann is also looking ahead and can foresee the end of the automobile as we know it today, especially the sports-car type of vehicle and the small-production quality car like the Porsche. He sees the future of Porsche in engineering, which is where it all started in 1931, and to this end Porsche have invested large sums in the Weissach Research and Development Centre, for when the motor car has been replaced as a means of primary movement and the road has been replaced by something else, then engineering research and development will still be needed and Porsche Engineering obviously intend to remain in the forefront.

Grand Prix Racing

In this issue of MOTOR SPORT you can read about the death of the Belgian Grand Prix, and you should have been able to read about the continuance of the Dutch Grand Prix, but for different reasons it too died in 1972. The CSI circuit safety sub-committee, comprising Messrs. Binford (USA), Bacciagaluppi (Italy), Corsmit (Holland), Delamont (Britain), Rosinski (France), Schmitz (Germany), Sven (Belgium) and the late Joakim Bonnier (GPDA) inspected the Zandvoort circuit and decreed that it was not safe for Formula One cars and the Dutch Grand Prix could not be held there. They recommended that it was only suitable for less powerful cars, such as saloons or Formula Three. As Mr. Bacciagaluppi is the big noise at Monza, Mr. Schmitz is very tied-up with Nurburgring and Hockenheim, Mr. Sven is the big noise at Spa-Francorchamps, and Mr. Delamont is closely associated with Brands Hatch, they must know what they are talking about. The fact that John Hugenholtz, the big noise at Zandvoort, has said many times over, and with complete justification, that double-Armco barriers round both sides of a circuit does not necessarily ensure safety, and that he refused to replace his wire catch-nets with Armco barrier, cannot possibly have had any bearing on the decision. Or could it?—D.S.J.

CAN-AM McLAREN continued from page 735

of what the car was capable. The big M20 stormed through the corner on a perfect geometrical line with complete neutral handling, not sliding at all, but the sideways G it was generating was phenomenal. The G tried to drag my head right from my shoulders and my whole body was compressed against the side of the car. So we continued at shattering speed left and right and right again and down the Lavant Straight, reaching 180 m.p.h. on the way before the staggering braking into Woodcote which wrenches the body against the seat belts. I can't honestly remember much else. The second lap I was determined to watch Hulme as closely as possible while still revelling in the unbelievable sensation of the road flashing by like those speeded-up films they sometimes show of the Motorway.

Hulme was completely calm and relaxed, looking almost as if he was on a Sunday afternoon drive. That was the way he looked but obviously he was concentrating on only one thing, he was almost as one with the car and in perfect control. For him the side-forces, the acceleration and retardation were all things that he lived with almost every day of his life. For him, and a few dozen other people in the World they had become the norm but for us lesser mortals the skill the concentration and the sheer guts are a quality we can never hope to possess. This was just driving round minding his own business; in a race Hulme will have many more problems to worry about in the heat of competition.

So for the second lap I tried to watch Hulme his measured movements always exact and efficient, his gear-changes lightning fast and neat, his face—what I could see of it—revealing no emotion. The lap was over almost as it began and for the final "victory" lap we cruised round in top still pulling enormous sideways G around the corners and the car decelerating like a Trident 3 on full reverse thrust but about three times as quickly. Quite how man is able to judge distance and speed and these kinds of velocity is inexplicable? But the short answer is that Hulme is one of only a handful of men who can do that and undoubtedly the best in Can-Am racing.

Almost before it all started, this shattering, and I might say enjoyable, experience was all over and I was stepping out of the car trying to pretend that these sort of things happened every day. I wasn't frightened and the reason was that the car was the McLaren M20 and, above all, the driver was Denny Hulme. It was a staggering experience I will remember all my life because I know what it is like out there.
A.R.M.



TIGHT FIT.—Squeezing into the McLaren's M20's passenger compartment was a difficult task but once aboard it was quite comfortable. Denny Hulme seems quite nonchalant about the whole thing as A.R.M. steps aboard complete with Bell Star crash helmet. Hulme's chief Can-Am mechanic Jimmy Stone supervises the operation. The front bodywork has been hinged forward to allow easier access.

LE MANS—A French Victory

LE MANS, FRANCE, June 10th/11th

THE 1972 Le Mans 24-Hour Race, or Grand Prix of Endurance as it is called officially, will not go down in history as one of the more exciting events, but it will have its place, for it saw the first victory by a French car since 1950, when Louis Rosier and his son won with a Lago-Talbot. This year it was the French Matra team who won, success coming at last after a number of tries. It was quite a good Le Mans, in spite of a lot of last-minute withdrawals, but nothing like as good as it had promised to be earlier in the year, but the important thing was that it remained Le Mans and the classic 24-hour test of speed and endurance for the cars and stamina for the drivers. It was very much a "typical" Le Mans, about the only thing missing being the torrid Sunday morning heat that usually arrives about 11 a.m., when everyone is feeling tired and dirty. By then actual racing has subsided and the cars that are left running have settled into a steady rhythm of endurance, having only another five hours to run. This year the weather fluctuated from heavy rain to brief sunny periods, but never became stable in any circumstance, and there have been wetter and colder Le Mans races, and there have been warmer and drier ones. As so often happens Saturday afternoon opened with a "sprint", then things settled down, then troubles began, night fell and the cars went on and on by the light of their headlights, dawn broke, retirements were continuous, for a car has to be strong and well prepared to last 24 hours at racing speeds, and those that were left went on to the final hour on Sunday afternoon. Inevitably when 55 cars set out to race for 24 hours some of them crash, and equally inevitably when racing cars crash someone gets hurt, and when someone gets hurt, someone can get killed, and Joakim Bonnier got killed. The bearded Swedish driver who had been racing since 1954 was 42-years-old and had probably raced in a greater variety of events and cars than most people. His Lola T280-Cosworth V8 was in collision with a GTB Ferrari at 150 m.p.h. and was projected up into the air, over the guard-rails without touching them and into a wood, where the car literally burst asunder with no hope of survival for the driver. Vic Elford, who was following in an Alfa Romeo said he thought Bonnier made a slight error of judgement, other people reckoned that the inexperienced Swiss Ferrari driver moved over to let the Lola through, and got in difficulties on the loose edge of the track and skidded into the path of the Lola. Whatever happened, it was a motor racing accident, unfortunate and unforeseen, and Bonnier was just about the last driver anyone expected to be involved in such a happening. It all happened shortly after 8 a.m. on Sunday morning on the flat-out right-hand bend before the corner named Indianapolis, and at the time the Lola was in eighth position having been delayed the previous afternoon by gear-change trouble after leading in the opening laps.

During the months preceding the race it looked as though it was going to be one of the classic events of all time, for the Matra team were putting all their efforts into it, even to the point of foregoing all other sports car races. They entered four cars, and backed their chances every possible way with variations of body shape, engine power, known engine reliability, fuel consumption, tyre sizes, gearbox variations and so on, and the four cars were as right as could possibly be; the arrangement of the variables was such that whatever conditions prevailed for the race, one of the four cars would be at an advantage



BRAVE BRITISH EFFORT.—The one-off Special built for Alain de Cadenet and driven by him and Chris Craft

for one reason or another. The eight drivers selected also seemed to cover every contingency, being Amon/Beltoise in car number 12, Cevert/Ganley in car number 14, Hill/Pescarolo in car number 15, and Hobbs/Jabouille in car number 16, and it was such a complete team effort that all prize money was to be pooled and shared eight ways, so that anyone who felt they had the wrong car for the conditions could not grumble about the pay. As far as the glory was concerned there was no discussion, it was to be for Matra and France. The pre-race testing was remarkably thorough and no expense was spared in the workshops, the laboratories, or the test-track and the Paul Ricard circuit near Marseilles was used for 24-hour test runs. Without any question Matra were out to win and the reason they chose 1972 for this determined onslaught was because at last the FIA rules were on their side, with a 3-litre limit on all sports and prototype cars. It will be recalled that a limit of 3-litres was brought in in 1968 by a certain amount of jiggery-pokery in order to help Matra win Le Mans, but an oversight on the sports car regulations, as distinct from the prototype regulations, allowed Porsche and Ferrari to build 5-litre "production" sports cars, which soon became 5-litre "works" cars and the 3-litre prototypes could not hope to beat the Porsche 917 or Ferrari 512, and as it took two years to re-write and implement new rules to get rid of the 5-litre cars, this year was the first one where 3-litre prototypes could be certain of winning. As always Ferrari was not slow off the mark and his 3-litre prototype sports cars have swept the board all this season, so that his entry of three cars for Le Mans, for his own factory team, plus an extra one for Luigi Chinetti's North American Racing Team, introduced a big factor into Matra's plans, but even though they did not participate in any earlier races against Ferrari, they were very confident, especially on the reliability score, if not on sheer speed. The first little skirmish of this interesting confrontation took place back in March at the Le Mans test weekend for Ferrari was fractionally faster than Matra, but clearly more fragile. It was hoped they would come to blows, with a car apiece in the 4-hour race that weekend, on the newly revised circuit, but they both withdrew saying they had too much work to do and could not spare the time to stay for the 4-hour race on Sunday afternoon, so the event was won by Bonnier/de Fierlant in a tired Lola T280-Cosworth V8 from negligible opposition.

Added to the Matra versus Ferrari battle was the entry of four Alfa Romeos by Autodelta, two cars from the Gulf-Mirage team and two Lola T280 cars from the Bonnier team, so that the opening phase of the race looked like being a classic. It all fell very flat, because Ferrari withdrew his four cars a week before the event, for a number of reasons; among them were the facts that his flimsy Grand Prix style cars were not built for 24-hour endurance races, the flat-12-cylinder engines failed to stand up to very long flat-out tests, he had won the 1972 Manufacturers Championship anyway, a miserable failure at Le Mans would do him more harm than good, and by withdrawing he left Matra with a hollow victory—if they failed to win they would have been the laughing stock of racing. Added to all that Enzo Ferrari is still a law unto himself and always will be. As the race drew nearer it became very obvious that Alfa Romeo were not going to provide much opposition, and they reduced their entry to three, and at the last moment the Gulf-Mirage pair were withdrawn as John Wyer did not reckon the Cosworth V8 engine to be suitable for the 24-hour race, if it was used competitively, and the new Weslake-Ford V12 was not ready.

By the time 4 p.m. on Saturday, June 10th approached the prospects for any sort of race were very thin and it looked as though all the Matra team had to do was to arrange the order of their four cars and put on a 24-hour demonstration in front of the large crowd which always attends the Le Mans race. There was no shortage of enthusiasm for the event, or of competitors, for the usual maximum of 55 cars was easily reached, but the quality of driving experience among the 110 or more drivers was rather alarming. Fortunately the limit of 55 cars got rid of some really slow stuff during the practice periods, but even so there were some drivers taking part who had not been heard of in their own country, let alone in the world of International sports car racing. In addition to the eight Matra drivers the Alfa Romeo drivers comprised Elford/Marko, Vaccarella/de Adamich and Galli/Stommelen, while Bonnier's team of fast but fragile Lolas were driven by himself and Van Lennep, Larrousse, de Fierlant, Cabral



FIRST FERRARI.—The Group 4-winning Ferrari GTB4 of Claude Ballot-Lena and Jean-Claude Andruet finished fifth overall.

and de Bagration. The rest of the entry of sports cars was made up of private owners, the long-tailed Porsche 908 of Jöst/Weber/Casoni having full Porsche factory support in the form of engineers and mechanics preparing the car and running the pit. A last-minute entry was a British Standard Special designed and built by a small group in a London mews garage under the direction of Alain de Cadenet. Taking a standard Formula One Cosworth V8/Hewland gearbox layout they attached it to a conventional monocoque structure, added Formula One type suspension and brakes to the corners, with Brabham hubs and wheels, covered it all with a fibre-glass body like a Chevron or a Lola and had themselves a car ready to race, but without a name. As the Duckhams Oil Company had given some financial support to the project it was called a Duckhams-Ford for want of a better name. Although it all sounded easy enough it had involved this small group in a fantastic amount of work and effort, of the sort that only enthusiasm can produce and money can neither buy nor repay. Their first satisfaction was to get through practice and onto the starting line without too much trouble and de Cadenet and his co-driver Craft approached the whole thing in the true spirit of Le Mans, to keep going, handle the Cosworth engine and Hewland gearbox with care and delicacy, avoid any heroics and still be running on Sunday morning, and with a bit of luck on Sunday afternoon as well.

While the outright winner of Le Mans can be expected to come from the sports car ranks, there are equally serious class races going on at the same time. The GT category was very full with Ferrari GTB4 production cars from the Ferrari agents in America, Britain, France, Belgium and Switzerland opposing four De Tomaso Panteras and a row of 911 Porsches as well as four thundering 7-litre Chevrolet-Corvettes, while the Group 2 saloon class comprised three factory Ford Capri RS2600 models with fuel-injected 3-litre V6 Weslake modified engines, and a similar privately owned one, as well as a lone BMW 3000 CS.

While changes are bound to happen, like the loss of the Pontlieue hairpin in 1929, resurfacing and widening, the introduction of the new road through the Esses to Tertre-Rouge in 1932, the building of the Ford chicane before the pits in 1968, the complete elimination of the White House section in 1972, Le Mans still remains and it is still the 24-Hour Grand Prix of Endurance, running from 4 p.m. on Saturday to 4 p.m. on Sunday. An insidious small wind blew in before the start in the form of an FIA official being appointed to decide whether the race should be abandoned at any time during the 24 hours should rain conditions become extreme. (This is part of the mental sickness that is going to kill motor racing within the next ten years, if racing does not kill us all by then). With the new safe, open and clinical stretch of Autodrome replacing the dangerous, blind brow and deceptive ess-bend at White House, the lap distance is altered so all records were waiting to be rewritten for this race. The classic Le Mans start was abandoned in 1970 and replaced by a ridiculous rolling start in which the 55 cars straggle round the circuit behind a pace car for a whole lap and then start racing.

The President of France, Monsieur Pompidou was not only guest of honour but actually gave the signal for the field to set off on their pace lap at a few minutes to 4 p.m. and when they returned the race was under way. Fortunately the Le Mans race is still big enough to withstand small nibblings of its former grand self, for 55 cars attempting to race for 24 hours must provide enough excitement and drama to over-rule the changes that keep being made, but how long this balance will remain is open to doubt. As the 55 cars straggled

away to start their first serious lap one realised that for all the tension and excitement at the start you might as well turn up at 5 p.m. as at 4 p.m. Everyone settled down to watch the Matra demonstration run, the only speculation being as to the average speed they would settle for and what the team order would be. As the field finished the first lap it was Matra, Matra, Matra, Lola, Matra, Alfa Romeo and down the field a Chevrolet-Corvette was leading all the GTB Ferraris. Waiting for the fourth Matra to get into position on lap two and for the team to then get with the right order, there was suddenly consternation in the packed grandstand for Matra number 12 did not accelerate away from the Ford chicane with the shrill scream expected of it. Instead it crept past the pits and grandstand going slower and slower and everyone streamed past it. It staggered up the slope towards the top of the Dunlop curve and expired in a cloud of smoke as the engine burst asunder. It was Jean-Pierre Beltoise at the wheel and his V12 engine had lasted a mere two laps in this almighty Matra demonstration. That was bad enough, but when the leaders reappeared at the end of the third lap there was worse, for a yellow Lola was leading, driven by Bonnier, and the whole scene had gone to pot. It got even worse before it got better for de Fierlant then took his yellow Lola into the lead and Cevert, Pescarolo and Jabouille began to wonder what had gone wrong, especially when it started to rain and the Lola went even further in the lead. Such an absurd state of affairs could not last and fortunately for the French, Bonnier's car went into the pits after 53 minutes when he could no longer select all five gears, and three minutes later de Fierlant joined him for his first routine stop for petrol as the consumption of the Cosworth V8 was a rather unknown factor. As the first hour passed all was in order with the three Matras leading the three Alfa Romeos, while further back order had been restored when the Ferrari GTB4 of Rouveyran/Migault took the GT lead from the unruly Chevrolet-Corvette of Cudini/Darniche and Fitzpatrick was leading all the Porsches in the Kremer car.

From this point onwards the excitement for the lead was over, for one or other of the Matras led for the next 23 hours, which is exactly what they said they would do, but for the rest of the runners it was nothing like so cut and dried and in the GT category there were all sorts of interesting things happening, as well as in Group 2. Results are published at Le Mans at every hour, worked out and printed by a vast IBM machine, and this year it was working impeccably, issuing the positions at each hour about ten minutes past, and on paper Matra number 14, the car of Cevert/Ganley dominated things just ahead of Matra number 15, the car of Hill/Pescarolo, and rain or shine, darkness or daylight, these two blue cars hummed round and round, the V12 engines turning at 10,500 r.p.m. without a single hesitation. The third Matra, car number 16, of Jabouille/Hobbs caused a panic early on Saturday evening when it stopped out on the circuit, ostensibly out of petrol, but it turned up at the pits five laps late. The reserve fuel tap had been knocked partially "on" before it was due to be used, by the passenger seat moving forward, and the fuel system had become confused and the system had dried up. Jabouille had rocked and tipped the car until the remaining fuel had sorted itself out and the pumps primed and he was able to get going again, but the delay had dropped the car down to twelfth place. Once refuelled it went perfectly and steadily climbed back up the list to reach third place by four o'clock Sunday morning. The three Alfa Romeos were never really in the picture, being quite unable to match the speed of the leading Matras, and all they could do was to run reliably and hope everyone else would break down. As things turned out they broke down themselves, clutches and gearboxes giving trouble in the early hours of Sunday morning so that at 6.30 a.m. all three cars were in the pits being worked upon. The Elford/Marko car had been taken apart and a new clutch fitted, and went back into the race after losing just over half an hour, and the Vaccarella/de Adamich car was having similar things done to it. Later the Galli/Stommelen car was taken apart to replace the clutch but it was then discovered that the gearbox had broken so it was screwed together again and pushed round the back of the pits.

The two yellow Lola T280 cars of Ecurie Bonnier made their mark in the first hour and then fizzled out, the pit work on refuelling being slow compared to the works teams, so that number 7, which de Fierlant started off driving dropped back even though Larrousse took over in place of Cabral and de Bagration. As van Lennep was sharing Lola number 8 with Bonnier, the two "paying customers" were very bitter about the Swede's handling of the arrangements. Soon after dark on Saturday evening while lying in fifth place de Fierlant had a spin on the wet surface and stalled the Cosworth V8 engine. When

he came to restart he found the clutch had gone solid and would not free, so he abandoned the car and returned to the pits. Larrousse, who is more mechanically minded, went out to the abandoned car, put it in second gear and drove off on the starter motor until the engine fired and returned with a perfectly healthy car, but unable to continue as driver changes are only permitted at the pits. The second Lola kept going right through the night until the dreadful accident just after eight o'clock on Sunday morning, when Bonnier lost his life.

Behind all the works cars and running reliably and unobtrusively was the old long-tailed 908 Porsche coupé that had been borrowed for the occasion by Reinhold Jöst and had been prepared at the Porsche factory. It was running like a Swiss watch and moving up steadily as the works cars ran into trouble. Throughout the 24 hours it went round and round, the only anxiety being an excess of oil mist coming out of the breathers and a tendency for the tail to come adrift at high speed, so that pit stops involved quite a lot of cleaning of the perspex panels in the tail and meticulous sealing of the body joints with masking tape. Other than that it just went on and on, climbing steadily from ninth place at the end of the first hour to third place at the end of the 24 hours, and was as fast as anyone, even the Matras, down the Mulsanne Straight with a timed speed of 320 k.p.h. (198.7 m.p.h.). Another car that was running incredibly well, being driven within its capabilities, the drivers setting out to be running at the finish come what may, was the Duckhams-Ford, which started off in tenth place, albeit a lap behind the leader at the end of the first hour, but by running regularly and not wasting time at the refuelling stops, it climbed to fifth place overall by Sunday morning at 11 a.m., though now 31 laps behind the leading Matra, but Le Mans is that sort of event, and keeping going pays off, no matter how gently you drive. Even so the Duckhams car was averaging over 181 k.p.h. and was faster than all the GTB Ferraris.

Throughout the closing hours intermittent rain showers kept appearing which caught out many drivers who were now getting tired and weary, and at midday on Sunday it rained heavily and Ganley was driving the leading Matra. Without rain tyres he was going along relatively slowly, not taking any chances, when the French woman Marie-Claude Beaumont driving a great Chevrolet-Corvette ran slap into the back of the Matra! Unbelievably, but with justice, the Corvette came off second best and had to retire, while the Matra suffered a smashed rear wheel and tyre, suspension derangement and shattered bodywork, but Ganley was able to limp round to the pits, where quite a large flap was in progress. Things were sorted out, another fibreglass tail fitted and Cevert rejoined the race, now in second place and victory seemed assured for the Graham Hill/Henri Pescarolo car, especially as Cevert was soon back in the pits with a misfiring engine due to water getting in the electrics during the slow journey back by Ganley. All this lost them nine laps on the leading Matra, but so poor was the opposition that even that distance did not lose them second place.

In those damp closing stages Craft had an excursion off the road before Tertre-Rouge corner and damaged the front suspension of the Duckhams Ford, but he managed to creep round the whole lap and get back to the pits. The car had been fifth overall at this point but all they could hope to do was to patch up the front end, where the wish-bone mounting points had been wrenched from the monocoque and

make the car just drivable so that de Cadenet could drive slowly round for one lap and be classified at the finish at 4 p.m. This last-minute disaster dropped them back to twelfth place in the final results, which gives no indication of how steadily the car had gone throughout the race, the "British Grand Prix Pack" in the rear proving completely reliable at the speed the car had run. Around the same time the last remaining Alfa Romeo spun on the wet and damaged the bodywork, but got back to the pits to have a new nose cowling fitted and rejoin the race. As the last minutes ticked away, with Matras first, second and third, and about to form up in formation for a triumphal ending to months of hard work and planning, and 24 hours of driving in anything but good conditions, the junior member of the team went missing as the ZF gearbox on Jabouille's car broke and stranded him out on the circuit.

At 4 p.m. on Sunday, June 11th a French car won Le Mans for the first time since 1950 and had the organiser been more organised it could have been a magnificent finish to a not very exciting Le Mans 24-Hour Race, but in the event it deteriorated into a disorganised shambles. Since the "new boys" moved in to take over the running of the sport in France the finishing scenes at Le Mans have been no more impressive than a 5-lap sprint race at Brands Hatch, whereas the end of the classic 24 hours endurance race should be something to remember, with all the pomp and ceremony suited to such an occasion, for it is only once a year that anyone wins the Le Mans 24-Hours, and for some only once in a life-time.—D. S. J.

Le Mans Lights

If anyone has any doubts about the worth of the Ferrari 365GTB4 Daytona coupé, with its 4.4-litre 4 o.h.c. V12 engine, the row of five of them in the results should be convincing enough. However, they were not all perfect and the brand new one of the English Maranello Concessionaires driven by Westbury/Hine broke its engine quite early on.

An unusual occurrence was the complete disaster among the Porsche 911 brigade, for the German cars usually run for ever. This time only one was left out of seven starters, various engine troubles putting them out.

The 5.7-litre Ford V8-engined De Tomaso Panteras were pathetic and only one out of four managed to struggle to the finish. The blowing of head gaskets was reminiscent of the early days of the Ford GT40 which used a similar type of Ford V8 engine.

The German Ford Capri RS2600 team gave another impressive display, though the Mass/Stuck car retired with a broken engine, but the remaining two works cars ran impeccably. However, the size and complexity of the Cologne organisation was on a scale that would have been justified for an outright win, not merely for Group 2 saloons. Perhaps one day it will be for a more serious purpose.

While the Frenchmen Ballot-Lena and Andruet won the GT class convincingly from Posey and Adamowicz, the third GTB Ferrari driven by Mike Parkes and Lafosse was literally only a few hundred yards ahead of the Belgian-entered car driven by Bell and Pilette, after racing for 24 hours.

It is a solemn thought that the tail-enders were more than 1,000 kilometres behind the winners in this 24-hour event; and some people consider a 1,000-kilometre race itself to be too long!

Results :

LE MANS 24 HOURS—Group 5, Group 4 and Group 2—Circuit of the Sarthe—13.64 kilometres—24 hours—Wet and Dry

1st	G. Hill/H. Pescarolo (Matra-Simca MS670—3-litre V12)	Group 5	Entrant: Equipe Matra, Velizy, France	343 laps—4,691,343 km.—195,472 k.p.h.
2nd	F. Cevert/H. Ganley (Matra-Simca MS670—3-litre V12)	Group 5	Entrant: Equipe Matra, Velizy, France	333 laps—4,554,933 km.
3rd	R. Jöst/M. Weber/M. Casoni (Porsche 908 coupé—3-litre flat-8)	Group 5	Entrant: Siffert Ate Team, Germany	324 laps—4,428,904 km.
4th	A. de Adamich/N. Vaccarella (Alfa Romeo 33TT3—3-litre V8)	Group 5	Entrant: Autodelta S.p.A., Italy	306 laps—4,179,632 km.
5th	C. Ballot-Lena/J. C. Andruet (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: Charles Pozzi, Automobiles, France	305 laps—4,162,660 km.
6th	S. Posey/T. Adamowicz (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: NART America	303 laps—4,137,733 km.
7th	M. Parkes/J. L. Lafosse (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: Scuderia Filipinetti, Switzerland	301 laps—4,110,051 km.
8th	D. Bell/T. Pilette (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: Ecurie Francorchamps, Belgium	301 laps—4,109,864 km.
9th	C. Buchet/Jarier (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: NART America	296 laps—4,037,443 km.
10th	G. Birrell/C. Bourgoignie (Ford Capri RS2600—3-litre V6)	Group 2	Entrant: Ford Cologne, Germany	291 laps—3,977,516 km.
11th	D. Glemser/A. Soler Roig (Ford Capri RS2600—3-litre V6)	Group 2	Entrant: Ford Cologne, Germany	288 laps—3,936,610 km.
12th	A. de Cadenet/C. Craft (Duckhams Ford—3-litre Cosworth V8)	Group 5	Entrant: Duckhams Oils, England	287 laps—3,928,298 km.
13th	M. Keyser/J. Barth/S. Garant (Porsche 911S—2.4-litre flat-6)	Group 4	Entrant: Louis Mezmarie, France	284 laps—3,883,672 km.
14th	B. Smith/R. Ligonnet (Lola T290—1.8-litre Ford 4-cyl.)	Group 5	Entrant: Rene Ligonnet, France	283 laps—3,864,588 km.
15th	R. Johnson/D. Heinz (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: NART America	283 laps—3,863,898 km.
16th	J. M. Jacquemin/Y. Deprez (De Tomaso Pantera—5.7-litre V8)	Group 4	Entrant: Claude Dubois, France	281 laps—3,845,432 km.
17th	P. Laffeach/G. Doncieux (Ferrari Dino 246GT—2.4-litre V6)	Group 4	Entrant: NART America	264 laps—3,602,988 km.
18th	P. Matti/H. Bayard (Porsche 907 coupé—2-litre flat-8)	Group 5	Entrant: Andre Wicky Racing, Switzerland	251 laps—3,431,618 km.
19th	C. Poirot/P. Farjon (Porsche 908 Spyder—3-litre flat-8)	Group 5	Entrant: Christian Poirot, France	205 laps—2,798,343 km.

* Not officially classified. Insufficient distance covered.

Fastest Lap: G. van Lennep (Lola T280-Cosworth V8), in 3 min, 46.9 sec.—216,413 k.p.h. (new record for 1972 modified circuit).

Class Winners: Group 5—Sports/Prototypes over 2,000 c.c.: G. Hill/H. Pescarolo (Matra-Simca)
 Group 5—Sports/Prototypes under 2,000 c.c.: B. Smith/R. Ligonnet (Lola T290)
 Group 4—Special Grand Touring: C. Ballot-Lena/J. C. Andruet (Ferrari 365 GTB4)
 Group 2—Special Touring Cars: G. Birrell/C. Bourgoignie (Ford Capri RS2600)
 Thermal Efficiency Formula: C. Ballot-Lena/J. C. Andruet (Ferrari 365 GTB4)

Recent Racing Results

AS MOTOR SPORT is a monthly magazine it is unable to keep up the weekly flow of information on race meetings all over the world offered by some other publications. Thus we restrict our racing coverage to the major Championship meetings and other important fixtures, but this does not mean that we are not watching and taking note of the events elsewhere. In recent weeks there have been several races worthy of at least passing mention.

For instance, on June 11th, when Matra were running to their somewhat hollow victory at Le Mans and Emerson Fittipaldi added a Formula Two win at Hockenheim to his growing list, in America the Can-Am series got under way. Every year the Can-Am opens with a great burst of publicity suggesting that, in the coming season, Team McLaren really are going to find it hard to retain the title. This year's series started at Mosport Park, the tricky Canadian course which is rather similar to Brands Hatch, and the contender to knock the McLarens off their pinnacle was the works-owned and developed, Roger Penske-prepared, L & M cigarette-sponsored Porsche 917/10, to be driven by Mark Donohue. McLaren had two of their new M20s machines (see elsewhere) for Hulme and Revson (who was replacing Stewart), while the only other competitive runner was Jack Oliver in the new Shadow. The turbocharged Porsche lived up to expectations for Donohue took the pole position and the two McLarens were really scratching behind. In the race Donohue rushed into the lead but fairly early on had to make a two-lap pit-stop as the turbocharger had developed a minor fault. Thus it was the old McLaren story but, in the closing stages, just two laps from the end in fact, the leader Revson, who had lapped Hulme, suddenly had his engine seize solid. Thus Hulme drove to yet another Can-Am win while Donohue rushed back to second place with Revson classified third ahead of Minter's normally aspirated Porsche 917/10.

Back in Europe in the European 2-litre Sports Car Championship the domination of the Ford Cosworth FVC engine seems to have come to an end. On the same day as the Belgian GP, at a brand new circuit at Dijon in France, the fourth round of this year's 2-litre Championship was being held. There were two 50-lap heats and the total distance was as long as a Grand Prix. It proved a successful day for the Abarth of Arturo Merzario for he won both heats and thus the race overall. These all-Italian cars are having one of their best seasons to date. The main opposition to the slight sometime Ferrari works driver was former F2 man Dieter Quester of Austria in one of the latest Chevron B21s fitted with a BMW engine, Quester having been connected with the Bavarian firm for some years. Third was British driver John Lepp in a more normal FVC-powered Chevron.

In fact Quester had made a tremendous impact in the previous round of the Championship which was on his home territory—the fast and featureless Salzburgring. This was the *debut* performance of his new Chevron-BMW and he scored a convincing victory over the Chevron-FVC of John Hine and the Lola-FVC of Jo Bonnier. The new BMW engine has been developed from the lessons the firm learned in Formula Two in 1970, before their official withdrawal from competition except saloon-car racing. With tremendous sales success recently, and the arrival of Jochen Neerpasch as Competition Manager, it seems that the German firm will be making quite an impact on several classes of racing in the near future.

On the same day as the Salzburgring race (May 21st), a couple of genuine road-racing circuits were offering competitors a real challenge. One was the very fast Chimay track in Belgium where the historic Frontieres Grand Prix continues for Formula Three. The other was the equally long standing course of Brno in Czechoslovakia which measures over 8 miles per lap, where the third round of the European Touring Car Challenge was the main event. One of the weeklies referred to Chimay as "round-the-houses" which is hardly correct for both Brno and Chimay encompass roads around the nearby countryside as well as passing through the towns themselves.

At Chimay the popular Bognor Regis driver David Purley in his Ensign out-thought a bunch of four others to win his third successive race at the circuit. "B. Bira", of course, also won three Frontieres GPs but not successively. In fact it was a fitting win, for Purley subsequently announced that in future he would be concentrating on Formula Two with the March he has been running since the start of the season. For the record, Pierre-Francois Rousset was second in a GRD and Christian Ethuin was third in a new French-built car called a Narval.

At Brno there were two races, one for the up-to-1,300-c.c. cars and the other for the bigger models. The latter was a works BMW *versus* works Ford battle and again Ford came out best, with Dieter Glemser (Capri RS2600) winning but John Fitzpatrick was second in a BMW 2800CS ahead of the Capri RS of Jochen Mass. Fourth was Gerry Birrell who won the 1,300-2,000-c.c. class with a works Escort prepared in Britain, whereas the Capris came from Germany. The up-to-1,300-c.c. race was dominated by the Alfa Romeo 1300 Juniors. Gianluigi Picchi was the winner—a Fiat challenge came to little.

That week-end was certainly busy for, in England, the third round of the Interserie was held at Silverstone. Apart from Leo Kinnunen's Porsche 917/10 and two other similar cars, the Alan-BRM driven by Ganley, and some nice-looking, but in the main slowly driven, McLaren M8s, the entry was on the sparse side. Kinnunen duly won but not until after he was beaten in the first heat by the British driver Willie Green, who was racing the JCB ex-Ecurie Francorchamps Ferrari 512M for the first time. A shower of rain in the closing stages of heat one showed Green's talent in the out-dated car and in heat two he beat a number of people in potentially faster cars to finish fourth and thus second overall. The BRM broke down in the first heat when the rear suspension collapsed for the second race running. Third overall was a little-known Swiss Hans Wiedmer who drove a McLaren M8E very competently considering his lack of experience. A.R.M.

VALLELUNGA FORMULA ONE RACE

A SMALL entry of eight Formula One cars attended the non-championship "Grand Premio Repubblica Italiana" at Vallelunga near Rome on June 18th, the date originally scheduled for the cancelled Dutch Grand Prix. The number was reduced to seven when Niki Lauda wrote off his March 721/2 in practice after a tyre deflated although the Austrian was unhurt.

The race was held over eighty laps and started very late in the afternoon. It provided a predictably easy win for Emerson Fittipaldi at the wheel of the John Player-Team Lotus 72D/R5, despite the rear wing starting to fall apart in the closing stages. Andrea de Adamich finished second in his Surtees after the BRM P160s of Ganley (05) and Gethin (04) and Pescarolo's March 711/3 ran into trouble. Galli finished third in a new Martini-Tecno and the only other finisher was Beuttler in the March 721G.—A.H.

1st :	E. Fittipaldi (Lotus 72D/R5-Cosworth V8)	..	..	1 hr. 37 min. 31.9 sec.	157,478 k.p.h.
2nd :	A. de Adamich (Surtees TS9B/004-Cosworth V8)	..	..	1 hr. 38 min. 04.7 sec.	
3rd :	N. Galli (Tecno-flat-12)	..	..	79 laps	
4th :	M. Beuttler (March 721G-Cosworth V8)	..	..	79 laps	

Fastest Lap: E. Fittipaldi, (Lotus 72D/R5) 1 min. 11.06 sec.

BRITISH GRAND PRIX NEWS

ACCORDING to the official regulations the World Championship qualifying event at Brands Hatch on July 15th is the "John Player Grand Prix and the Grand Prix of Europe commemorating the RAC 75th Anniversary". But it is going to take a very big publicity machine to stop the general public in the enclosure saying to their friends "we went to the British Grand Prix yesterday".

This year's race should have a field of 25 Grand Prix cars and there is a full programme of practice and racing for a couple of days beforehand. The action starts on Thursday with practice for the Formula 5000 cars at 9.30 in the morning. This is followed by Formula Three practice and then Grand Prix practice from 12 noon-1.30 p.m. and 1.45-2.30 p.m. The day's activities are completed by a Formula 5000 race at 4 p.m.

On Friday the Formula Three cars start the ball rolling with practice from 9.30 a.m. followed by Group 2 saloons with the Grand Prix cars practising at the same times as the previous day while, at 4 p.m., there is the Shell/MOTOR SPORT Formula Three race.

On Saturday the racing starts at 12 noon with the Wiggins Teape Paper Chase Group 2 event, while the Grand Prix is scheduled to commence at 2.30 p.m. The day is concluded by a Ford Escort Mexico race. Further enquiries regarding admission should be made direct to Brands Hatch (Tel.: West Ash 331).

An interesting development at the circuit will be on-course betting arranged by Ladbrokes Ltd. Betting on motor racing is far from a new idea as readers of MOTOR SPORT will no doubt know but it has been some time (since early Goodwood meetings perhaps?) that one can bet on the course. Ladbrokes are very keen on the idea and intend to extend it if Brands Hatch is a success. Betting on the supporting races, fastest lap of each practice session and various other aspects are all being offered.

ACROPOLIS RALLY

GENERAL CLASSIFICATION

1st	: H. Lindberg/H. Eisendle (Fiat 124 Spyder)	..	6 hr. 18 min. 18.0 sec.
2nd	: S. Lampinen/B. Reinicke (Lancia Fulvia)	..	6 hr. 18 min. 41.4 sec.
3rd	: A. Warmbold/J. Dörfler (BMW 2002 TI)	..	6 hr. 19 min. 59.0 sec.
4th	: L. Trombotto/M. Enrico (Fiat 124 Spyder)	..	6 hr. 26 min. 12.4 sec.
5th	: T. Fall/M. Wood (BMW 2002 TI)	..	6 hr. 27 min. 17.0 sec.
6th	: S. Mehta/P. Euter (Datsun 240Z)	..	7 hr. 03 min. 06.0 sec.
7th	: A. Smania/A. Zanucchi (Fiat 124 Spyder)	..	7 hr. 08 min. 47.9 sec.
8th	: "Siroco"/M. Andriopoulos (Alpine-Renault)	..	7 hr. 32 min. 16.7 sec.
9th	: R. Fiat/A. Beauchef (Opel Ascona SR)	..	8 hr. 04 min. 32.3 sec.
10th	: A. Sipahi/O. Tun (BMW 2002 TI)	..	8 hr. 14 min. 36.5 sec.
11th	: A. Jaroszewicz/A. Szule (Polski Fiat 125P)	..	8 hr. 58 min. 55.8 sec.
12th	: W. Isopp/W. Pucher (Renault R.12G)	..	9 hr. 06 min. 45.9 sec.
13th	: G. Argyris/"El Nak" (Datsun 1600SSS)	..	9 hr. 17 min. 30.4 sec.
14th	: M. Ioannides/R. Reed (Peugeot 504)	..	9 hr. 21 min. 35.0 sec.

98 starters — 14 finishers.

WHEN FIAT, very quietly and without any fuss or publicity-seeking announcements, began entering cars in the major international rallies a few years ago, the established circus viewed the newcomers with mixed feelings. Were they really serious about entering the field of competitions? Was the presence of the odd "works" car here and there a sign of mere token involvement or were they exploratory entries prior to a major assault? Furthermore, did the giant Italian manufacturer really have the cars which could compete with smaller but more experienced factories with years of sporting development behind them?

There were never any straight answers to these questions for there was not really a specific start to Fiat's rallying programme. It seemed to rise slowly and unobtrusively to the surface, with none of the flag waving and tub thumping in which other manufacturers indulge. If someone were to suggest that the company policy was to remain in the background of the sporting world until there was some tangible success to crow about, then I would say that he was probably very near the truth. Over the past three or four years it has certainly seemed that way, but when the most significant success to date outside Italy came during the last week of May there was still no crowing. Four years ago the very idea of a Fiat winning the Acropolis Rally was unthinkable; yet in May that is precisely what happened, the Swedish driver Hakan Lindberg taking a 124 Spyder to the victory which he has been close to on more than one previous occasion.

At one time Fiat was considered in sporting circles to be the European equivalent of General Motors, steadfastly ignoring competition activities and maintaining that car sales are not affected one bit by success or otherwise in the various sports. Whether the change of heart came as a result of association with Lancia and Ferrari is not clear, but certainly the dates seem to coincide. There was no announcement that a competition department had been set up; news of it seemed just to leak out rather than be publicly declared. At first it existed only to help private competitors, and then when certain "privateers" began appearing oftener and oftener in Turin-prepared cars the existence of a works team could not be denied, although to our knowledge there has never been an official announcement.

Hakan Lindberg joined Fiat from Saab. He is a jovial fellow, with a build to match, and an asset to any team since his ability does not end at the driving wheel; by profession he is a tyre engineer, and though he officially works for Pirelli Sweden he is considered to be an important member of the research and development team in Milan.

Having steered the story to tyres, we can now start talking about the Acropolis itself because like the Monte (though for different reasons) it really was a rally of the tyres this year. There was quite an array of works cars in the list, mainly because the American supermarket and tyre distribution concern, Sears, Roebuck & Co., were mounting an offensive similar to the one they set up for the East African Safari last year. They made agreements with various manufacturers and drivers to use normal Sears road-pattern tyres in the event (they have no specific sporting tyres) the purpose being to produce film for advertising campaigns in the USA and South America.

Two works Escorts (Mikkola and Hillyar), two works BMW 2002TIs (Aaltonen and Fall), two works Saabs (Blomqvist and Eklund), a Porsche (Waldegård) and a Datsun 240Z (Mehta) all ran on Sears tyres together with a few selected private entrants. Regrettably, but certainly not surprisingly, the tyres did not stand up to the destructive effects of rough roads in the Greek mountains. Much of the rally route, and many of the special stages, ran over hard-bed rock so abrasive that tyres were wearing to shreds far more quickly than anticipated and the Sears runners became very concerned indeed about how long their stocks would last.

As it happened, both Escorts succumbed to mechanical failures and their remaining tyres were transferred to the BMW camp.

Both Italian teams, Lancia and Fiat, ran on Pirelli tyres, as did the BMW 2002TI entered by Alpina for Achim Warmbold. As it happened, a Fiat, a Lancia and a BMW, all three on Pirelli tyres, finished first, second and third, indicating that there is no easy shortcut around the proper development of high speed tyres for severe conditions.

To celebrate the event's twentieth anniversary, the Automobile and Touring Club of Greece set up special awards for private entrants and offered financial considerations to competitors from outside Greece. The result was an entry list which included cars from nineteen different countries. Alas there was only one private crew from Britain (although several British servicemen made the trip from their bases in Cyprus) and one cannot help feeling that British rally people, once renowned for their pioneering spirit, aren't anything like as adventurous as their counterparts of five or more years ago.

Although a little shorter this year, the Acropolis route was generally rough, very fast even on the road sections between special stages, and physically wearying. It ran for 3,800 kilometres and lasted from Wednesday night to Saturday evening, with a twelve-hour night stop on the Friday. It certainly wasn't a stop-go event, and intensive concentration was required all the way. Seasoned competitors rarely show signs of fatigue, for they know exactly how to get their sleep in short snatches on the move, but on this occasion there was so little opportunity for the occasional doze that some co-drivers were nodding over their notes and more than one driver had to stop to douche his head under a village pump.

There is no doubt that the midnight start had much to do with this, for many crews were unable to get any rest during the day of the start due to scrutineering. A morning start—and an earlier finish—would have been preferable.

A tough rally has to be controlled very carefully indeed and it was in this respect that the organisers fell down rather badly. There was very little interim information available during the event, and the little news which filtered through was rather suspect to say the least. It is important for a competitor to know how he stands in relation to his rivals, for on this information he bases his tactics. A driver with a 10-min. lead towards the end of a rally; for instance, will hardly drive on the absolute edge of adhesion for the sake of a few extra seconds when a slight easing off would increase his chances of finishing intact.

All around the route the only information available was that which competitors were able to exchange among themselves, and when interested outsiders telephoned rally headquarters it seemed that the official line was to tell people the news they would most like to hear. It was quite unsatisfactory and persisted to the end when fourteen finishers arrived at the foot of the Acropolis and the organisers had no idea who should get the champagne. Eventually penalties were totted up, but it didn't compensate for the anti-climax at the finishing ramp. One Greek newspaper made its own calculations, got them wrong and declared in print that Warmbold was the winner.

One of the most disappointed drivers was Simo Lampinen. At the overnight stop (at a seaside holiday club as white-kerbed, spartan and disciplined as any army square-bashing camp) no positions were available, even at the restart, so Lampinen and co-driver Bo Reinicke had to accept the figures of the Lancia team manager. Waldegård was leading, but a serious engine malady probably caused by the ingress of dust since his Porsche was without air filters was almost certain to lead to his retirement. At the time Lampinen was second, little over a minute ahead of Lindberg. Alas the team manager for the occasion told Lampinen that the difference was much greater and the Finn felt that his position was more secure than it really was.

The Fiats, the Lancias and one BMW may have had the advantage of considerably better tyres, but the fact remains that a Fiat 124 Spyder was driven to victory in an extremely difficult rally against opposition from Ford, Saab, Lancia, BMW and a representation from Porsche and Datsun. It was a significant achievement, one which could well spur the Italian company to increase its rallying programme.

* * *

The main reason for there being very little British interest in the Acropolis, at least by competitors, was the fact that it was neatly and closely sandwiched by the two major Celtic events of the year, the Welsh Rally and the Scottish Rally. Both are very popular in Britain since both use special stages on loose-surfaced roads in the State Forests.

The Welsh is virtually a weekend event, the whole of the action being compressed between Friday evening and Sunday morning. With no breaks other than at meal times, it is an extremely tiring rally and since there is very little time for extra-curricular pleasantries the event hasn't really been able to develop its own particular atmosphere. In the main, competitors arrive early on the day of the start and depart soon after the finish.

In Scotland it is quite different, with the rally and its preliminaries being stretched between Saturday and Wednesday. Furthermore, competitors usually arrive on the Friday and stay until Thursday, so that the whole job lasts a week more or less. It has been of this format for many years and with so much spare time available the event's competitors and followers have created an atmosphere which has been pounced on by the organisers as a means of attracting more competitors in successive years.

The Welsh Rally attracted well over 300 applications for entries, of which 234 cars started. Of these 143 finished, winners being Roger Clark and Jim Porter in a works-built Escort RS1800 which Clark campaigned under his own financial agreement with Esso Uniflo. Second place went to a young man from Essex with far greater experience of autocrossing and stock-car racing than of rallying, for Barry Lee's number of rallies to date is hardly more than a half dozen.

The Welsh Rally was short but intense, and organised by people who are themselves regular competitors. The latter point is important, for such people are able to put themselves in the shoes of competitors and anticipate problems even before they arise. However, they are somewhat lacking in promotional experience, and this has shown up in the meagre number of foreign competitors who have journeyed to Wales each year.

In Scotland the opposite is the case. Plenty of advance publicity brings a fair number of talented competitors from overseas, particularly from Sweden and Finland, but on the other hand there have been administrative difficulties on several occasions which have ruined an otherwise good event.

This year the rally was potentially as good as ever, but unimaginative selection of special stages resulted in 24 of the 50 special stages being possible within the target times which were set. This destroys competition completely, and nothing is more demoralising for a competitor

to beat the target time by half a minute or so knowing full well that he has gained no advantage whatsoever over those who have beaten it by just one second. Furthermore there were so many queries resulting from timing oddities and other matters that the timetable after the event was over went completely haywire. Competitors were left in a rather seedy dance hall whilst the organisers deliberated in a comfortable hotel at the other end of town. The prize giving ceremony didn't take place at all and competitors left feeling disgruntled and cheated.

Outright winners of the Scottish Rally were Hannu Mikkola and Hamish Cardno in a works Escort, followed by Clark and Porter in a similar car. Third place was contested fiercely by Britain's Chris Selater and John Davenport in yet another Escort and Sweden's Anders Kullang whom I partnered in an Opel Ascona. Timing errors rather spoiled the interesting fight between these two drivers but the decision went to Selater.

It was interesting to see the reaction of British drivers to the performance of the Asconas, three of which ran faultlessly to finish high in the list. They are considerably cheaper to buy and to prepare than Escorts (which the majority of British drivers use) but, driven properly, they can more than hold their own against more powerful cars, in speed, handling and strength. A pity that the UK Opel dealers have no organisation similar to the one in Sweden which has its own comprehensive workshop and a rally team run just like that of a factory.

Once again the classic Coupe des Alpes has run into trouble. Scheduled for mid-June, the organisers of this once popular event were obliged, little over a week before the start, to cancel it. Various reasons were given, but the most significant one was the tremendous scarcity of entries, only eighteen applications being received. The rally was cancelled in 1970 due to lack of finance and in 1971 the same thing very nearly happened. BP stepped in at the eleventh hour with monetary backing but there was very little time left to organise the event properly and to go about attracting entries. Only thirty-odd competitors started and they found themselves in a shambles of an event, nothing at all like the glorious Alpine Rallies of years past. Obviously the taste of 1971 lingers, for the response this year was even less. Whether this cancellation will be the final straw to sink an event which has been wallowing remains to be seen.—G.P.

VSCC AT OULTON PARK (June 17th)

CRABBE'S 1937 W125 Mercedes-Benz Special provided the drama. Very quick in practice, he was soon in the lead in the Seaman Historic Trophy Race, which he just won last year from Martin Morris. This time Crabbe ran right away from the ERA R11B, which was using a lower (16 lb.) boost, the Mercedes setting a new pre-1940 lap-record of 87.5 m.p.h. But three laps from the finish the German car began to misfire and just before the end of the last lap it emitted clouds of ominous smoke. Crabbe was only a length ahead of the ERA as they received the flag; he cut out quickly, parked on the grass, and walked away, probably not wanting to know how expensive the damage was. No. 1 plug had lost its electrode and although the pistons were intact the valve gear might well have been deranged. Venables-Llewellyn in ERA R4A, was way back, but a safe third ahead of Fielding's 6C Maserati. Unfortunately no race times were published. Corner's ERA R4B non-started due to lack of oil pressure and odd noises from the back axle.

In the Seaman Vintage Trophy Race Moffatt in Wall's 35B *monoposto* Bugatti drew well away from Llewellyn's 8.3 Bentley Special by half-distance and Footitt finished third in the AC/GN after Kain had stopped when a sparking plug was literally blown in half in the Bugatti's engine. No damage was done, as Kain later romped home to win a handicap race.

The other big race was the 12-lap Allcomers' Scratch Race, in which Wilks' Lotus 16, its rear-end rebuilt after it shed a back wheel at Silverstone, proved more than a match for Corner's Maserati 250F. Corner could only take Wilks on braking and although he led from lap 3 to lap 8, the Maserati's brakes didn't like it and the Lotus regained the lead, going on to a popular win and making fastest lap of the day at 89.22 m.p.h. Morris, who might well have beaten Crabbe in the Historic Seaman had he not gone onto the grass and lost time letting the Mercedes pass on the first lap, again drove his pre-war ERA splendidly, forcing it ahead of Pilkington's Cooper-Bristol and Cottam's Connaught to finish third. Pilkington was fourth, as Cottam retired. Venables-Llewellyn was next, ahead of Rose's Maserati 250F Maserati. It was nice to see the Hon Patrick Lindsay driving his ERA very well, so soon after his Silverstone accident.

The rest of the races were 4-lap handicaps. The first was won by

an Alvis Speed 25 which started life as a Charlesworth saloon, the next was the FN/GN race, in which the AC/GN, although unplaced, set a new vintage lap record of 80.16 m.p.h., an original-looking 3/4 Bentley won the third, Angela Cherrett started first and finished first in her blown 1½-litre Alfa Romeo in the next handicap, and the last was won by Kain from the Pacey-Hassan Bentley (scheduled for a new body next year).

Results:

All Comers' Scratch Race (12-laps):

1st: W. E. Wilks (1959 Lotus 16), 84.67 m.p.h.
2nd: E. N. Corner (1957 Maserati 250F).
3rd: M. H. Morris (1936 2-litre ERA).

Richard Seaman Historic Trophy Race (10-laps):

1st: C. Crabbe (1937 W125 Mercedes-Benz), 84.67 m.p.h.
2nd: M. H. Morris (1936 2-litre ERA).
3rd: J. Venables-Llewellyn (1935 2-litre ERA).

Richard Seaman Vintage Trophy Race (10 laps):

1st: H. F. Moffatt (1926 35B Bugatti), 79.01 m.p.h.
2nd: D. W. Llewellyn (1926/30 8.3 Bentley).
3rd: G. R. Footitt (1925 AC/GN).

First 4-lap Handicap: R. B. O'Beirne (1937 Alvis Speed 25), 64.88 m.p.h.

Second 4-lap Handicap: A. I. Stirling (1933 Frazer Nash), 64.99 m.p.h.

Third 4-lap Handicap: R. Whitehouse (1926/8 4½ Bentley), 65.05 m.p.h.

Fourth 4-lap Handicap: Mrs. A. Cherrett (1928 1½ Alfa Romeo), 60.96 m.p.h.

Fifth 4-lap Handicap: B. B. D. Kain (1926 35B Bugatti), 76.85 m.p.h.

Leaders to date in 1972 MOTOR SPORT Brooklands Memorial Trophy (ERA): D. W. Llewellyn (MOTOR), 49 points; C. Gunn (MG), 31; M. H. Morris (ERA), 29; W. R. Stephenson (Frazer Nash) and B. B. D. Kain (Bugatti), 26 each and R. M. J. Andrews (Riley) and G. R. Footitt (AC/GN), 21 each. Next round: Silverstone, July 22nd.

Oulton Odd-Spots: Newcomers included Taylor's smart 1934 British Salmson with neat home-built rounded-tail two-seater body and Rogers' quite standard 1929 Chrysler 77 two-seater, on India Super tyres and Michigan number plates. Arnold-Forster's Delage II, with its new aluminium body and faired rear dumb-irons, went very well and so did Giles' GN/HRD. Barry Clark had a 200 Mile Race-like GN-Powered-by-Ford, in fact with a 3.2-litre Model-A engine out of a truck but powerful enough to shear the back axle on the starting-line. Hill's Alvis likewise snapped a ½-shaft but this was much more quickly rectified. Walker's well-used 12/70 Alvis had two carburettors and a 7½ to 1 c.r. T. G. Moore came from the IOM to spectate. On the way home my BMW overtook a Varley Woods tourer proceeding at a stately 30 m.p.h.—it was that sort of day!—W.B.

THE BELGIAN FORMULA ONE RACE

(Belgian Grand Prix)

NIVELLES-BAULERS, June 4th

ON PAPER the Belgian Grand Prix took place on June 4th over 85 laps of the new Nivelles-Baulers Autodrome just south of Bruxelles in the flat industrial area near Charleroi. What happened in fact was a nice tidy race for Formula One cars on a standardised, characterless autodrome that could have been anywhere and the race could have been any race in the autodrome series. Some 65,000 people turned out to watch and for a change this season, the weather was fair, but not brilliant. But if it was the Belgian Grand Prix and the shape of things that have come, then we should seriously consider running the British Grand Prix at Mallory Park.

Practice was on Friday and Saturday, in the afternoon, and on Thursday most of the teams had already installed themselves in the paddock and some were doing unofficial practice, including the flat-12-cylinder Tecno, which Galli was driving quite quickly for its first appearance. For some strange reason that I was unable to fathom the racing numbers started at 5, which was Amon's lone and tatty Matra V12, that was sounding much better than it looked, until the engine blew up before the Friday practice was half-way through. Missing from the scene was World Champion Stewart, who was feeling unwell with an internal complaint, and the news of his non-arrival was announced on June 1st, the day before practice began, which caused one MOTOR SPORT reader to send an urgent note to Belgium asking if it was too late for everyone to move across to Spa-Francorchamps? Unfortunately it was too late. Another driver unable to take part was Wisell, who had broken a finger when Peterson ran into his BRM at the start of the Oulton Park Gold Cup Race. However, there were still 26 drivers ready to take part, including the courageous Reutemann, who having recovered from a broken ankle rejoined the racing scene in Formula Two at the Crystal Palace and had someone shut a car door on his left hand, crushing a finger. With his hand bandaged and still limping from his ankle injury he was more than ready to go Formula One racing again, especially as the Ecclestone organisation had built a brand new Brabham for him. There is something very rugged about South Americans.

Apart from the odd one or two drivers who had been to Nivelles-Baulers on tyre-testing sessions most drivers were having to learn the way round, but fortunately there is not enough to the autodrome to tax anyone's imagination or skill too far. The long (by autodrome standards) straight past the pits is slightly uphill, ending in a fast right-hand swerve leading to a short straight before a long right-handed loop comprising two bends which brings you to a tight left-hand corner and a minimal straight leading into an ess-bend that is in effect a *chicane*, and rather pointless; then another short straight on a lower level than the paddock area leads into a fast downhill right and left sweep through an ess-bend and at the bottom you stand on the brakes for the very slow hairpin that brings you onto the main straight and the steady drag up past the pits. The only interesting point at which to watch was the fast downhill ess behind the pits and I wondered why the instigator of the autodrome had bothered to build the rest of it. A sort of ski-lift to take the cars to the top of the circuit to let the drivers show their skill and the road-holding of their Formula One cars down through this ess-bend would have been adequate. The average speed round this 3.724-kilometre-(2.314 mile) circuit was in the neighbourhood of 185 k.p.h. (115 m.p.h.), with a fleeting maximum speed reading of possibly 160 m.p.h. While we are re-organising Grand Prix racing we really should alter the name to Petite Prix racing.

During the arduous and testing task of learning the new autodrome Gethin went off the road in his P160 BRM and bent it so was given Marko's P160 and the Austrian doctor took the P153B from Schuppan, who was quietly getting on with the business of finding out more about Formula One racing. The engine in Hailwood's Surtees gave up and none of the March variations seemed very good. The pattern of previous races was being followed fairly closely, with the Ferraris of Ickx and Regazzoni looking good, sounding good and going well, setting the pace until the black and gold Lotus of Fittipaldi began to get into its stride and it was the young Brazilian who set the pace by the end of the afternoon, with a lap time of 1 min. 11.6 sec. ahead of the two Ferraris that recorded 1 min. 12.0 sec. Beltoise was still riding high after his courageous Monte Carlo victory and was the only BRM worth

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday	Saturday
5	C. Amon	Matra-Simca MS120C/06-V12	1. 14.20	1. 12.80	1. 12.90
6	R. Stommelen	Eifeland-March 721/4-Cosworth V8	1. 14.00	1. 13.70	1. 13.43
7	J. Stewart	Tyrrell 003-Cosworth V8	—	—	—
8	F. Cevert	Tyrrell 002-Cosworth V8	1. 12.40	1. 12.10	1. 11.93
9	D. Hulme	McLaren M19C/1-Cosworth V8	1. 12.10	1. 12.90	1. 11.80
10	P. Revson	McLaren M19A/2-Cosworth V8	1. 12.50	1. 12.20	1. 12.10
11	R. Peterson	March 721X/2B-Cosworth V8	1. 13.30	1. 13.10	1. 13.00
12	N. Lauda	March 721X/1-Cosworth V8	1. 18.00	1. 16.50	—
14	M. Beuttler	March 721G/1-Cosworth V8	1. 13.80	1. 14.90	1. 13.70
15	H. Pescarolo	March 721/3-Cosworth V8	1. 13.40	1. 13.60	1. 13.70
16	C. Pace	March 711/3-Cosworth V8	1. 13.10	1. 12.64	1. 13.00
17	G. Hill	Brabham BT37/1-Cosworth V8	1. 14.70	1. 14.30	1. 13.10
18	W. Fittipaldi	Brabham BT34/1-Cosworth V8	1. 13.20	1. 13.60	1. 13.80
19	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 13.20	1. 12.50	1. 12.56
20	—	—	—	—	—
21	—	—	—	—	—
22	N. Galli	Tecno T/001-flat-12	1. 15.50	1. 14.60	1. 15.10
23	J.-P. Beltoise	BRM P160/01-V12	1. 12.10	1. 13.00	1. 13.00
24	P. Gethin	BRM P160/03-V12	No time	—	—
25	H. Ganley	BRM P160/04-V12	1. 13.60	1. 13.01	1. 13.20
26	V. Schuppan	BRM P153B/06-V12	1. 16.90	—	—
27	H. Marko	BRM P160/05-V12	No time	—	—
28	—	—	—	—	—
29	J. Ickx	Ferrari 312B2 No. 6-flat-12	1. 12.00	1. 11.90	1. 11.84
30	G. Regazzoni	Ferrari 312B2 No. 5-flat-12	1. 12.00	1. 12.00	1. 11.58
31	—	—	—	—	—
32	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	1. 11.60	1. 11.52	1. 11.43
33	D. Walker	Lotus 72D/R6-Cosworth V8	1. 13.30	1. 13.30	1. 12.76
34	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 13.70	1. 12.60	1. 12.35
35	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 14.10	1. 13.60	—
36	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 13.40	1. 12.54	1. 16.40
24	P. Gethin	BRM P160/05-V12	1. 13.90	1. 13.15	1. 13.30
27	H. Marko	BRM P153B/06-V12	1. 15.40	1. 14.10	1. 14.20
8T	F. Cevert	Tyrrell 004-Cosworth V8	—	—	—
9T	D. Hulme	McLaren M19A/1-Cosworth V8	—	—	—
29T	J. Ickx	Ferrari 312B2 No. 8-flat-12	—	—	—
32T	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	—	—	—

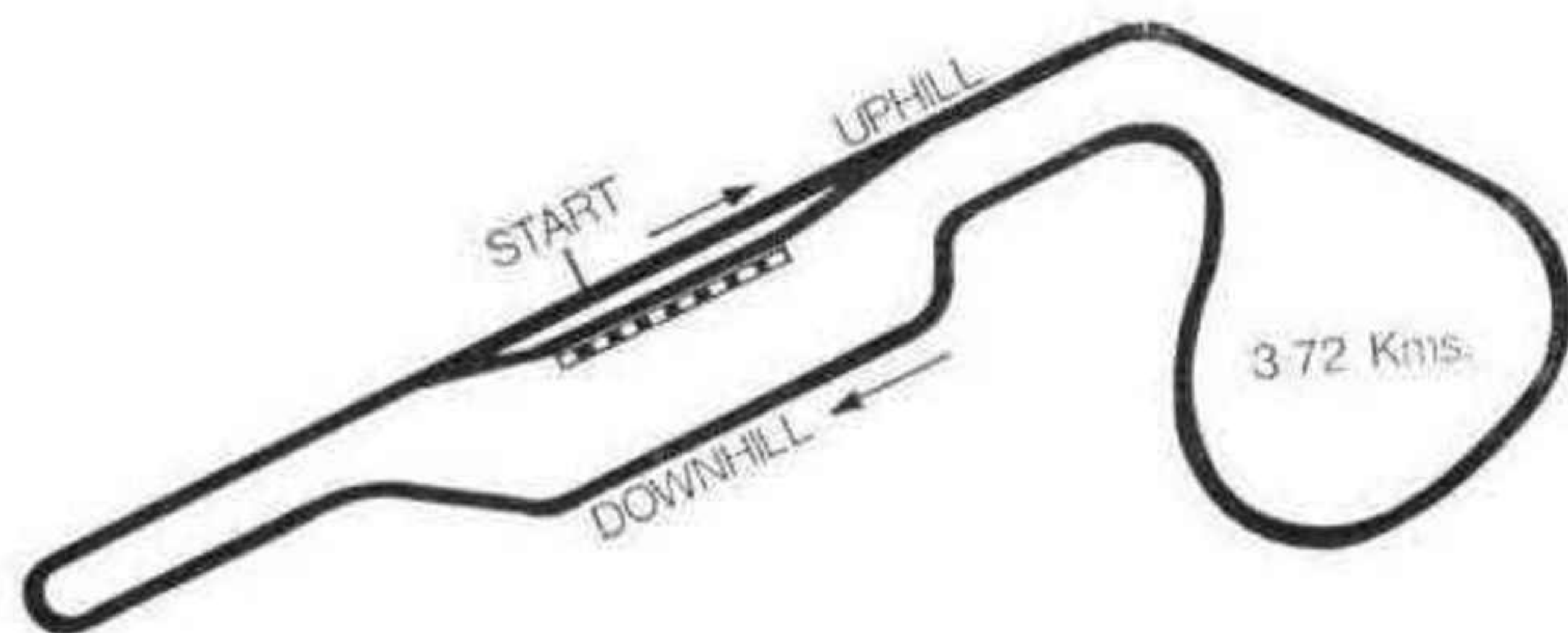
considering, being in fourth place only a tenth of a second behind the Ferraris, and full marks for trying just had to go to Carlos Pace in Frank Williams' March 711 who got round in 1 min. 13.1 sec. to head the March, Brabham, Surtees miscellany as well as the one-offs like the Eifeland and the Tecno, the new Italian car sounding well, but not being too stable in its handling and causing Galli to have an excursion onto the mud and grass on the edge of the track.

The second afternoon of practice was divided into two sessions and seemed adequately long and most people had enough time to do what they wanted, except to beat Emerson Fittipaldi, for on Saturday he stopped messing about and dominated the scene with a cool and almost cold calm that was inspiring to watch. Not only is the young Brazilian learning, but he is learning fast, and beginning to leave everyone else behind. During the final session he took time off to show his team-mate Walker the way round and improve his lap times to 1 min. 12.76 sec., whereas he had got stuck at 1 min. 13.3 sec. on his own. For the last session of practice, the time-keepers reading their clocks to two places of decimals, giving Fittipaldi the fastest time at 1 min. 11.43 sec. and conditions being nice and warm Hulme forged his way up into third place with 1 min. 11.80 sec., just ahead of Ickx and just behind Regazzoni, while Cevert did his best for the depleted Tyrrell team with fifth place. Unfortunately the time-keepers either chose to ignore, or did not see, any cars with T beside their numbers so no times were given during the three sessions for 8T the spare Tyrrell, driven by Cevert, 9T the old original M19 McLaren which Hulme drove, or 29T the latest of the B2 Ferraris which Ickx drove, or 32T the earliest of the three John Player Lotus 72 cars, which Fittipaldi drove and with which he made his fastest lap in the final session. As the starting area and pits lane is so wide the time-keepers are a very long way away from the cars, so it is possible that they could not see the T on the Scalex size cars, especially the Lotus on which the T was so small as to be discreet. It really is time the CSI took a leaf out of the British Grand Prix book and gave spare cars their own numbers, or race organisers go to Spain for lessons in time-keeping, the Spanish effort this year being exemplary.

There was a time when Team Lotus was being run on a shoe-string, and race-preparation was minimal, but those days are gone and they now run on cigarette packets and race preparation is not only thorough but meticulous and they were so well organised that on Sunday morning when an untimed session of practice was allowed before the 3.30 pm start, neither of the black and gold cars went out, being all ready to race,

as was the spare car, and the whole team had time to wear funny hats to please one of their sponsors, whose money was helping towards this preparedness. The state of the personnel in a team on the morning of a race is usually a good sign of the preparedness and overall morale, and the McLaren team were their usual immaculate blue and orange selves, but the Marlboro-BRM set-up was distinctly split; while the Marlboro side of things were gleaming in red and white and the publicity machine was in full swing parading round the circuit and telling the Belgian public in a deep brown "Far western" voice that "Marri-borrow" was the cigarette for them, the BRM side of things was a grubby shambles, the poor over-worked mechanics desperately trying to get as many cars ready for the race as possible, and having no time to change their overalls "every hour on the hour" as the McLarens boys do. The biggest joke of the day was to hear the soft, dulcet words of the American Marlboro public voice being translated and spoken in Flemish by a well-meaning Belgian. The French version was funny but the Flemish version was hilarious. But I am getting carried away, this is not an enjoyable circus we are at, it is a serious motor race, a Grand Prix, the Belgian Grand Prix and the highest form of motor racing in Europe. It is more than that, it is a Grande Epreuve, one of the classics in motor racing, won by great men in great cars, like Antonio Ascari, Chiron, Nuvolari, Caracciola, Wimille, Fangio, Farina, Alberto Ascari, Brabham, Clark, Gurney, and Rodriguez, the last named in 1970 at a staggeringly heroic average speed of 150 m.p.h. and our 85 laps today will be won by another great driver following in the footsteps of those who forged the path before him, or least we hope he will win it.

Out of the pits came the 25 cars, either blasting away round the track or being wheeled to the start and after getting everyone lined up they were sent off on an official "warm-up" lap and then got ready for the real start, with E. Fittipaldi on pole position with 72D/R7 Lotus, Regazzoni (Ferrari) in the middle and Hulme (McLaren) on the outside of the front row. The rest were lined up as shown in the starting grid, two worthy places being those of Reutemann (Brabham) in row four and Pace in row five. Revson was in a very honest and clean-cut third row position, alongside Hailwood who still thinks it is all a bit of a lark, and right down the back was Galli with the Tecno, by no means disgraced for a first time out with a brand new car and engine built by the Pederzani brothers in their small factory in Bologna and not with a "production engine" bought over-the-counter from Northampton. That it was there running and in good health was an object lesson to a lot of "would-be" Formula One constructors.



The start was really impressive as the 25 cars surged away up the slope, with Regazzoni (Ferrari) leading from Fittipaldi (Lotus), Ickx (Ferrari) and Hulme (McLaren). On the opening lap de Adamich and Revson had a "coming together" which resulted in them both returning to the pits at the end of the opening lap for a new wheel each, while Reutemann was in with a dis-arranged gear-lever mechanism, which was all his own doing. It only took one lap for the "men's race" to break away from the "boys' race", the decision presumably being made on the downhill ess-bend and late braking for the hairpin. Certainly in practice this was the key point. In Group One we had Regazzoni, Fittipaldi E., Ickx, Hulme, Cevert, Hailwood and Amon, and in Group Two we had Beltoise, Ganley, Pace, Fittipaldi W., Peterson, Walker, Hill and Schenken, the others already trailing, or having been delayed by pit stops. After five laps with everyone nose-to-tail it looked as though the "Minnie-Mouse" circuit lacked anywhere for overtaking, and Fittipaldi was finding this out as he badly wanted to get by Regazzoni and get on with the motor race. He had one try while braking for the hairpin, to find that it was too easy for Regazzoni to block the way, so he waited for a lap or two and then on the ninth lap he out-smarted the Swiss and nipped past, which meant taking the downhill ess-bend differently, but it worked and he was in the lead, and that was it.

From then on it was a perfect drive in a perfect car, the young Fittipaldi just drove away from everyone and lapped most people, and Colin Chapman could be seen looking like the Cheshire Cat. In the beautiful relaxed and smooth style that Fittipaldi has worked away to develop, and which suits the Lotus 72 admirably, he never put a wheel wrong and pulled away from Regazzoni's Ferrari and all the others relentlessly. When the Lotus 72 first appeared in 1970 and got itself sorted out I regretted the lack of a smooth, relaxed genius like the late Jim Clark to get the best out of it. While I stood in the dusty Nivelles-Baulers autodrome I wondered whether perhaps we had found one? Fittipaldi had not taken the lead at the start because he was on the inside of the front row on a part of the track that was not normally used, the "line" up the straight being on the outside, so he was on a dusty surface compared to the rest of the front row. Before the start the Lotus lads had swept the start area where number 32 was to be placed and while it had helped, there had still been too much wheelspin in the initial "drag-race". Other than that Fittipaldi did the perfect race, fastest time in all three practice sessions and winning with ease. Oh yes, there was one other failing, he did not make fastest lap. During the race he was credited with fastest lap on the forty-third in 1 min. 12.6 sec., but after it was all over the time-keepers came up with 1 min. 12.12 sec. for Amon with the Matra on lap 66.

That was the race and the chap who won it, which though some people give the impression of not realising it, is the main object of the exercise, but what of those who did not or could not win? Two were outstanding, Revson and Pace. The American ex-playboy (if we are to believe his Press-handout) lost a lap at the start through no fault of his own, and after having a new wheel and tyre fitted he then drove an incredibly smooth fast race to climb back up to seventh place and would undoubtedly have been in Group One, and well in it at that, if he had not been forced to stop on the first lap. Fittipaldi's Brazilian friend Carlos Pace not only deserved a medal for effort, but also for overcoming frustration three times during the 85 laps. At the time that Fittipaldi E. was taking the lead, Pace (pronounced Par-chay) moved into the lead of the second group of runners, and as the Lotus drew away from those behind, the dark blue March 711 drew away from those behind in the second group. More than that, it gradually closed up on the tail of Group One, and by sheer hard driving and keeping-at-it, Pace got within sight of Hailwood's Surtees by lap 47. At this point they were lapping the "rabbits" and while Hailwood nipped past Marko's BRM, Pace got hung up and lost most of the ground he had made up before he could get by. BRM really must fit larger mirrors to the Austrian doctor's car. Undeterred, Pace started all over again and by lap 65 was once more in sight of Hailwood, but this time they were lapping a

STARTING GRID

9 D. Hulme (McLaren-Cosworth V8) M19C/1 1 min. 11.80 sec.	30 G. Regazzoni (Ferrari flat-12) 312B2 No. 5 1 min. 11.58 sec.	32 E. Fittipaldi (Lotus-Cosworth V8) 72D/R7 1 min. 11.43 sec.
	8 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 11.93 sec.	29 J. Ickx (Ferrari flat-12) 312B2 No. 6 1 min. 11.84 sec.
34 M. Hailwood (Surtees-Cosworth V8) TS9B/005 1 min. 12.35 sec.	10 P. Revson (McLaren-Cosworth V8) M19A/2 1 min. 12.19 sec.	23 J-P. Beltoise (BRM V12) P160/01 1 min. 12.10 sec.
	36 A. de Adamich (Surtees-Cosworth V8) TS9B/004 1 min. 12.54 sec.	19 C. Reutemann (Brabham-Cosworth V8) BT37/2 1 min. 12.50 sec.
5 C. Amon (Matra-Simca V12) MS120C/06 1 min. 12.80 sec.	33 D. Walker (Lotus-Cosworth V8) 72D/R6 1 min. 12.76 sec.	16 C. Pace (March-Cosworth V8) 711/3 1 min. 12.64 sec.
	25 H. Ganley (BRM V12) P160/04 1 min. 13.01 sec.	11 R. Peterson (March-Cosworth V8) 721X/2B 1 min. 13.0 sec.
18 W. Fittipaldi (Brabham-Cosworth V8) BT34/1 1 min. 13.20 sec.	24 P. Gethin (BRM V12) P160/05 1 min. 13.15 sec.	17 G. Hill (Brabham-Cosworth V8) BT37/1 1 min. 13.10 sec.
	6 B. Stommelen (Eifelland-Cosworth V8) 721/4 1 min. 13.43 sec.	15 H. Pescarolo (March-Cosworth V8) 721/3 1 min. 13.40 sec.
27 H. Marko (BRM V12) P153B/06 1 min. 14.10 sec.	14 M. Beuttler (March-Cosworth V8) 721G/1 1 min. 13.70 sec.	35 T. Schenken (Surtees-Cosworth V8) TS9B/006 1 min. 13.6 sec.
	12 N. Lauda (March-Cosworth V8) 721X/1 1 min. 16.50 sec.	22 N. Galli (Tecno flat-12) T/001 1 min. 14.60 sec.

Non-starter: V. Schuppan (BRM V12), 1 min. 16.90 sec.—no car available.

furious battle that was raging between Peterson in the March 721X Special and Stommelen in the Eifeland March Special, who were busy racing for nearly last place. Hailwood's racing knowledge obviously helped him to get by this pair without much trouble, but poor Pace took a long time and lost ground again. Once again he got stuck in and by lap 74 was back to square one, and this time Hailwood and he were being lapped by Fittipaldi in the John Player Lotus, and without knowing what he was doing Fittipaldi caused Pace to lift off early going into the fast bend at the end of the straight, and lose all the distance he had made up. Unlike some young heroes who are in Formula One cars today Pace saw the race leader coming up in his mirrors and dutifully eased off and moved out of the way before the corner, even if it did let Hailwood gain ground again. The race was now nearly over and the Team Williams driver pressed on but could not catch Hailwood and though the results show Hailwood in fourth place on the same lap as the leader, and Pace in fifth place one lap down, they do not tell the full story. While some people enthused and gave Pace credit for gaining two World Championship points I give him a very big "A for Effort".

While he was scurrying away in mid-field, Hailwood wasn't doing all that badly either, staying with the leading group for quite a long time, holding seventh place in the opening stages and moving up as others ran into troubles, and there were quite a few of them in front of him. After leading for 8 laps Regazzoni sat in second place until lap 31 when Cevert took his Tyrrell past the Ferrari, having annexed third place when Ickx went out of the race when his accelerator linkage came adrift. Regazzoni had Amon's Matra and Hulme's McLaren with him for most of the time, until on lap 58 when he was coming up to lap Galli in the Tecno. Galli was involved with another car at the hairpin and got crossed-up and Regazzoni hit the Tecno and bent his Ferrari too badly to continue. The Tecno limped back to the pits to retire, which was unfortunate as it had been going quite well, but a good thing, for Regazzoni was all for thumping someone as he climbed out of the bent Ferrari, and little Nanni Galli would have been a suitable candidate. Amon was going very regularly in the Matra V12, now in third place and looking all set for actually achieving something, but it was not to be. On lap 76 the French V12 seemed to be running out of petrol so he shot into the pits for a couple of gallons and screamed off back into the race, but the stop had dropped him back to sixth place, where he finished.

The battle between Peterson and Stommelen fizzled out when the Eifeland had gearbox trouble, but it had reached its climax when the red March was seen going into the fast top bend at the end of the main straight, with all the wheels locked up and smoke pouring off the tyres. Peterson had thought Stommelen would give way, but he didn't and the Swede had no option but to go somewhere else, and quickly. There was plenty of room, so nothing happened, apart from a frayed temper. Hulme had a nice tidy race into third place, his McLaren running as cleanly and smoothly as Revson's, and the BRM lot got nowhere at all which was more in keeping with their performances this season, rather than the splendid Monte Carlo victory. Walker in the second Lotus 72 stopped on lap 30 to have a chat about the handling, and again on lap 45 to ask if he ought to go on as the oil pressure was not happy, and eventually finished fourteenth and the last to be classified, giving the Lotus team a neat first and last. Neat, but not what Chapman really wanted, though better than two retirements.

Schenken retired his Surtees with engine trouble after 11 laps, Beltoise his BRM after 15 laps, Wilson Fittipaldi his Brabham after 28 laps with gearbox trouble, Beuttler out on the circuit on lap 32, Ickx his Ferrari after 55 laps, after having his accelerator linkage fixed up at his first stop, but failing again, de Adamich out on the circuit after 60 laps with engine trouble, and Hill retired his Brabham after 74 laps with the left front suspension damaged. Gethin and Pescarolo spent most of the race in and out of the pits and were not classified, nor considered to be retired although, in fact, Gethin had given up.

It was all over in less than an hour and three-quarters and even before the dust and debris had settled people were asking where the 1973 Belgian Grand Prix was going to be held. Could it be that the Grand Prix "circus" without Stewart there to tell them what was right and proper, were a little discontented or were they perhaps a little disillusioned and feeling that they had not done a job of work worthy of going down in the history of Grand Prix racing. They cannot go back to Spa-Francorchamps for that circuit is only suitable for sports-car racing or saloon-car racing, even though the sports cars averaged over 150 m.p.h. for a lap and the saloons averaged over 130 m.p.h. for a lap. The Belgian Grand Prix can only go to Zolder I suppose, for I am sure that Chimay or Mettet don't want it, they are happy with club-racers and motorcyclists, respectively.

I wonder if I ought to start writing the complete history of the Belgian Grand Prix? If it wasn't for Barcelona, Monaco, Nurburgring, Osterreichring, Monza and Clermont-Ferrand and Watkins Glen I could start thinking about writing the complete history of Grand Prix racing. When I start thinking, Grand Prix racing is not all that bad, it is just that it could be better. During a dull moment at Nivelles-Baulers I made a little list of "enjoyments". It read like this, "The sound of that Matra V12"; "The passion for racing of Ickx"; "The demeanour of Reutemann"; "The shape of the 1972 Ferrari when it wears its narrow nose cowling"; "The smoothness of Fittipaldi's driving"; "The new bright boys on the horizon"; "The return of Lotus to the front"; "The . . ." and then someone asked me what I thought of the new autodrome.

The day of gaiety and excitement ended with the Marlboro advertising parade setting off on another tour of the circuit and that dark brown American voice telling us we were in "Marl-borrow Kun-tree". In the background was a small black and gold voice saying "Ahem! Excuse me, but the John Player Cigarette Special won the race you know", and while Marlboro cigarettes may be bigger and louder than John Player, it was those in the black and gold box that had won the race. If cigarette smoking gives you cancer and makes you die then Grand Prix racing's days are numbered. But perhaps they are anyway.

To the inevitable question "Did you enjoy Nivelles?" the answer is simple—NO. To the second question "Did you enjoy writing about Nivelles?" the answer is equally simple—YES.—D.S.J.

Results :

BELGIAN GRAND PRIX—Formula One—85 laps—Nivelles/Baulers 3.724 kilometres per lap—316.5 kilometres—Warm and Dry

1st	: E. Fittipaldi (Lotus 72D/R7) ..	1 hr. 44 min. 06.7 sec.—182.423 k.p.h.
2nd	: F. Cevert (Tyrrell 002) ..	1 hr. 44 min. 33.3 sec.
3rd	: D. Hulme (McLaren M19C/1) ..	1 hr. 45 min. 04.8 sec.
4th	: M. Hailwood (Surtees TS9B/005) ..	1 hr. 45 min. 18.7 sec.
5th	: C. Pace (March 711/3) ..	1 lap behind
6th	: C. Amon (Matra-Simca MS120C/06) ..	1 lap behind
7th	: P. Revson (McLaren M19A/2) ..	2 laps behind
8th	: H. Ganley (BRM P160/04) ..	2 laps behind
9th	: R. Peterson (March 721X/2B) ..	2 laps behind
10th	: H. Marko (BRM P153B/06) ..	2 laps behind
11th	: R. Stommelen (Eifeland-March 721/4) ..	2 laps behind
12th	: N. Lauda (March 721X/1) ..	3 laps behind
13th	: C. Reutemann (Brabham BT37/2) ..	4 laps behind
14th	: D. Walker (Lotus 72D/R6) ..	6 laps behind

Fastest Lap: C. Amon (Matra-Simca MS120C/06) on lap 66, in 1 min. 12.12 sec.—185.684 k.p.h.

Retirements: T. Schenken (Surtees TS9B/006), 11 laps, engine; J-P. Beltoise (BRM P160/01), 15 laps, engine; W. Fittipaldi (Brabham BT34/1), 28 laps, gearbox; M. Beuttler (March 721G/1), 32 laps, drive shaft; J. Ickx (Ferrari 312B2 No. 6), 55 laps, engine; G. Regazzoni (Ferrari 312B2 No. 5), 57 laps, accident; N. Galli (Tecno T/001), 53 laps, accident; A. de Adamich (Surtees TS9B/004), 60 laps, engine; G. Hill (Brabham BT37/1), 74 laps, suspension.

Not classified: H. Pescarolo (March 721/3); P. Gethin (BRM P160/05).

25 starters — 14 finishers.

NOTES ON THE CARS AT NIVELLES

THE Tecno Formula One car made its first public appearance at the Belgian race and though it is technically considered to be car number one, it was in its third or fourth guise. The first car, built last year, was a hastily contrived space-frame with pannier fuel tanks on outriggers and this gave way to a neater layout of semi-monocoque construction of a tubular frame covered with aluminium panels, similar to the Ferrari method of construction. The original car had two radiators mounted at the front and on the 1972 version these were side-mounted by the cockpit, with ducts over them, but by the time the car got to Nivelles these had given way to a single very wide radiator at the front with external water pipes running along the sides of the cockpit. Through-out all this the heart of the car remained the flat-12-cylinder Pederzani engine, with twin camshafts on each bank and the accessories such as ignition and fuel pump driven from the centre of the crankshaft and mounted on the top of the crankcase. The engine is a very clean-looking unit and forms the rear half of the chassis, being attached to the rear of the cockpit by fifteen bolts. A Hewland gearbox is mounted at the back, and suspension back and front is orthodox by wishbones with coil-spring damper units at the front, and radius rods, lower wishbone and single top strut at the rear, again using coil-spring damper units. The engine has a bore and stroke of 80.98 mm. x 48.46 mm. giving a capacity of 2,995 c.c. and is said to develop 460 b.h.p. at 11,000 r.p.m. using Lucas fuel-injection into the inlet ports, above the throttle slides. This first competitive car was built for Nanni Galli, the second one being built with more room in the cockpit for Derek Bell. With the backing of Martini-Rossi the car is finished in Italian red with the blue and red stripes of the Martini International Club along the sides.

Of the rest of the teams it was a bit of a toss-up as to who was the most disorganised, March or BRM, both teams appearing to be going

backwards as fast as everyone else would like to be going forwards. There were five variations of March Formula One cars in the paddock, three under the wing of the factory and two with the Frank Williams team, with Ron Tauranac helping out. Despairing of making the Alfa-Romeo gearbox internals work satisfactorily, Robin Herd had converted Peterson's car 721X/2 to a conventional Hewland gearbox stuck out the back, leaving the Cosworth V8 engine in the same place and filling in the gap with a large tubular aluminium casting through which runs a splined shaft taking the drive from the clutch to the gearbox. At the same time the rear suspension layout had been converted back to the normal 721 layout with the coil-spring damper units mounted outboard. This experiment could be called a B-version of the 721X, and was not a brand new car numbered 721X/3 as the weekly comics suggested at Oulton Park. The other works March, driven by Lauda, was the normal 721X layout, with central gearbox and inboard suspension units. Beuttler had the neat little 721G based on Formula Two components that has yet to show its true potential, while the Williams team had their usual smart pair of dark blue cars, Pescarolo with the 721 model and Carlos Pace with the updated 711 model that is almost identical to the 721, with the smooth drooping nose cowling. So the March construction game read 711, 721, 721X, 721XB and 721G and one hoped that one of the variations would be the right one for the new Nivelles circuit.

The BRM team also had five cars, not so varied as March, but nonetheless heading the wrong way. There were no 1972 cars, the first P180 being in bits and the second P180 having had a mild accident at Oulton Park. Beltoise and Gethin were driving the P160 models

they had at Monaco, and both happy with them, while Ganley, had the P160 that Wisell had driven at Monaco; Marko had P160/05 and the "new-boy" Schuppan had P153B/06 another hybrid made from the front half of a 1970 car and the rear half of a 1971 car. In spite of what the BRM hierarchy said at the beginning of the year about each driver having one car and sticking to it, even if he bent it or broke it, when Gethin had an accident on the first day of practice, the "juniors" all had to pass their cars up the line. This meant that Gethin took P160/05 from Marko, who in turn took P153/06 from Schuppan, and as there was no spare car the "new-boy" became a spectator for the rest of the weekend.

The Tyrrell team were not their usual organised selves as Stewart was feeling poorly and was giving the race a miss, so that his usual car number 003 was sitting in the pits covered over with a sheet and Cevert had his own car number 002 with 004 as a training car. The rest of the teams were well organised, Ferrari, Lotus and McLaren each having three cars for their pairs of drivers, Ferrari having No. 5, No. 6 and No. 8 in their 312B2 series, Lotus having R5, R6 and R7 in their 72D series and McLaren having M19C/1, M19A/1 and M19A/2. The Surtees trio of Schenken, Hailwood and de Adamich had their usual cars, 006, 005 and 004, respectively, in the side-radiator TS9B series, and the Brabham team also had a trio of entries, Hill with the first of the 1972 cars BT37/1, Wilson Fittipaldi with last year's car BT34/1 and Carlos Reutemann rejoining the team after recovering from his Formula Two accident at Easter, with a brand new car, BT37/2. Single entries were from Matra, with MS120C/06 for Amon and the Eifelland-March 721 from the German caravan firm for Stommelen.—D.S.J.

56th TARGA FLORIO — A Ferrari win

THE 56th Targa Florio was held on May 21st over the traditional mountain circuit of the Little Madonie in Sicily, and in spite of numerous alarms and excursions and the wailings of "dismal jimmies" it went off as always in clouds of dust and excitement for the Sicilians, who are only able to enjoy first rate racing once a year. The Autodelta team of Alfa Romeo put everything they had into this year's event, determined to dominate it with a sweeping victory, even to the extent of missing the 1,000-kilometre races at Monza and Spa-Francorchamps, in order to concentrate on training and testing for the Sicilian event. They entered four of their latest tubular-framed 33TT3 models, with the gearbox assembly between the V8 four-cam engine and the rear axle, and gathered a formidable force of drivers for this rugged open-road event round the 72-kilometre circuit, which had to be covered eleven times. They were paired off as follows: Vaccarella/Stommelen, de Adamich/Hezemans, Elford/Van Lennep, Galli/Marko, all eight being quick, adaptable drivers for this sort of event.

After a certain amount of indecision by Enzo Ferrari the Maranello factory finally decided to send one 312P Prototype 3-litre flat-12 sports car, and to drive it he nominated Arturo Merzario, the reserve driver of his sports car team, and Sandro Munari, whom he borrowed from the Lancia rally team, the rally driver having his first go in a 3-litre sports car, but not his first drive in the Targa Florio, having driven in it in previous years in a Lancia Fulvia. The regular Ferrari sports car drivers such as Ickx, Regazzoni, Peterson and Schenken showed no great interest in tackling the Targa Florio, though Redman would have gone if required, and the single Ferrari entry was more a token of goodwill towards the Sicilians by Enzo Ferrari, a gesture he has made many times in the past, especially in the days of the Siracusa Grand Prix.

The overwhelming superiority of the Alfa Romeo force left little doubt about the outcome of the race in the minds of the Alfa Romeo fans, but for the whole eleven laps they were completely disillusioned

for the lone Ferrari set the pace, and led for all but two laps. The depression set in after practice, when Merzario made fastest lap, ahead of the four Alfa Romeos, there being no one else in the running, for the rest of the enormous entry list comprised private owners with Lola and Chevron 2-litres and GT cars, mostly Porsche 911 models. After Merzario had done the first three laps, which included a quick refuelling stop up in the mountains at Bivio Polizzi, he handed over to Munari, during which time Marko was in the leading Alfa Romeo and he took the lead during laps 4 and 5, but the next refuelling stop and driver change saw Merzario go ahead of Galli, helped by the Alfa Romeo driver having a spin and losing quite a lot of time. Munari did two more laps in the Ferrari, without losing the lead, and Merzario took over for the last two. Due to the different team factors Marko was already in the Alfa Romeo when the Ferrari made its last stop and he began closing the gap dramatically. As the two cars started their last lap there was only 39 seconds difference in their times, though 1 min. 39 sec. on the road, due to the interval starting times. In a desperate chase Marko made fastest lap on the last lap, but failed to catch the Ferrari by a mere 16.9 sec. one of the closest-run Targa Florios for many years.

The rest of the Alfa Romeo team were never in the picture, for Elford had his engine blow-up in a big way on the opening lap, and Vaccarella's engine went sick as he ended the third lap, and though Stommelen took over the car it was only to drive it the few kilometres from the start to the Autodelta garage in Cerda. The last of the four cars from Milan was in third place for most of the race, but neither de Adamich nor Hezemans could match Galli or Marko, let alone the winning Ferrari.

While factory participation was at a pretty low ebb for this year's race, and no works or works-assisted Porsches were entered, the entry was as large as ever, a total of 76 cars starting the race, so that the vast crowds scattered all over the mountains had their share of fast cars and noise, in this once-a-year classic road race.—D.S.J.

Results :

56th TARGA FLORIO—Group 5 and Group 4—Little Circuit of Madonie—72 kilometres—11 laps—792 kilometres—Very hot

1st : A. Merzario/S. Munari (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	6 hr. 27 min. 48.0 sec.—122.537 k.p.h.
2nd : H. Marko/N. Galli (Alfa Romeo 33TT3—3-litre V8)	Entrant: Autodelta S.p.A., Italy	6 hr. 28 min. 04.9 sec.
3rd : A. de Adamich/T. Hezemans (Alfa Romeo 33TT3—3-litre V8)	Entrant: Autodelta S.p.A., Italy	6 hr. 46 min. 22.2 sec.
4th : A. Zadra/E. Pasolini (Lola T290—4-cyl. FVC, 1.8-litre)	Entrant: Scuderia Brescia Corse, Italy	1 lap behind
5th : P. Pica/G. Gottifredi (Porsche 911S—5-cyl. 2-litre)	Entrant: Bonomelli Squadra Corse, Italy	1 lap behind
6th : G. Steckkonig/von Husehke (Porsche 911S—5-cyl. 2.5-litre)	Entrant: Strahle KG, Germany	2 laps behind
7th : B. Virgilio/L. Taramazzo (Abarth-Osella—4-cyl. 2-litre)	Entrant: Beppe Virgilio, Italy	2 laps behind
8th : M. Zanetti/U. Locatelli (Lola T212—4-cyl. Alfa Romeo 1,300 c.c.)	Entrant: Monzeglio Squadra Corse, Italy	2 laps behind
9th : D. Schmid/P. Floridia (Porsche 914/6—5-cyl. 2-litre)	Entrant: Strahle KG, Italy	2 laps behind
10th : J. Barth/M. Keyser (Porsche 911S—6-cyl. 2.5-litre)	Entrant: Porsche Club Romand, Switzerland	2 laps behind

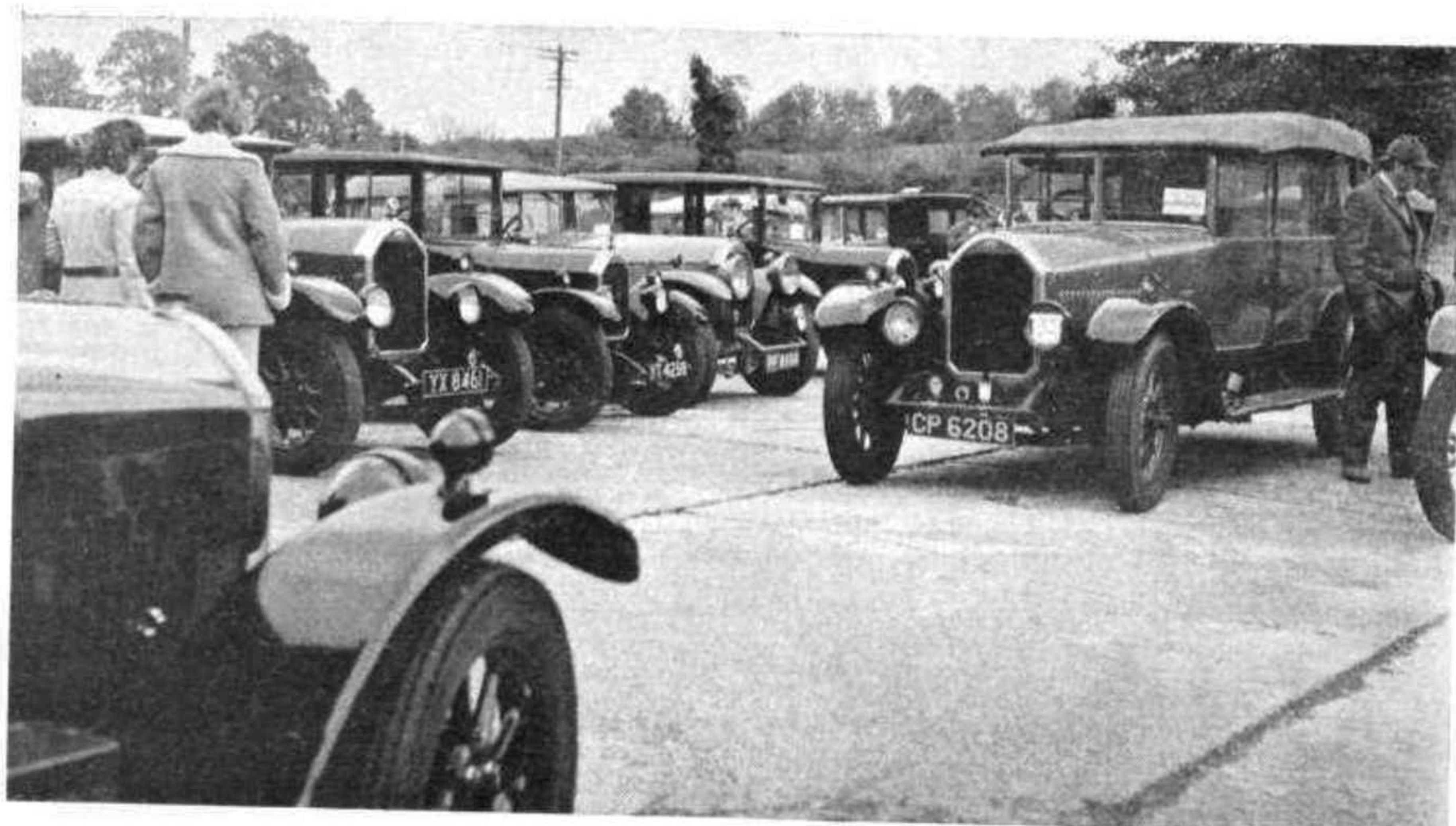
Fastest Lap : H. Marko (Alfa Romeo 33TT3) on lap 11, in 33 min. 41.0 sec.—128.253 k.p.h. (existing record by Kinnunen in 1970 in 33 min. 36.0 sec.)

76 starters — 39 finishers.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to
Old-Car Matters

Humbers at Bicester—see page 750.



COVENTRY'S MOTOR MUSEUM

AT A TIME when motor-museum news is very much in evidence it seems only right and proper to spare some thought for Coventry's Museum, for Coventry is, after all, the Motor City. I was introduced to this Museum, known officially as the Herbert Art Gallery and Museum, last year by Andrew Whyte of Jaguar Cars Ltd. At that time I was more concerned with the then-new V12 Jaguar E-type but I made a note to return as soon as possible. Consequently, during May I did a quick trip by BMW up M1/M6, for the purpose of a more detailed look at what Coventry has to show us.

It all began when, before the war, the late Mr. W. H. Bartleet gave his collection of bicycles to Coventry Corporation. This was and is, perhaps the finest collection of its kind in Europe and after hostilities ceased and Coventry was rebuilt the Corporation decided that the scattered exhibits should be properly presented. The fine new Civic Building, in Jordan Well, became the location of the present Coventry Museum, which Lady Herbert opened in March 1960, Sir Alfred Herbert having given generously towards its erection; he laid the foundation-stone in 1954. It covers looms, silk-weaving machines, machine-tools, clocks, bicycles, motorcycles, aero-engines and cars, apart from the Art and Sculpture aspect. It was built up very largely through the painstaking work of the Curator, Mr. Cyril J. Scott. He has as his Keeper of Industry and Technology Peter Mitchell, A.R.A.E.S., who uses as regular transport a fine 1932 SA Alvis Speed 20 tourer and who showed me round the Museum and storerooms. He is ex-Science Museum, London, and came to the Coventry Museum in 1968. The Director of the Library, Art Gallery and Museum is Mr. A. Wilson.

It must be appreciated that the purpose at Coventry is to show mainly local products. Because Bugatti and Alfa Romeo cars were not made in Coventry there are no Bugattis or Alfa Romeos in this Museum—but they really should have a twin-cam Triumph Dolomite! At the time of my visit the floors were being cleared for a special "50 Years—Swallow to Jaguar Exhibition", opened by Sir William Lyons, F.R.S.A., R.D.J., D.TECH., in the presence of the Lord Mayor of Coventry, on May 26th, and which you can see until September 10th. Normally, however, you would be likely to find, in the Museum proper, the undermentioned cars, with the proviso (which applies to most Museums) that exhibits are changed from time to time, that cars on loan may have been reclaimed, and that some vehicles were away and are not therefore included in this account, this applying to the well-known FWD Alvis, a Humber Staff car, etc.

Dealing with them in the order in which I came upon them, there is a 1932 TL Alvis beetle-back, a 1965 3-litre Alvis TE Graber saloon, which is Mr. J. J. Parkes' own car, a 1913 twin-cylinder GWK lent by Leonard Lee, with one of his Coventry-Simplex engines in its stern, and a little 1913 Arden notable for a Standard-like radiator, gas lamps, and $\frac{3}{4}$ -elliptic springing all round, with single-leaf upper springs at the rear. Next there is an SSI lent by Jaguar Cars, and, back to light cars, a 1924 Stoneleigh and a two-seater slab-tank Singer Le Mans. The Stoneleigh is the Chummy-bodied, not the centralised-driver's-seat model, and although its 28 x 3 Dunlop Cord tyres look as narrow as they come, they

are actually inscribed "Extra Heavy"! This car, of which Armstrong Siddeley are said to have been sufficiently wary not to call by their own name, is on loan from Bristol-Siddeley. Even more spidery is a 1913 Swift cyclecar, with tubular frame and vertical-twin engine.

Well-known is Alvis' 10/30 Morgan-bodied two-seater, the sole survivor of this 1920 model bearing the illustrious Coventry name—and small Smiths headlamps. Lined up beneath the windows are a 1923 Humber 8/18 Chummy which was rebuilt in 1966 by Humber apprentices and given to the Museum by Chrysler UK, a 1915 Rover Twelve doctor's coupé, a rather sad 1909 20 h.p. Maudslay landaulette with a huge exhaust-whistle alongside its n/s valance, H & B gas headlamps, Dietz sidelamps, and precious little protection for the front-seat occupants, and a 1911 Siddeley-Deasy with H. J. Mulliner landaulette body and a Sphinx mascot on the filler cap of its scuttle radiator. Of the last-named Mitchell told me an amusing tale. The Museum is proud of the fact that none of its vehicles submitted to an MoT test has failed to pass, but it was suggested that the track-rod of the Siddeley-Deasy required adjustment, whereupon it transpired that it is not provided with any means whereby this can be done and presumably has had the same toe-in, or toe-out, for more than 60 years! All these cars you are normally likely to see in the Museum Hall, for the rather delightful reason that many of them are too large to store. . . .

Besides the cars, there are the specialised exhibits, such as a magneto display, of Coventry makes like ML and BTH, including a vertical dual-ignition BTH, the engine displays which embrace 1909 L-head Standard, 1915, 9-h.p. Standard, backed up by a small model of a pre-war Standard two-seater and a typical Standard radiator, instruction books, etc (do we see a J. Davy touch here?), a 1933 horizontally-opposed 8/10-b.h.p. Coventry-Victor diesel, a 1919 Type E 5.76-b.h.p. petrol engine of the same local make, and various early one-lungers, with naturally one of the famous de Dion Bouton singles amongst them. There are also the aero-engines, from a Bentley BRI rotary built by Humber and stamped "No. 1", to an Armstrong Siddeley Mamba, Bristol-Siddeley Sapphire, etc., not to overlook (as if you could) a Siddeley Screamer rocket engine and an Armstrong-Whitworth test vehicle for missiles.

An eye-catching vehicle is usually put in the foyer. This could be Leonard Lee's Type 33 FI Lotus-Climax, from the Jim Clark days, with its "stretched" Coventry-Climax power unit, or perhaps, when Jaguars are not on show, that oddity, the Museum's 1901 twin-cylinder 7-h.p. Payne & Bates Godiva may have pride of place.

Before looking at the many vehicles in the storerooms, let me digress to congratulate the Museum on its beautifully restored and painted van. This is a rare Singer with a 1,261-c.c. side-valve engine like those used for the 1931-32 Tens but a radiator which seems to have come from an earlier Singer Six. Found in Leicestershire, when I was shown it last summer it was very derelict. Now it is in use as the Museum's handy-van, extremely smart in its new livery. Credit for this commendable restoration goes to the Museum's two mechanics, Frank Mason and Michael Bullivant, who are dedicated to their varied and unusual tasks. They have a modest workshop, with lathe, drilling machine and hand-

tools, but will have much better facilities when a new storage building, now in course of completion, is opened at Canley. There is also an ambitious future plan for a bigger motor museum outside the town, with room for club rallies, driving tests, etc. Certainly there is ample justification for it, because there are now enough Coventry-made vehicles on hand to occupy some 75 years of restoration at the present rate!

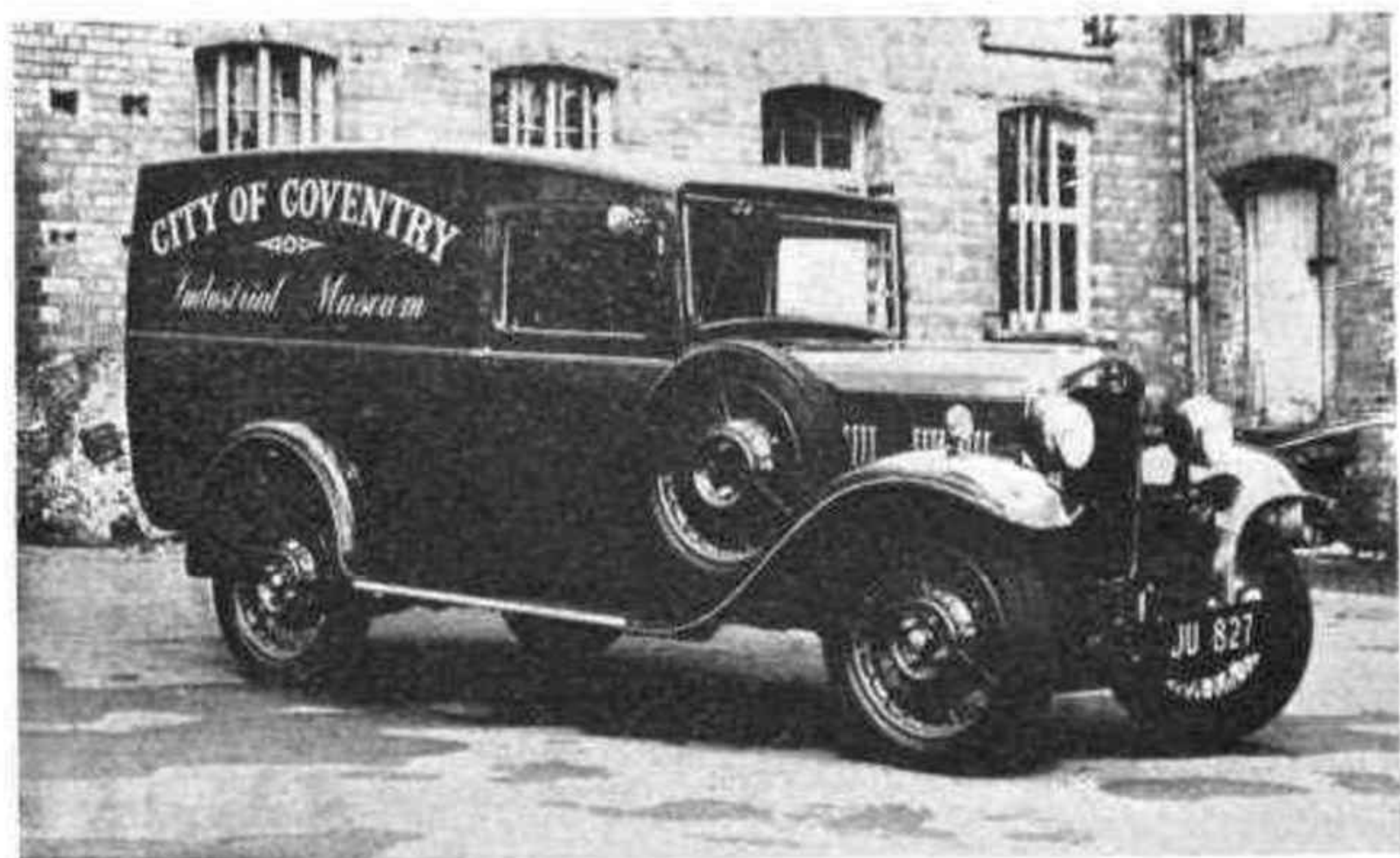
For instance, roaming round the two-storey storerooms, and not including all that is there, I found a sectioned Triumph Herald, a Phase I Vanguard, a roomy and rather nice Humber Super Snipe saloon, a Rover Sixteen and a Riley Lynx with fold-flat screen, at the first glance. A 1910 T-head Humber tourer is being restored—it needed two new camshafts—and there is an interesting 1908 Riley swing-seat tonneau, which appears never to have had a hood. Its 2-litre vee-twin engine enables it to cruise easily at 40 m.p.h. but it was apparently built more for comfort than speed, the very direct steering and the flexibility of the platform rear springing ruining the road-holding. Another treasured device is the yellow 1912 Crouch Carette. It has the luxury of a door on each side, unusual in a cyclecar, although with the hood up the driver's is almost useless. Only Mitchell is brave enough to drive it, for it needs to be kept at 40 m.p.h. as there is no flywheel to smooth out the engine and it happily gets up to 60 m.p.h., but, with all the weight forward, full-elliptic front springs, and the brake on the single back wheel, stopping it is apt to be somewhat fraught. The side handle works anti-clockwise to start the engine and skins the knuckles but the proximity of the occupants to the broad radiator ensures warm feet.

Some cars are there for their geographic associations rather than merit, like a big Humber saloon with American-style bumpers, a 1935 Humber Vogue, its body alleged to have been the inspiration of a Paris dress designer, Chrysler's Hillman Aero Minx coupé and 1934 Minx saloon, a glistening 1936 Armstrong Siddeley Fourteen saloon, a Standard Nine Fulham worm-axle saloon, a Triumph Mayflower and a rough Gloria rescued from a garage forecourt. There is a Lea-Francis post-war saloon which came up from Reigate very obligingly, a bull-nose Morris-Cowley tourer sound mechanically but awaiting a face-lift, a blue 14/40 Humber with maker's doctor's coupé body taken in when its owner went abroad, a 1913 Morris-Oxford, and one of those durable 1921 Rover tourers with radiator-mounted lamps and rear screen which, as I thought, is an ex-R. G. J. Nash car. It is kept in rough external condition for loan to carnivals but goes well enough providing it is decarbonised every 2,000 miles.

Much more exciting is the great 1905/6 Daimler with tonneau body. It poses a bit of mystery but it is probably one of the 9½-litre 35 h.p. cars, and is thought to have been used for hill climbs by Instone. It appeared at Shelsley Walsh after the last war, when the fan savaged the radiator, so it awaits repairs. The Museum also has even older vehicles, including an 1897 Daimler it hopes to enter for the next Brighton Run, accompanied by a 1903/4 Riley Forecar, which has dodgy Ackermann steering. It also has a Benz Ideal which R. G. J. Nash dated as 1895; although not a Coventry-built car this one must represent a good investment on behalf of the ratepayers of the City.

The fabulous collection of bicycles, numbering some 200 in all, has been mentioned; it ranges from a Royal Salvo of the kind purchased by Queen Victoria through velocipedes, hobby-horses and numerous "penny-farthings", to modern machines. The motorcycles, some 50 in all, include most Coventry-built makes, such as flat-twin Coventry-Eagle, Rover, Lea-Francis, Francis Barnett, a 1903 Humber-engined Centaur, the Rudge-Whitworth with box sidecar which Glanfield Laurence rode round the world in 1927/8, two-stroke Hobart and ladies'-frame Wee MacGregor, McKenzie, etc., down to a modern Triumph Trident. Motor tricycles are represented by a Coventry Motette, an 1897 Beeston-Humber and an ex-Science Museum MMC. The eye roves over this enormous assembly, taking in a 1948 Francis Barnett autocycle, a Kenilworth scooter given by the designer's son, a one-off Triumph-powered Caldicott trials bike and an enclosed-frame Coventry-Eagle, etc.

Naturally, too, all manner of automobiliana has accumulated—historic Daimler and Lanchester body drawings of 1903-1914 with George Lanchester's comments thereon, over 5,000 slides of Daimler records, and so on. Then there are the accessories, the models, even a Starley Europa sewing machine which began the long run of Coventry mechanisation, not to mention early radios and TV equipment. And the engines. The latter include parts from 1897 Daimler power units, an Anzani-like Humber three-cylinder fan-layout aero-engine with atmospheric inlet valves, a T-head White & Poppe, and a rather significant 1896/8 Panhard-Levassor twin-cylinder, found in Coventry,



APPROPRIATE.—It is nice when a vintage commercial vehicle is used for an appropriate purpose, as is the Coventry Museum's recently-restored 1930/31 Singer Ten 10-cwt. van.

whereas Mercedes-Benz had to make a replica of this historic engine for their museum. Another very intriguing engine is a three-cylinder Lea-Francis, as used in their 1903 car. It has con.-rods some three feet long and a remarkable overhead-camshaft which, when two wing nuts are released, swings through 90° away from the in-line valves, so that a valve or valve spring can be changed without having to dismantle the camshaft or even disturb the timing. The camshaft is driven by a long shaft running alongside the extended crankcase. It would seem likely that the engineer who evolved this ingenious early o.h.c. valve gear later went to Maudslay, because both the Maudslays in the Museum have similar instantly-accessible valves by reason of swing-clear o.h. camshafts. I caught sight of a Clement single with automatic inlet valve and o.h. exhaust valve and the engine which T. G. John evolved from it for the Stafford auto-scooter. In fact, there are three of these later engines, all brand-new, and it is clear that this early link with Alvis was a direct copy of the French design but with both valves actuated by stout push-rods. Then there is a Rover Eight flat-twin with o.h. inlet valves, converted for use in a Flying Flea, a one-cylinder MMC engine of the type associated with the Lawson scandal, a Standard Vanguard engine coupled to the Terimola automatic-transmission which Harry Ferguson tried to establish, and a Coventry-Victor air-cooled flat-four Neptune aero-engine, etc.

One of the most imposing cars in the place is a 1910 32-h.p. Maudslay but as I intend to devote a separate article to it, no more need be said of it here. All told, Coventry most certainly cannot be regarded as an also-ran in the motor museum stakes and it is nice to learn that last year some of its vehicles were exercised on private ground and the public given free rides on them.—W.B.

V-E-V Miscellany.—The first owner of a 1937 Packard 120 d.h. coupé, JG 9450, who drove it until 1951 trouble free and then sold it back to Leonard Williams, the Concessionaires, as he was going abroad, and who saw it in Bournemouth about eight years ago, is anxious to know whether it still exists. Arising out of our reference to the increasing difficulty of finding parts such as cotter pins, taper pins, castellated-nuts, etc. for the older cars, Bateson's Ltd., 105/111, Yorkshire Street, Rochdale, Lancs, say they may sometimes be able to supply, including Whitworth, BSF, UNC and UNF-threaded bolts and nuts. A semi-dismantled yellow 1921 Morgan Runabout with MAG engine has been unearthed in the West Country, supplied when new by the Colmore Depot. J. S. Sutcliffe's very original 11/40 Alvis tourer had a celebration in Cheshire in May on the occasion of its Jubilee. A Morgan 3-wheeler has made the Land's End/John o' Groats, run in a time of 21 hours 10 minutes. Those who enjoy seeing Morgans at speed should note that the MCC Silverstone Meeting takes place on July 1st and the High Speed Trial usually attracts some tricycles—they are now half-hour instead of one-hour runs, apparently. (Sad, too, that Fingle Bridge will not be used in the next Exeter Trial.) The Morgan 3-Wheeler Club (Secretary: N. Lear, Banyon House, 191, Wells Road, Glastonbury, Somerset) threatens to hold the first speed event on a banked track since Brooklands next September and a 1913 Morgan, weighing well under 5 cwt, successfully completed this year's Pioneer Motorcycle Run to Brighton. A Scottish-owned sports Arab may be seen in future sprint events.

HUMBERS

THE HUMBER Register, which exists to foster all Humber products of the 1900 to 1930 period, held its 21st Anniversary Rally at Bicester on May 20-21st, and it was appropriate to attend this function in a Humber owned by A. C. B. Mathews, a Founder Member. This involved 360 miles motoring in two days in a 1927 car, during which I discovered things I didn't know and remembered others I had forgotten, about vintage Humbers.

In the first place, Mr. Mathews' car, a 1927 14/40, was interesting in itself. He has a great affection for the breed, having been given a new 9/20 two-seater for a wedding present, which he still has 300,000 miles later, augmented by the 14/40 and a 1932 side valve Morris Minor saloon, all in regular use, as Mathews has no modern car. His motoring over the years has ranged wide, from ownership of a 3-litre Vanden Plas Speed Model Bentley to a Raleigh three-wheeler, and his son had a 12/25 Humber tourer and now runs a 14/40 tourer which has distinguished itself in recent Humber Register events.

The Humber in which we went to Bicester was bought during the war for the proverbial fiver, after a near-miss from a bomb had destroyed its saloon body. Mathews set about rebuilding it as a wider, lower four-door tourer, adapting some of the original body panels for his purpose. The engine is a combination of 1927 and 1928 types, a longer jackshaft with Hardy Spicer u/j's at each end being needed to couple the later plate clutch to the earlier crankshaft, normally mated to a cone clutch. The correct tubed radiator was used, but the engine was given a down-draught Solex pump-type carburetter and a non-original Scintilla magneto. The Humber mudguards were retained but a new dashboard had to be made. Mathews used elm, instead of the original walnut for this, with the varnish rubbed in with pumice-stone to give a smooth finish, a method developed by the LNER for their railway coaches. This dash carries a Le Nivex fuel gauge for the 11-gallon Autovac-feed rear tank, the original Jaeger 8-days clock, a Eureka oil-gauge, one of those expensive Jaeger speedometers, a compass and altimeter, a Stadium accumulator capacity indicator, a manual charge control and an ammeter, as well as various switches, including a small one for the driver's electric screen-wiper—the passenger has to make do with a suction wiper. The original steering wheel and controls were retained, with that little button on the advance/retard lever for cutting the ignition, an idea of Lord Russell's when he was on the Humber board. Humber quality is reflected in the ivory door-pulls and silver-plated fittings.

This 1927 Humber, with its protective hood, which was stowed for the outward journey, and wind-up glass side-windows, is a thoroughly practical means of transport, as well as being a joyfully individualistic one. It cruises in typical Humber solidity at 48 m.p.h., with the oil-gauge indicating 23 lb. sq. in., but will gallop at 55 m.p.h. if called upon. Its 2-litre four-cylinder i.o.e. engine is all-torque, so that gear changing is very seldom required and even the instruction book says that 20 m.p.h. in top gear does no harm. Mathews has moved what was a r.h. gear-change inwards, for actuation by the left hand, the lever hiding coyly beneath the left leg, and he has put a modern pull-out hand-brake under the dash, to give proper access through the driver's door. Putting nicely over 30 miles into every hour, the Humber returns about 26 m.p.g. of 92-octane fuel, with a range of over 200 miles, and during the week-end the sump, which can be drained without crawling beneath the car, did not require topping up. Mathews used to use Castrol XL but these days believes in any straight commercial-



Refuelling A. C. B. Mathews' 14/40 Humber during the Humber Register navigational frolics.

grade oil. He does all his own construction and maintenance work and told me that he still has the original gasket under the head of his smaller Humber! Included in his ingenious rebuild of the 14/40 are very big Lucas headlamps, contemporary Smiths shock-absorbers on the hitherto undamped front axle and a Bowden cable-operated lever to give a pre-engagement action to the now somewhat worn starter bendix. The car is mud-colour, the paint being matched to the mud of Buckinghamshire where Mathews was living when he rebuilt the car, so that it looks clean even after a dirty day's driving!

On unexpectedly traffic-free roads we traversed Leominster, Worcester, Evesham, Pershore (where we discovered home-made cakes during a tea break) and Chipping Norton, to our destination. The only time care was needed was on sharp left-hand bends, when the oil-pressure would drop to zero. This was a failing of the first 14/40s, in which the big-ends were splash-lubricated, their troughs replenished by a low-pressure pump, a high-pressure pump above it feeding the main bearings, etc. For their 1928 model Humber changed to a single oil pump and a fully-pressure-fed crank.

During his extensive rebuild Mathews replaced the Bedford cord with leather, put on 18 in. wheels which are shod with a mixture of 6.50 in. Dunlop, Goodyear Eagle and John Bull tyres, made up a five-pane screen to suit the wider scuttle, and put a big battery on the o/s running board, its cover being the bottom of the original battery, cut down—an Exide has given excellent service for the past ten years.

This Anniversary Rally had drawn the excellent entry of 35 vintage Humbers, backed up by Morris' 1913 14-h.p. tourer from Sussex and Fletcher's 1922 Humber motorcycle, a 4½-h.p. Sports flat twin, which had been trailed behind a 12/50 Alvis from Suffolk and a Range Rover from Aylesbury.

A lady rode an 1898 Humber tricycle and a 1890 Humber safety bicycle also appeared. Excellent!

Looking around these Humbers, and two more which arrived unexpectedly, I was reminded that whereas 12/25s, 14/40s, and 15/40s have Perrot front brakes, many of the "Freins-Humber-Perrot" plaques still being attached to the alloy back-plates, the 8/18s were anchored by contracting-band back brakes and the 9/20s had Humber's own form of front-brake operation. Also that Humber six-sided radiator caps are heat-insulated with a celluloid casing. I discovered that many Humber owners fit luggage-trunks, even Hall's 14/40 two-seater having one sticking out beyond its dickey, while this form of container was seen on Jones' immaculate Snipe saloon, and Jackson's 14/40 saloon, although Morgan's 9/20 tourer was content with a luggage-grid. The entry comprised three 11.4s, one each of 8/18, 15.9 and 15/40, five 12/25s, eight 9/20s, fourteen 14/40s, the 1930 Snipe, and a 16/50 extended-boot tourer of the same year.

One of the 11.4s had a 12/25 body, Reynolds' 1922 15.9 James Young all-weather has been in the same family from new, took its present driver to his wedding in 1926, and is still on 815 x 105 Dunlop Cords, Higgins' 12/25 had its spare wheel mounted to the rear of the driver's door, Sinclair's 14/40 tourer, in process of being restored, had sketchy back mudguards supporting its hood irons, Stileman's shabby 14/40 is a one-owner car, Sinclair's 14/40 saloon and Mrs. Diffey's 9/20 saloon were distinguished by having oval back windows and Gregory's 14/40 tourer had all-black lamps (nicer than so many incorrect brass ones) and an Allstate Safety Treaded spare tyre.

After driving tests at Graven Hill Parade Ground there was a navigational run, in a thunderstorm, on the Saturday, supper and a film show in Banbury, and another run on the Sunday morning, with a *Concours d'Elegance* going on as convenient. Making our stately way homewards we were reminded that this was not the only event of its kind that week-end, for we were waved to by Rolls-Royces returning from a RREC Welsh rally, a Frazer Nash presumably on its way back from the FNCC assault on Screw Hill, N. Wales, and earlier had seen an Edwardian Renault no doubt on its way to the Rallye Renault at Ragley Hall.—W.B.

Results :

- Distance Award :** J. R. Walker (1926 12/25 tourer), from Lancashire.
- Concours d'Elegance :** 1st : D. Deighton (1928 9/20 tourer),
2nd : D. Jones (1930 Snipe saloon),
3rd : M. Hindom (1927 9/20 two/three-seater).
- Rally :** 1st : D. Barker (1924 11.4 tourer),
2nd : P. Diffey (1926 9/20 tourer),
3rd : R. Greenwood (1928 9/20 tourer).
- Driving Tests :** 1st : D. Deighton (1928 9/20 tourer),
2nd : M. Hindom (1927 9/20 two/three-seater),
3rd : I. Hall (1924 8/18 two-seater).
- Pre-Vintage Awards :**
- Concours d'Elegance :** S. Fletcher (1922 4½-h.p. motorcycle),
Rally : J. Morris (1913 Fourteen tourer).

FRAZER NASHES AT SCREW HILL (May 21st)

THE original event organised by the then-new Frazer Nash CC was an ascent of the "impossible" Screw Hill in N. Wales, in 1933.

This year the FN Section of the VSCC decided to visit this notorious hill again—freak hill-climbs may not be as admissible as speed hill-climbs, but just once in a while . . . Nearly a mile long, with six tight hairpins, and mostly on a 1 in 2/1 in 3 gradient, Screw Hill certainly belongs in the former category! But ten 'Nashes, a GN and a gate crashing Alvis Silver Eagle ventured to vanquish it, some even on standard 11.75 bottom ratios. The GN, however, had sagely resorted to 14-to-1 sprockets. Newton's car had tried in 1933 and Higgins, who was there years ago, came to watch. The same hotel, the Nanhoran Arms, was used as headquarters, the village at the foot of the hill was renamed "Nashville", and a memento made of some broken chain links from organiser Freddie Giles' car was cemented into a large rock beside the hill. For the record, this is what befell:—

Driver	Reg. No.	Engine	What Happened
Peter Still	GME 819	Meadows	Clean climb
Nigel Stoyel	GU 7768	"	"
Bill May	PF 4766	Anzani	"
Dick Smith	PF 4766	"	"
Nigel Arnold-Forster	NU 189	G.N.	"
Mike Reddaway	PF 2923	Anzani	Pushed
Chris Snowden	US 7197	A.C.	"
Roger Richmond	AMD 582	Blackburne	"
Pam Arnold-Forster	NU 189	G.N.	"
Freddie Giles	MV 1764	Meadows	"
David Ladhams	JL 128	"	Pulled
Dick Bickerton	FMK 822	Blackburne	"
Roger Newton	MV 3575	Meadows	"
Keith Hill	KR 3147	Alvis	"

PHOTO-FINISH

THIS YEAR'S Derby (cynical readers who, like the writer, are unacquainted with the niceties of horse-racing, will ask, what is this Derby?) produced a "photo-finish". Has motor racing produced such close a result? The answer is yes, and more than once. Ignoring very close finishes, such as Raymond Mays losing the 1936 JCC International Trophy Race to Bira, both driving ERAs, by one second after 250 miles racing and again to Percy Maclure's Riley in the 1938 International Trophy at Brooklands by bare lengths (in 1936 the speeds of these two drivers varied by 0.01 m.p.h.; in the 1938 race by 0.02 m.p.h.!) and the Ickx/Oliver Ford GT40 vanquishing a Porsche 908 at Le Mans in 1969 by 0.005 k.p.h. after 24 hours, what about actual dead-heats?

Writing for *Motor* during the war years, D. R. Tubbs recalled that the Judges at Brooklands, without the benefit of cameras, recorded seven such finishes, five of them for first place. He makes the point that you can either regard this as excellent handicapping, or not a very good outcome in 28 years of such racing. The first dead-heat happened at the very first BARC meeting in July 1907, when Jarrott's de Dietrich ran up the finishing straight to finish level with Newton on one of S. F. Edge's Napiers in the Byfleet Plate—four cylinders versus six, although Jarrott was castigated afterwards for the alleged use of oxygen for his final spurt. The stakes of £450 were divided.

The next dead-heat, Tubbs tells us, came at Easter, 1909, when in a special scratch contest for 120 x 130 mm. single-cylinder Sizaire-Naudins, two of them crossed the line bonnet-to-bonnet. In 1912 there were similar finishes, but for second place, involving Pullin's Cameron and Staigh's SCAR and Hind's Berliet and Watney's Mercedes. Next Tubbs deals with a one-lap match race in 1928 for the "J. Taylor" Cup, between Bouts' 5-litre Sunbeam and "Taylor" in the 5-litre Delage II. The handicap wizards gave the Deluge eight seconds start and secured their ideal of a dead-heat finish. Bouts' got the Cup, however. There were, says Tubbs, a couple more dead-heats at Brooklands. In 1932, over the Mountain circuit, Whitney Straight's non-supercharged 2-litre GP Bugatti gave W. K. Faulkner's Type 43 Bugatti a start of 30 seconds but caught it, in another "photo-finish", their respective speeds being 66.3 and 63.25 m.p.h. Finally, again in a Mountain race, on August Bank Holiday, 1936, Roy Eccles' blown Rapier Special caught King-Clark's MG Midget in spite of a rehandicap, these two being declared equal first.

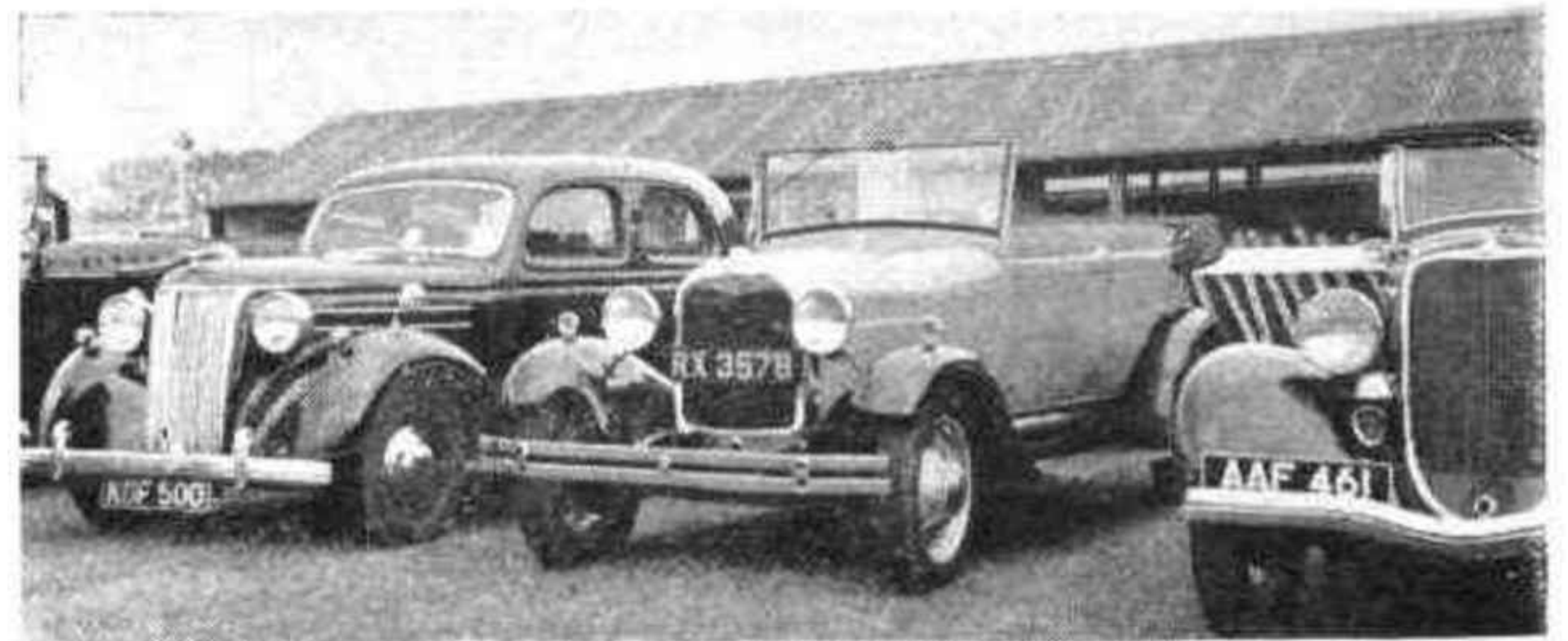
As a matter of fact, Tubbs missed one dead-heat, for I remember that at the 1925 BARC Autumn Meeting J. P. Turner's orange 2-litre Austro-Daimler left the start 18 sec. after H. W. Purdy's 12/50 Alvis had been flagged away but that by the time they went under the overhead line of flags marking the finish, they were absolutely level, having averaged, respectively, 87.27 and 80.92 m.p.h. So there were actually six shared first-places in the major Brooklands events. It's not only speed which makes motor racing more exciting than horse-racing!

W.B.

PRE-'50 AMERICAN AC HEREFORD RALLY (June 4th)

THIS assembly of American vehicles built prior to 1949 (a date limit observed to let in Ford V8 Pilots) was held at the well-policed Hereford (horse) race course in conjunction with the Cider Festival. There was a commendably representative entry, divided into products of deceased American companies, the Chrysler Group, Fords, General Motors' makes, Anglo-American hybrids, commercials, motorcycles and military vehicles. The Can-Am Club was allowed to show vast post-1950 American automobiles and the heavy recovery vehicles—Diamond-T, Federal, Reo, Ward Le France, Chevrolet and Mack 6 x 6, indulged in a demonstration.

During an enforcedly brief visit I noted in particular the pristine external and under-bonnet condition of a Firestone-shod Packard, equalled by a whitewall-tyred Ford Pilot, was reminded that these Fords had leather upholstery, steering-column shift and a clock before the driver, admired a Buick Albemarle, and thought the best of the Fords was Garrett's 1928/9 Model A tourer (pictured below).



Memories were stirred by a 1921 Willys-Overland tourer (did I really ride in one, along Welsh lanes, sitting beside the chauffeur in this high, cramped open car, all those years ago?), by Perry's 1926 Buick Dominion coupé which had to be dragged into the arena by a Crewe Bentley (the first 4WB car I experienced was one of these and I still recall the impressive retardation afforded by its contracting-band brakes) and by Beynon's straight-eight 1936 Brough-Superior Ashley coupé, George Brough's own car, sold to him by Mrs. Brough to keep his six-cylinder example company (I remember a hectic road-test of one I did for *MOTOR SPORT* before the war). The quick-action fillers for fuel tank and radiator, dashboard at 45°, and remote-control gear-change of this Brough were noted, as were the two doors serving four seats on a 1923 Model-T Ford sedan.

These big American cars have their own especial appeal. The motorcycles numbered Indian, Harley-Davidson and Henderson (can any motorcycle have a bigger front brake than Fricker's 1929 1.3-litre Henderson combination?), and there were tractors, too—a 1939 Model BO John Deere, Case and Farmall BM, backed up by a 4-h.p. Bamford stationary engine with Wico ignition which had driven farm machinery in Llyngwym from 1930 to 1958.

If this sort of thing appeals to you, the Pre-'50 AC has another rally, at Dyrham Park, Old Sodbury, Glos., on August 27th.—W.B.

V-E-V Odds & Ends.—It is hoped that some pre-war parts which are on a Buckinghamshire farm in company with an ancient horse-driven grain elevator will escape the scrap dealers by commanding fair prices. They include 2-ton Chevrolet and Morris Commercial truck chassis converted into trailers, the remains of two Model-T Ford chassis, one with intact back axle on wooden wheels, a 1936 Ford tractor in working order, a nearly complete later tractor and some stationary engines. Dr. Pinkerton hopes to have the 1911 10-litre GP Fiat running again this year, new cylinder blocks having been cast for it, and from Australia he has brought back a Cubitt tourer, which is being restored. A Humber in very poor condition, probably a circa 1929 9/20 saloon, was discovered recently in a derelict and partially collapsed garage off Rickmansworth High Street and was shown at a Chrysler dealers' open evening recently. Apparently they couldn't identify it but C. M. Garrett Ltd. of that town hope to restore it. A 1926 Rolls-Royce Twenty with a long history, which had lain derelict on a farm, its klaxon used to scare birds in an orchard, and was formerly used by an Order of Nuns, a Welsh farmer who carried sheep in it, and a boys' school who used it for camping expeditions, has now been given to Overbury Conservative Party for a fund-raising auction.

Alldays, Peacock & Co. Ltd. have bought, in good working order, a 1909 two-cylinder 10/12 Alldays & Onions, for display at their premises in Sydenham Road, Birmingham, where these cars were made originally by Alldays & Onions Pneumatic Engineering Co. Ltd.—a nice gesture

VINTAGE POSTBAG

"The Beginning of the End?"

Sir,

I read the above article in the May issue of *MOTOR SPORT*. I was not aware of any regulations of the nature mentioned by you nor have careful enquiries disclosed any.

Whilst I personally feel that your article is unduly alarmist, I would like it to be known that the Historic Vehicles Clubs Joint Committee has it very much in mind that with the entry into the Common Market, there might be a danger of certain of the continental regulations affecting older vehicles, which in some cases restrict their use on public roads, being adopted in the UK. This is a matter which we have taken up with the Minister who fully appreciates our concern. It is not envisaged that this country will adopt any continental regulations as such and although the UK will have to observe the regulations and directives adopted by the Common Market, we do not at present know of any adversely affecting older vehicles in the manner suggested.

JAMES W. T. CROCKER,
Chairman, HVJC.

London, W.1.

Sir,

No smoke without fire, but a first class scout's badge to W.B. for his article "The Beginning of the End?" wherein he created a whole conflagration simply by rubbing two bits of rumour together. And a "Keep Britain Out" star, with nut cluster, for the lady with the Singer who started it all.

Perhaps now we could return to reality. Has neither W.B. nor the lady concerned noticed that more than half the "wogs who begin at Calais" drive vehicles at least 15 years old? Indeed France has no need of an old car movement, for they are still using them—and in breach of a common market regulation too . . . tut tut, not to say, touf touf. If W.B. or his Singer lady could produce one shred of evidence, let alone chapter and verse, for the story they have promulgated, good old *MOTOR SPORT* might seem to be returning to its more rational and more readable self; and as one of those who would be affected I would willingly join your crusade. But a study of the published documents—admittedly a brief one—and a telephone call to the Transport division of the Department of the Environment revealed neither the offending provision nor, which was more to be expected, the provision which might have been misconstrued as the offending provision.

So before we beat our spring leaves into swords, may we have some facts? I am sure W.B. would not, without facts, begin to discuss matters on which he is an expert. I refer, of course, to motor cars. Camberley.

PETER GRAHAM.

From Lord Montagu of Beaulieu.

Sir,

I would like to take issue with your suggestion that an EEC Regulation concerned with transport contains a "hidden" clause which would effectively ban cars of more than 15 years of age from public highways.

No such clause in fact exists in any Community Regulation, nor is there any hint of such a clause even in draft form. Those few Community Regulations which do deal with private motor cars concern themselves mainly with accessories, such as mirrors.

Furthermore, after discussions I have had with Government Ministers, I am confident that if any such move was made in the future the British Government would strongly resist it.

Beaulieu.

MONTAGU OF BEAULIEU.

Sir,

The article under this heading in the May issue of *MOTOR SPORT*, in which W.B. wrote on "old-car matters" seemed determined to cause as much alarm and despondency as possible to owners of old cars—and quite unnecessarily.

There is no truth in the allegation that the regulations governing our entry into the EEC include a clause which bans cars over 15 years old from being used on public roads. The Department has not been asked to consider such a proposition; and if we were asked, we should oppose it. This has already been stated on a number of occasions.

There is also no reason why reform of the vehicle testing scheme, referred to in the article in typically vague terms, should "make life more difficult for the old-car owner". The proposals, announced last September, are for a reduction in the number of testing stations, so that adequate supervision can be given to ensure reasonably uniform standards of testing. The Minister has stated that he does not intend

that these should be Government run or staffed. The proposals are now under consideration by a working group, including representatives of the Motor Agents Association, the Society of Motor Manufacturers and Traders and the Scottish Motor Trade Association.

I might also mention that the new computerised vehicle licensing system is based at Swansea not Cardiff, and is the responsibility of the Department of the Environment not the Post Office.

J. P. MORRIS,

Deputy Director of Information Directorate,
Department of the Environment.

London, SW1.

[These are but a small number of the letters from a voluminous correspondence which has resulted from the *MOTOR SPORT* "stir-up"—some grateful, most of them polite, a few which could hardly be more rude. I will accept that I was rather hasty in rushing into print and I note that Lord Montagu has taken me to task, saying that I have caused "a rather unnecessary scare", and that "to set the facts right there is (1) no such regulation, (2) the veteran and vintage movement in the Common Market Countries is flourishing and regular rallies take place, and many people from this country take part in them, and (3) the Government here has made it quite clear that our motoring regulations are independent of those on the continent, as witness a recent Bill in Parliament to prevent the very large lorries from the Continent using British roads".

I accept all this and am relieved that it is so. But I was looking ahead at the future of the old-car movement as a whole. If I am still around in 1982 and we still have exactly the same freedom to use old vehicles as we have now, I promise to bake a very big humble pie and try to eat it.—ED].

* * *

Respect for Old Age

Sir,

May I be rather rude and suggest to your correspondent, Mr. McGrath, that there is nothing particularly commendable about averaging over 40 m.p.h. with 750 c.c., over forty years old?

I quite agree that all cars should be used (we do not use ours enough) but suggest that it is far more sensible to treat metal that has aged, and must therefore be becoming brittle, with great respect. Where practical we work on a maximum speed of about half the original, as a cruising speed. It will be no consolation to future generations to know that the then extinct X-mobile of 1910/30 covered 500 miles in 1970 in record time.

If one wishes to press-on, use something expendable and very plentiful such as post-war Jaguars of various kinds, as do I, with no 70-limit here, usually driving with my foot on the floor, as a yearly average of about 9 m.p.g. and 2,500 per tyre will testify.

R. J. EVANS, Curator,
Manx Motor Museum.

Crosby, IoM.

[Perhaps Mr. McGrath *did* regard his Austin 7 as expendable, because shortly after his Land's End/John o' Groats dash he advertised it for sale (for £250), quoting *MOTOR SPORT*'s reference to it in his advertisement!—ED].

BROOKLANDS TROPHY RACE

RUN off at the BRDC Spring Bank Holiday Silverstone Meeting, this attracted an interesting field of pre-war cars. It was a handicap 5-lap race over the Club circuit, won by Collis' 1936/38 Alvis Speed 20 Special, which ran with blade mudguards in place, who took the lead on the second lap. Wood's Semmence was second, Gahagan's ERA third from scratch, after making fastest lap, at 95.76 m.p.h. TASSO Mathieson, President of the Brooklands Society, presented the BS Cup to Humphrey Collis.

V-E-V Odds & Ends.—To commemorate 70 years of motoring the *Mercury & Herald* of Northampton has issued a motoring supplement which, although compiled in journalistic style, contains much of interest, in text and picture, about early motoring in their area, including speed events on public roads, coachwork by Mulliners and Grose, pioneer drivers and events, etc. Copies can be had, for 6½p, to the Circulation Dept. of the paper at The Parade, Nottingham. The first motor vehicle in the town was apparently Joseph Grose's 1896 Coventry-Motette. The STD Register is pressing on slowly with renovation of its Roesch Talbot ambulances but has been outdone by the Daimler and Lanchester OC, which has a fine Daimler ambulance as its mobile headquarters, presented to it by the Daimler Company, albeit not a vintage one, as it is a 1953 DC27 model.



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Lockheed

Automotive Products Co. Ltd., Banbury. 

INDIANAPOLIS

1972

The state of the art

LATEST DESIGN from the drawing board of Maurice Phillippe is the Viceroy Special. This is Al Unser's car. The Parnelli Jones Racing Team entered three such cars at Indianapolis and scored a remarkable second, third and sixth result. But the cars weren't as fast as the Eagles. The dihedral wings were left off the cars for Indianapolis.



THE YEAR 1972 must be regarded as the year of the Eagle at Indianapolis, for clearly no other car had greater impact on the 2.5-mile Indianapolis Motor Speedway than the latest model Eagle from Dan Gurney's All American Racers in California.

Although a single yard of cobblestone bricks to mark the start/finish line are all that remain of the millions that paved the original "brickyard", Indianapolis is still bound by traditions that go back to the first 500-mile race in 1911. This, however, is not true in the area of design. Until a few years ago, Indianapolis was tightly insular. This is no longer so, for the latest in Indy design also shows the latest influences of the aircraft industry plus a close relationship with Formula One and Can-Am design trends.

As pole-sitter and pace-setter for Indy's month long pre-race preparations, Bobby Unser driving Dan Gurney's Olsonite-sponsored '72 Eagle powered by a four cylinder 2.65-litre turbo-charged Drake Offy fully represented the state of the Indy art and close study of Unser's car was high on the priority list of the opposition.

One would be very hard pressed to see any truly outstanding design advancements or innovations on the Eagle for it is in virtually every way a contemporary 1972 car. But it is in the execution of every detail that Gurney's team have been able to gain, just a little bit so that the cumulative effect is one of superiority in the best terms measurable—speed.

The Eagle is the product of a compact design team with Gurney as the head and Gurney's former draftsman Roman Slobadynskyj as designer. The basis of the design is a low, wide monocoque chassis, not unlike the trend-setting M16 McLaren which set Indy on its ear in 1971. Like the McLaren, the new Eagle has conventional top rocker/lower wishbone front suspension with inboard coil spring and shock absorber units. At the rear, suspension is also quite conventional with twin radius rods, top link and lower parallel links. An important area of development for the Gurney car is the use of a hydraulically operated driver controlled adjustable rear anti-roll bar which permitted Unser to adjust the rear swaybar to account for changing track conditions or the change in handling experienced as the 75 gallons (US) fuel load lightened five times during the race.

Unlike the M16 McLaren which showed the obvious influence of Maurice Phillippe's Lotus 72 with its side-mounted water radiators just ahead of the rear wheels, Slobadynskyj located the rads further forward, just aft of the front wheels. Where the McLaren's lightweight aluminum rads took air from the front and permitted the hot air to spill out to the rear, the Eagle's brass rads took air from the front but then shot the spent air out to the side of the car.

But, the fantastic speed increases this year which saw Bobby Unser secure the pole starting position with a four lap average speed of

195.940 m.p.h., over three m.p.h. faster than his nearest opposition Peter Revson's works Gulf McLaren M16B, and which saw the entire 33-car starting line-up qualify over the 1971 pole position winning average speed of 178.696 m.p.h. set by Peter Revson's M16 McLaren, did not come from such things as chassis construction, suspension design and radiator placement. Instead, the greatest speed increase in a single year in Indy history came from advancements in aerodynamics, tyre developments and engine performance improvements.

This year, USAC loosened up a previously tough line on wings. For the first time wings as such were permitted under the rules and in fact they are now quite liberal. Last year's "aerodynamic surfaces" had to be an integral part of the bodywork. This year, Formula One style rear wings overhanging up to 42 in. from the wing's trailing edge to the centre line of the rear wheels keep the rear end of the car on the ground. Maximum wing height from the lowest point on the chassis was increased from 28 to 32 inches which in effect puts the rear wing up in clean air above the car. At the front, canard fins as used in Formula One are the common form but like the rear wing, they have increased in their effect due to the easing of the rule which limited bodywork width from 3 in. out from the inside line of the front wheels to the centre line connecting the front and rear wheels. This in effect permits an increase in wing width of up to 12 in., for a very substantial improvement.

Both Goodyear and Firestone regard the Indy 500 as the most important event in the world and as a result, the amounts of money and manpower devoted to Indy tyre development easily explain the estimated 5 m.p.h. in average speed gained by tyres alone. The superiority of such Goodyear shod teams as Gurney's Eagles and the McLaren teams of Penske and the works, indicates on which side of Akron the most work was done over the winter of 1971-1972.

Better use of aerodynamic downforce and better tyres without doubt produced better cornering power and nothing emphasizes this more than the fact that the speeds on the straights this year are approximately the same as last year at 215 m.p.h. In fact, some cars with this year's greater wing drag are slower on the straights so that the 17 m.p.h. jump in the pole speed must come from better cornering. Unser's Eagle was reported at 187 m.p.h. in the first turn so that at his slowest point on the track he is above the previous pole average speed.

The latest in racing technology has made Indy an almost flat out exercise. Better brakes permit deeper running into the turns while wings and tyres permit higher cornering speeds to the point that the brakes are used only briefly in the first and third turns and the driver is flat out through the second and fourth turns.

With all the flat out running at Indianapolis the final and most important area of the racing car must still be the power unit, either the

venerable Offy in its fiftieth year or the youthful Ford still in its first decade. Gurney's Eagles like most '72 Indy front runners use the latest version of the four cylinder Drake turbo-charged Offy. Offy parts are available from Drake Engineering and a variety of tuners and teams conduct their own engine development programmes. Similarly the four overhead camshaft Ford V8 is available from A. J. Foyt who acquired rights to the engine from Ford several years ago.

The contemporary Indy engine, Ford or Offy, burning pure methanol produces between 800 and 1,000 horsepower from its 2.65-litres, depending on how much turbo-charger boost is used. Engine life is strongly influenced by how much boost is used.

The Fords at Indy were clearly outclassed by the Offies while the Offies in turn were outclassed by Gurney's "super-short stroke" Offies in Bobby Unser's and Jerry Grant's Eagles. The Eagle four cylinder engines built by Gurney's engine specialist John Miller were the only ones to sound like V8s and the performance of the cars using them indicated some special form of superiority.

One final special item which Gurney placed a great deal of faith in was the American-built Weismann transaxle which replaced the ubiquitous Hewland LG in Unser's pole winning car. Gurney said that it was lighter, stronger and that Pete Weismann's shop was nearby in Santa Ana, California, the home of the Eagle. Weismann who has built his reputation on a special locker differential, supplied gearboxes to other Indy teams as well as the Can-Am Shadow team but none have been as successful as the 1972 Eagle.

The packaging of the Eagle into the most significant Indy car of 1972 began last year and this early beginning became one of the most important single success factors, probably even more important than several key design features. Unser began the first track tests of the Eagle last November. By Indy time in May, he had driven over 3,000 Goodyear tyre test miles including a lap of 196 m.p.h. at Ontario and one of 190 m.p.h. at Indianapolis in March. There was no question that when the Indianapolis Motor Speedway opened its gates at the end of April, the Gurney Eagle was the most ready.

That the Eagle was the most significant Indy car however is not to say that there was nothing else of importance at the Speedway. McLarens produced a second generation of the successful 1971 M16 that was a little larger, took advantage of the latest in technology (tyres), rules (aerodynamics) and the spur of faster competition. But the M16B McLaren development was not as advanced as the Eagle's partly due to a spate of engine failures throughout practice which hit both the works and the Penske teams. Even so, Revson's works car (192.885 m.p.h.) and Donohue's Penske car (191.408 m.p.h.) were sufficiently fast to outclass the rest of the opposition and secure the two remaining front row starting positions when Unser had done with his record breaking.

A. J. Foyt's new Coyote, a project from his fertile mind which revealed itself as a clever cross between a McLaren and an Eagle was disappointing, possibly through newness or possibly through using a Ford engine. The Indy establishment which huddled in awe at the prospect of Maurice Phillippe's new Offy powered Parnelli design for Mario Andretti, Al Unser and Joe Leonard, recovered from the shock that the Parnelli was not a world beater and went back about their business. In four months Phillippe carried his design from birth to a



McLaren's latest Indy car, the M16B, was handled in Roger Penske's colours by Mark Donohue. Using the ubiquitous Offenhauser engine, the car was prepared to the usual Penske high standard and qualified for a front-row start.

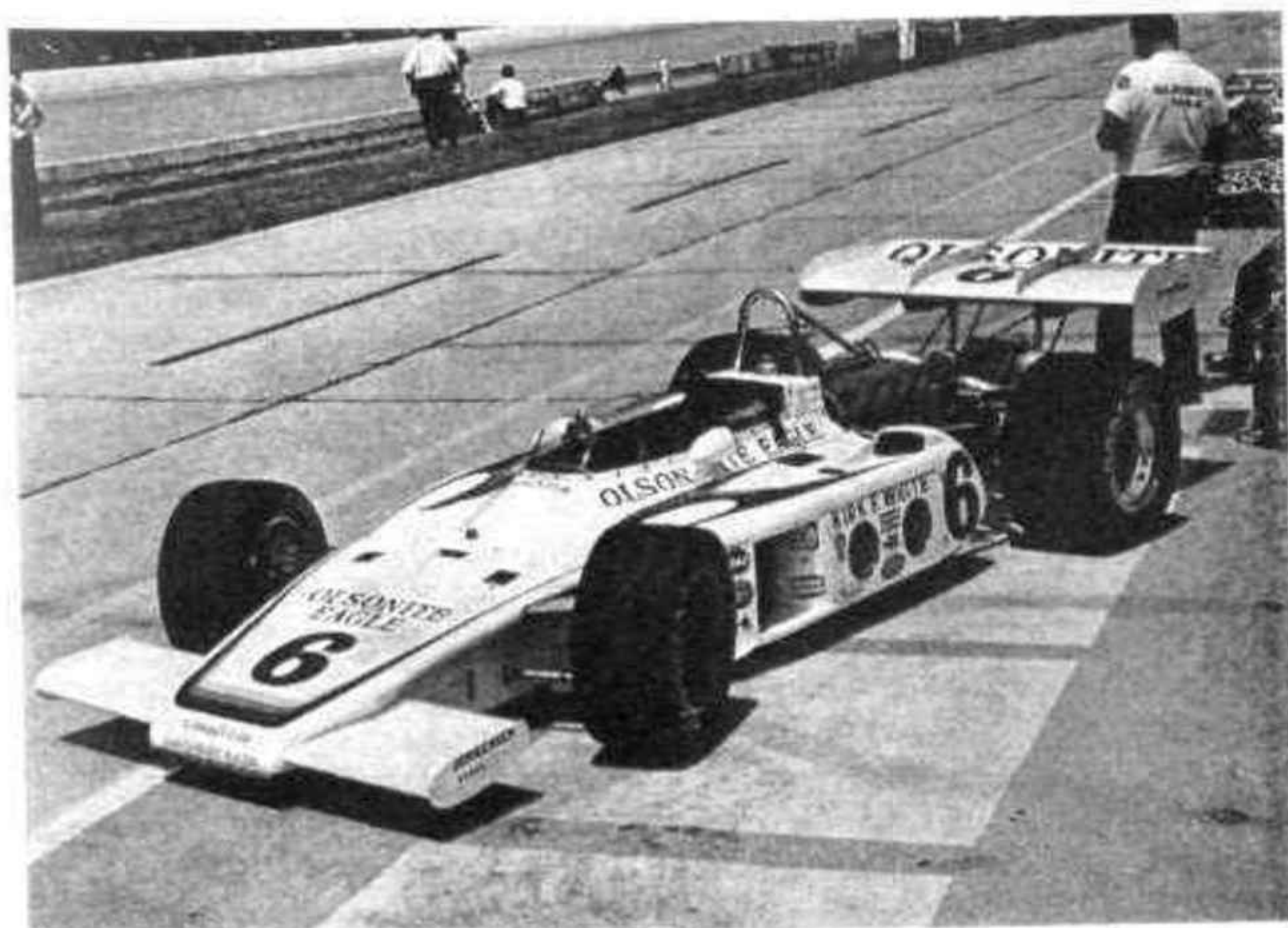
functioning automobile but in that same time he could not fully shake down the teething problems that his dart-shaped monocoque with dihedral front and rear wings encountered. The front dihedrals remained to enshroud the front suspension while the rear dihedrals disappeared and the oil rads that they contained were tacked onto the body sides.

The problem of balancing the handling with the dihedrals would not be accounted for so the more conventional rear overhanging format were adopted, at least for the time being but Phillippe must be among those who remember that it took a little extra effort and time to make the Lotus 72 a World beater.

Another famous name who suffered from too much advance and not enough development time was former Chaparral designer Don Gates whose Antares lost its "ground effects" devices before it hit the Speedway and became a conventional car without enough preparation.

Eric Broadly produced a pretty car along conventional Indy lines. The outstanding characteristic of the Ford powered Lola T-270 was its sportscar type bodywork but unfortunately the car arrived without substantial previous testing and practice was used for initial sorting rather than high speed development. The effectiveness of the Broadly concept was proven however when Art Pollard, after qualifying the car at a speed of 181 m.p.h., proceeded to increase his speed to above 185 m.p.h. Regrettably, Pollard crashed when a rear hub failed and his outstanding effort was missed.—F.D.S.

Mark Donohue won the race for Penske after passing Jerry Grant's Eagle which picked up some debris in a tyre with less than fifteen laps to run, but McLaren works driver Gary Bettenhausen led the most laps while Bobby Unser retired early on.



Bobby Unser driving the Olsonite Eagle was more than three m.p.h. faster than the opposition in qualifying at a four-lap average speed of 195.940 m.p.h. Not a revolutionary design, the car relied on a special short stroke engine and intensive development.

Results :

INDIANAPOLIS 500—200 laps (May 27th)

1st :	Mark Donohue (Sunoco McLaren-Offy M16B) ..	3 hr. 03 min. 31 sec.—	163.465 m.p.h.
*2nd :	Jerry Grant (Mystery Eagle-Offy) ..	3 hr. 04 min. 58 sec.	
3rd :	Al Unser (Viceroy Parnelli-Offy) ..	3 hr. 07 min. 16 sec.	
4th :	Joe Leonard (Samsonite Parnelli-Offy) ..	3 hr. 08 min. 18 sec.	
5th :	Sam Sessions (Lola-Offy T270) ..	3 hr. 09 min. 23 sec.	
6th :	Sam Posey (Norris Eagle-Offy) ..	199 laps	
7th :	Mario Andretti (Viceroy Parnelli-Offy) ..	196 laps	
8th :	Lloyd Ruby (Wynns Atlanta-Ford) ..	196 laps	
9th :	Mike Hiss (STP Eagle-Offy) ..	195 laps	
10th :	Jimmy Caruthers (Scorpion-Ford) ..	195 laps	

* Later protested and officially classified 12th. Other finishers move up one place.

LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W.B.,

I was interested to read in last month's *MOTOR SPORT* about the Moroccan Rally by G.P. and especially how the lone works Lancia beat complete teams from Citroën, Renault and Peugeot, for almost the same thing happened in the Targa Florio, which after all is virtually a rally over eleven stages, the only difference being that all the stages are the same, and passengers or navigators are not carried. In the Targa Florio a lone works Ferrari beat the entire Alfa Romeo team and that must be the most satisfactory race result (or rally result) that anyone could wish to have. When you have a team of four cars against the opposition's four-car teams and you finally get one of your cars home first it is satisfactory enough, but to enter one car and finish first must be the best way of winning from the morale point of view. Jim Hall achieved this satisfaction with his Chaparral when he won the ADAC 1,000-kilometre race at the Nurburgring and later the BOAC race at Brands Hatch, and Alfa Romeo did it in 1950 when they sent a lone Tipo 158 to San Remo to give Fangio his first works drive. It is all very nerve racking for the drivers to be on their own, but if it comes off it is more satisfying than a dominant 1-2-3-4 sweep such as Mercedes-Benz and Ferrari have achieved in their time.

Quite by chance I found myself at a small private dinner party with Fangio recently, when he and some friends were celebrating an Argentinian national holiday, even though they were in Rome. The old *maestro* is 61 years old and looking little different from when he last raced in 1958, and still follows racing pretty closely, being connected with the International race organisation in Argentina, as well as being the force behind the building of the "Fangio Circuit" in his home town of Balcarce, not far from Buenos Aires. In addition he represents the Argentine on the FIA for matters of International motoring, apart from the sporting side of motoring, and he was recently in Japan for an FIA Congress. He was highly amused by the plastic policemen that are placed strategically by the road-side at the entrance to cities, saying that it is a very clever psychological move, for you instinctively lift your foot off the accelerator when you see a policeman up ahead. I suggested that the idea was limited in value, because once you discovered the policemen were not real you ignored them. Fangio's eyes twinkled, an eyebrow went up, and he pointed out that the day you do that is just the day officialdom decides to put a real policeman among the plastic ones. What we call Sodt's Law. It's nice to know that Fangio is still one of us.

He was in Italy for a number of reasons, one being in connection with a full-length feature film that is being made about his life, and another being to set a young Argentinian friend on the road to Formula Three racing. Naturally we got to talking about racing (Italian being the common language between the Argentinian, Venezuelan, American, Italian and English people present) and the victory by Ferrari in the Targa Florio against the four Alfa Romeos came up for discussion. Fangio's comment was simple "Only one car can win a race." However Ferrari has tried it in the past in Grand Prix racing and not succeeded, and this year Matra are trying it in Grand Prix, with a noticeable lack of success so far. There are a number of things in motor racing that I still think are meritorious, like winning a race with a completely new design on its first appearance, like Colin Chapman did with his Lotus 49 with the first Cosworth V8, or entering four cars, or even three, and bringing them home in line-ahead formation, or beating everyone with just one car, like Lancia did in that Moroccan Rally. Mention of the rally route going to Marrakesh and then striking out over the Atlas mountains recalled the time I went to the Moroccan Grand Prix in 1957 with three friends in a Rover 90. Dear old Auntie Rover, with her clock ticking away on the wooden mantelpiece and her long skirts, was driven "harry-flatters" by the four of us down through France and Spain to the ferryboat at Gibraltar and then equally fast to Casablanca. As there was time to spare between practice and the race we pointed Auntie south on the straight flat road from Casablanca to Marrakesh, the last town on our map before the real desert began. From Marrakesh the Atlas mountains formed a wonderful backdrop on the skyline further south and I had a terrible urge to forget the Grand Prix and motor on into those fascinating mountains just to see what was on the other side of them. I was out-voted by 3 to 1 on a visit to the Marrakesh Casbah, which I did not enjoy, firmly locking the door on my side and

refusing to get out among the locals. As we set out on the 150-mile straight run across desert land back to Casablanca I was still ticking about wanting to see what was on the other side of the Atlas mountains, but my companions were unmoved and they pointed out that there would only be more desert and anyway by the time we crossed the mountains Auntie would be out of petrol and there would be no petrol stations over there and no restaurants and they were all getting hungry. I did not ask them why they had not eaten something in the Marrakesh Casbah! For the next hour I sat and glowered at Auntie's speedometer which sat steadfastly on 95 m.p.h. on the long straight road across the desert.

I know someone will now suggest that I take part in the Moroccan Rally next year in order to satisfy that ambition of sixteen years ago, but it would not be the same. These things have to be done on the spur of the moment to be enjoyable, like the trip I did to the Arctic Circle in a racing 300SL Mercedes-Benz Gull-Wing coupé, when we ran out of tyres, or like last year when we took the V12 Jaguar to the Western Highlands of Scotland on the spur of the moment, and ran out of money, having set out with the intention of merely putting its wheels "over the border" at Carlisle. It is invariably maps which set me off on such trips, for I see an interesting road or place-name and feel I must go and look at it. If we hadn't had a map of Scotland with us that time I would have happily turned the V12 southwards once I had set foot on Scottish soil, and I am glad now that we did not.

I happened to be in Germany recently on a Saturday morning in the outer suburbs of a large city, and equally unusual I was on foot and wandering about aimlessly. It never takes long for something to attract my attention and this time it was a queue of 25 to 30 cars at a BV-Aral garage and petrol station, so curiosity made me wander across to find out why. My thoughts wandered from a strike of petrol tanker drivers and subsequent shortage at the pumps, through an impending ban on motoring or petrol rationing, to the garage proprietor going mad and giving away petrol for nothing. All the cars had people in them and most of them had their engines running, burning expensive German petrol and the queue was not moving as I walked alongside it to see what it was all about. It wound its way past the petrol pumps, past the workshops, round the back of the showrooms, and into an automatic washing machine. The car about to disappear into the washing machine, complete with its occupants, was being sprayed with soap solution from a high pressure hose, and when it was completely covered it was hooked onto a conveyor belt by its left front wheel and dragged through a hurricane of wind and water and whirling brushes. I walked round the back of this car laundry to watch the Mercedes-Benz and BMWs emerge spotless and white, and as I walked away I saw that the whole operation was advertised as taking 3 minutes and costing 3.50 Deutschmarkes (about 40p). Now, there was nothing very special about all this until I crossed the road to look in the showroom of an Esso garage and petrol station, and I noticed a white Mercedes-Benz, like any other Mercedes-Benz, emerging from a building and sparkling as if it had just been washed. In fact, it had, by the same mechanical means as I had been watching across the road. The only difference was that it had cost 5 Deutschmarkes at the Esso garage, but there was no queue, as I realised when a BMW drove straight up to the soap-spray, into the washhouse and out the other end while the cars opposite moved up one space in the 30-car queue. I wandered off in a slightly befuddled frame of mind trying to work out which garage was making the most profit per hour, and whether a wait in a 30-car queue with the engine running was costing more than the difference in price between the two washing machines, and whether, if "time costs money" as people keep telling me, the German public are doing their sums right on a Saturday morning. In the end I gave up and went and had lunch.

It was interesting at the Belgian Grand Prix, at the beginning of last month, the number of people who were visiting Belgium for the first time this year and did not know about the overall speed limit that has been put on normal Belgian roads. If you drive into Belgium, especially from the south or west, you are confronted by a large sign by the roadside indicating that there is an overall 90 k.p.h. speed limit, but if you arrive by air to Bruxelles and drive off in a Hertz or Avis hire-car, as most people do at Grand Prix races, there is no indication of this speed limit. For as long as I can remember Belgian laws invariably have a "get-out" clause somewhere in them, and this speed limit law is a typical practical Belgian one, unlike the British speed limit law. This 90 k.p.h. does not apply on Motorways (which are growing fast in Belgium) or on four-lane roads, aptly described as 2x2, and such free roads do not need a central division. The signs just inside the borders are paper ones nailed to boards, and some of them are getting very tatty, and I am told that as the passing of this speed limit law was

part of a political campaign to curry favour with a certain section of the public, and that the politician concerned is on the way out, this speed limit law is not taken too seriously, even by the Belgian Gendarmerie. This does not mean that I am suggesting it should be ignored, because, as Fangio said, you should always bear in mind Professor Sodt's Law.

You have often pointed out, the moment we get into a motor car we are potential law breakers, and quite often deliberate ones. I find that there comes a moment in motoring when you have to choose between the letter of the law and safety, and in such cases my reflexes always go for the safety of my own skin. One of the most frightening things to see is the law-abiding motorist doing 69.9 m.p.h. overtaking another car doing 67 m.p.h. in our 70 m.p.h. limited country. The overtaking time, and potential accident time, seems to go on for ever. Personally I would rather squirt up to 90-95 m.p.h. and get by quickly, than stick to the letter of the law. Motoring through Barcelona I was hurrying along on a dual-carriageway with traffic light crossings when one of them began to change to red. With a bit of a panic I could have stopped in time, but as there was hardly any traffic about I pressed on, passing the lights as the current began to leave the filament of the orange bulb and pass to the filament of the red bulb, but before it actually glared; the situation known as cutting it fine. What I had not realised was that the crossing was the junction of two dual-carriageways, mine and the one at right angles, and there were double sets of lights, with a sort of no-man's land between them of quite large proportions on which you were supposed to stop if you missed stopping at the first set of lights, because by now the second set were well and truly red. It was all too instant for dithering decisions, and as I was looking right and left as I crossed the first set and could see the road was clear both ways at the second set at the same time, rather than try any desperate braking manoeuvres, I gave the Jaguar a good squirt of throttle through the second set of lights, straight into the arms of a Spanish motorcycle policeman who had been sitting on the central division about a quarter mile beyond the crossing, on my dual-carriageway! Had I not been so wary about looking right and left as I accelerated over the inter-sections, looking after my own skin, I would have been concentrating more on the empty road ahead, seen him on his motorcycle and come to a screeching halt with locked wheels

between the two sets of traffic lights. It is very difficult explaining the finer points of travelling swiftly to a Spanish policeman who is not on your side and can tell a red light from a green or orange one. Actually he was very nice about it all and I gathered I had done something very naughty concerning "semaphores" or "robots", but there was nothing in the wiggling he gave me about speed or danger I am happy to say.

It is now past midsummer, the longest day as we call it, and the shortest night as the French call it, and the soft top on the E-type has only been down for two days since Easter. What ever happened to the sun?—D.S.J.



"... some of them are getting very tatty ..."

BOOK REVIEWS

"The American Car Since 1775", 501 pp. 8 $\frac{1}{2}$ in. x 9 $\frac{1}{2}$ in. (*Automobile Quarterly Inc.*, New York. Distributed by E. P. Dutton & Co., Inc., 201, Park Avenue South, New York, NY 10003, US of America, 17.95 dollars).

This book, published by *Automobile Quarterly* of New York, claims to be the most complete survey of American cars ever published, and we would not dispute it. It ranges from the pioneer days of the American automobile, covered in considerable detail by L. Scott Bailey, to modern items like lists of Clubs and Registers and Museums and Collections in America and Canada. In between there is much absorbingly interesting material, such as a chapter devoted to the beginnings and growth of the Motor Industry in Canada, by Herman L. Smith, Hugo Pfau's account of American coachbuilding art, with a list of such coachbuilders from the American Body Co. of 1919 to 1925 to the Woonsocket Mfg. Co. of 1921 to 1929, with notes on each. This is followed by a portfolio of American coachbuilt cars, starting with a Brewster-bodied Barrett electric runabout of 1889 and concluding with a 1942 Packard victoria coupé by Bowman & Schwartz. Incidentally, how remarkably modern the Rubey-bodied Rickenbaker pointed-tail coach looks, for 1921. With centre-lock wire wheels and front brakes it would have passed muster at Olympia a decade later. It is, however, more a study of the American and Canadian car industry than the cars, themselves; nowhere did I find reference or picture of the Chevrolet 499 which toppled Model-T sales after 1926.

Michael Sedgwick writes of the American influence on foreign automobiles and contributes a list of the Anglo-American hybrids, from Abadel to ZIS, again with notes on each. I was interested to see that he does not include the Marendaz Special, although he has said elsewhere that this six-cylinder model had American Continental crankshafts and camshafts. The most vital part of this great and important history is the tabulating of 5,000 cars produced in America and Canada, with brief explanations about many of them. This is supplemented by Stanley K. Yost's list of 165 American cars planned but never produced. These lists alone qualify "The American Car

Since 1775" for a place in every British library.

But this is not all—there are illustrated chapters about the American trucks by John Montville, again with a list of their manufacturers, from A & B to Zimmerman, licence plates are comprehensively covered by Keith Marvin and last but very much not least, is a list of production figures, make by make from 1896 to 1970 by James J. Bradley and Richard M. Langworth—and shame on our historians and Industry that nothing like this has ever been done for British cars. I learn from this remarkable table, in a very noteworthy and remarkable book, that Durgan made 13 vehicles in 1896, that the estimated top figure for 1900 was 1,500 Columbias, that Ford was top-of-the-league from 1906 to 1926, but lost very seriously to Chevrolet in 1927, was still down but back at the top in 1929 and 1930. Chevrolet beat Ford from 1931 until 1935, when Ford was top, as in 1945 and 1959, but otherwise Chevrolet had it, until Ford got above them in 1970. So where have all the Chevrolets gone?

Altogether this is a magnificent reference tome. There are masses of pictures, some rather small and sepia, but all very clear, 500 in all. I recommend your early order.—W.B.

A book about American cars of the 1940s has been introduced into the Olyslager Auto Library, and costs £1.50 from Frederick Warne Ltd. It follows a similar book about American automobiles of the 1930s and is edited by Bart H. Vanderveen. It will help in sorting out the oddly-styled US cars of the immediate post-war decade.

* * *

G.T.Foulis & Co.Ltd., 50a, Bell Street, Henley-on-Thames, Oxfordshire have issued three more motor racing reprints in their "Motoring Chassis" series. These are "Full Throttle" by Sir Henry Birkin, Bt. (£3.00), "Bits & Pieces" by HRH Prince Bira (£2.80) and "Road Racing 1936" by HRH Prince Chula (£2.80). These are nicely produced and durably dust-jacketed 8 $\frac{1}{2}$ in. x 5 $\frac{1}{2}$ in. volumes but as there is no explanation in the text that they are reprints or that two of the authors are dead, they are pure collectors' reprints and not revised books.

ADAC 1,000 KILOMETRES

NURBURGRING, GERMANY, May 28th

AFTER THEIR ignominious defeat in the Targa Florio the Alfa Romeo team brought only two cars to the Nurburgring for the ADAC 1,000-kilometre race, whereas Ferrari entered three cars with all his top drivers back in harness. The Autodelta Alfa Romeos were driven by Elford/Stommelen and Marko/de Adamich, and the Ferrari team was the same as at Spa earlier in the month, Ickx/Regazzoni, Peterson/Schenken, Redman/Merzario and the 312P cars were a mixture of those used at Spa and Monza, all looking incredibly well prepared. After the encouraging improvement at Spa, the Gulf Research Racing Mirage-Cosworth V8 was entered with Bell/van Lennep driving and the private 908/03 Porsche of Reinhold Jöst completed the 3-litre class, and the main contenders for an outright win. There are people who think that you must have twenty or thirty cars to make a proper race, but in fact a well-matched handful can be quite sufficient, and a race-long battle between two cars can provide all the excitement needed, in preference to one car dominating a race with twenty-four others following in procession. When you get eight or ten cars battling for the lead, as in F2 or F3 racing, they merely get in each other's way and the outcome is seldom satisfactory.

The ADAC 1,000-kilometre race is now in its eighteenth edition, having always been run at the Nurburgring and always been run over 44 laps of the splendid circuit in the Eifel mountains. Since the big face-lift of last year, when photographers were only too keen to illustrate the bare and barren look after the trees and hedges had been cut down, nature, that greatest of all healers, has taken a hand and beautiful grass verges now border the track and it looks superb. At 22.8 kilometres to the lap and speeds higher than ever, it still remains the ultimate in European road-racing and the real heart of European racing, in spite of the growth of Americanised clinical Autodromes. The day the Nurburgring is no longer used you might as well fold up motor racing altogether. Fortunately the Austrians used the Nurburgring as a model when they built the Osterreichring and the result is first class.

Sports car racing may be lacking in top-line entries at the moment, but there is no lack of entries lower down the lists in the various categories, and as always the Nurburgring race was in reality a number of races run concurrently. There were 93 entries altogether but terrible weather during the practice days eliminated a number of entries and these, with non-arrivals, reduced the number on the starting grid to 50. Many of those who spun off in practice such as the Jöst Porsche 908/03 and the works-backed Porsche 911S of Steckkonig/Schmid were repaired satisfactorily, while others were taken home, but apart from accidents a great number failed to qualify either by not completing sufficient practice laps or not going fast enough, in spite of the ADAC being pretty tolerant in its requirements.

The heavy rain on Friday and Saturday, to say nothing of the freezing temperature, was intermittent with brief dry periods, so that the outcome of the practice times which determined the order for the start was somewhat inconclusive. Nonetheless there were some happy smiles about the place on Sunday morning when Bell lined the Mirage up on the front row alongside Peterson's Ferrari 312P, while behind them were the two Alfa Romeos of Stommelen and Marko; then Merzario in the second Ferrari, alongside Jöst in the rebuilt 908/03 and Hine in the 1.9-litre Chevron of the Red Rose team alongside Ickx in the third Ferrari. The two-by-two line up was for the "Indianapolis Start" (ugh!) whereby the Rennleiter in a drophead Mercedes-Benz led the field round the Sudkerve, up behind the pits, through the northern loop and on to the starting area, where he drew into the pit road and the race was on. Although it was not raining at twelve minutes past eleven when the start was given, the circuit was very damp and most cars were on "wet-weather" tyres, except for the Mirage which was taking a gamble and starting on "intermediates". Bell could get no grip at all at the start and as he slithered about on the wet surface a whole bunch of cars roared by the Mirage.

The main race was a question of how soon the Ferrari team dominated things, how long they could keep it up, and who was going to profit when inevitably something spoiled the Maranello procession. The 2-litre class was going to be an interesting battle between Lola, Chevron, Daren, and two old 910 Porsches all run by private-owner teams, and the leader of this class was going to be well placed in the overall classification. Of particular interest in this group was the Lola T290 of Edwards/Scott, which was using the new all-aluminium Chevy-

Cosworth engine, while the Ecurie Bonnier were running 1.8-litre cars instead of their 3-litre V8 Cosworth Lolas. The GT category was an all-Porsche affair, with the Strahle-entered 911S of Steckkonig/Schmid having Porsche factory engineers clucking round it like broody hens. Even so the private 911S of Erwin Kremer was faster, as it was driven by Fitzpatrick; another 911S providing serious opposition was that of Schickentanz/Kauhsen, so the Porsche race was full of interest. Group 2 saloons were also taking part and this included a serious confrontation between two factory Ford Capris, with fuel-injected 3-litre V6 Weslake engines, with a strong force from Cologne running the pits, and Glemser/Mass and Stuck/Soler-Roig driving them, and three BMW 2800CS Alpina-tuned cars, with Pankl, Kelleners and Neuhaus among the drivers, and there was also a Schnitzer-tuned BMW from Belgium. The works Fords had shown such speed in practice that they were up among the 2-litre sports cars, and could not be ignored in the overall results.

As the fifty cars skated their way round the opening lap the inconsistencies of practice were sorted out and the Ferraris took command, in the order Peterson, Merzario, Ickx, in reverse order of their racing numbers, which were 3, 2, 1, respectively. Then came Stommelen, Bell and Marko, and after a gap Edwards with the new Chevy-Cosworth power, just ahead of Larrousse in one of the Bonnier Lolas, with the two works Ford Capris not far behind, and causing some eyebrows to be raised as well as some red faces among the 2-litre sports car drivers. As expected Fitzpatrick was leading all the Porsches. It took only two laps for the Ferrari drivers to sort themselves out and as they started the third lap everything was neat and tidy, the cars numbered 1, 2, 3 being first, second and third, and already way ahead of any opposition. The Mirage pit were not too unhappy, for even though the circuit had not yet started to dry, Bell was staying ahead of the two Alfa Romeos, and holding a firm fourth place. Hine was getting into his stride with the Red Rose Racing Chevron and passed the two Ford Capris and then the Chevy-powered Lola, to hold second place in the class behind Larrousse, who was going well as always. At 8 laps the circuit was drying visibly and the Gulf Research gamble began to pay off and Bell set up a new fastest lap for the race, in 8 min. 23.8 sec., still a long way from the sort of lap times that would have been done in perfect conditions. On the ninth lap he improved his time to 8 min. 12.3 sec., so that the "intermediate tyre gamble" was really paying off. Ickx and Peterson went by the pits to start lap 10 as Merzario came in to refuel and hand over to Redman, and Bell also stopped to refuel the Mirage, carrying on at unreduced pace, and gaining rapidly on the Ferrari of Redman, which was still on "wet-weather" tyres. Although the track was drying the skies still carried plenty of rain and the Ferrari team-manager decided to leave his cars on "wet-weather" tyres for the time being, so that Ickx and Peterson stopped at the end of lap 10 for fuel and to hand over to Regazzoni and Schenken. The two Alfa Romeos had stopped after nine laps and Elford and de Adamich had taken over, while the tyres were changed for "intermediates", but it was not going to put them in the picture as their quoted 440 horsepowers obviously have very skinny legs!

Redman was not feeling very bright and was under the impression his car was on "intermediate" tyres like the Mirage, whereas it was still on knobbly "wet-weather" tyres, and while he was thinking about the odd handling on the drying track Bell went storming by with the Mirage, so once more the Ferrari stranglehold had been broken by a Cosworth-powered car; Larrousse having done it at Spa with the Belgian Lola T280. Regazzoni and Schenken were safely in the first two places at the end of eleven laps, but Elford disappeared from the lists when his right-front wheel fell off near Brünchen, due to the hub nut coming undone. He skated to a stop and set off to retrieve the wheel, while the Autodelta pit hearing about it sent a mechanic off on the public road outside the circuit, with a spare hub nut. Now in third place, Bell was really having a go, the Mirage standing up well, and he set another fastest lap, as the expected rain had not materialised. He now passed Schenken, who was wobbling about on his knobbly "wet-weather" tyres, and took the Mirage into second place, at which point the Ferrari pit called Schenken in, fitted "intermediate" tyres and sent Peterson off in pursuit of the cheeky Mirage, which was now only 26 seconds behind Regazzoni. The Gulf team's gamble was really paying off and all round the seventeenth lap Bell was gaining on the leading Ferrari, which Regazzoni was desperately trying to keep under control on the dry road on its knobbly tyres. As he climbed the steep hill from the Karussel to Hohe-Acht he could see the blue and orange Mirage behind him, and that was his undoing; a few more corners and he "lost it" spinning off the road into the Armco barrier, and out of the race, a grinning Derek Bell going by into the lead, with a lap in 7 min. 53.8 sec. Now that Peterson had the right tyres on his Ferrari he was

ing ground rapidly and lapped in 7 min. 47.3 sec. and as Bell lapped into the pits at the end of lap 18 for petrol and tyres and to hand over to van Lennep, the Swedish driver went by into the lead, much to the relief of the Ferrari pit. The weather looked as though it was going to stabilise, though you can never be sure in the Eifel mountains, and the Gulf team left the Mirage on "intermediate" tyres, while Redman stopped for a tyre change, a refuel and to hand back to Merzario. While this had been going on Elford had got back to the pits, having tightened the new hub-nut on as best he could by hand, and after ensuring the wheel properly the Alfa Romeo pit sent him on his way again without much enthusiasm, being down in thirty-third position. Peterson was pulling away rapidly from van Lennep, as was to be expected, and Merzario was holding third place, with the Marko/de Adamich Alfa Romeo fourth, but a long way behind.

At half-distance, 22 laps, the order was unchanged, Peterson (Ferrari), van Lennep (Mirage), Merzario (Ferrari), Marko (Alfa Romeo) and then Richard Scott in the Chevy-powered Lola T290, only one lap down and leading all the 2-litre cars. When Edwards had handed over to Scott at 10 laps, the car was in third place in the class, having been overtaken by Larrousse (Lola T290) and Hine (Chevron B21) and when Scott prepared to join the race he pushed the fire-extinguisher button instead of the starter-button and the whole car disappeared in a cloud of fire-fighting gas from all quarters. In spite of the delay he got going with such good effect that he caught and passed Bridges, who had taken over the Red Rose car, and Bonnier who had taken over from Larrousse. The two factory Ford Capris were running like clockwork and were now ninth and tenth overall, the BMW opposition not materialising as expected, and Fitzpatrick and Kremer were still leading all the 911 Porsches.

For a brief moment the sun shone on the freezing cold pit area, which was situated on one of the highest points of the Nurburgring, but it did not last, though at least the rain kept off. At 25 laps the leading Ferrari went into the pits for fuel and for Schenken to take over, and the front tyres were changed, as they were wearing badly, new "intermediates" were fitted, in spite of the high rate of wear on the dry surface, as obviously Peter Schetty was gambling on more dampness appearing. In the next lap the Mirage stopped for fuel and for Bell to take over, and the Gulf team took another gamble, and changed all four wheels to "dry-weather" slicks. They had nothing to lose, as on equal tyres they could not match the leading Ferrari, and had lost their initial tyre advantage, so it was worth having a go on "slick" tyres as long as the rain held off. Merzario came in just after the Mirage and Redman took over, the Ferrari hiccupping away on the starter motor as the clutch had gone solid, the Lancastrian driving on changing gear without the clutch, and he was back in the race before the Mirage team had completed their wheel change, so the order was now Schenken (Ferrari), Redman (Ferrari) and Bell (Mirage), with the Marko/de Adamich Alfa Romeo still fourth, followed by the Edwards/Scott Lola, the Hine/Bridges Chevron and the Larrousse/Bonnier Lola. The Barclays' Bank Lola of Edwards was in dire trouble, for Scott's rapid progress, which included a lap in 8 min. 15.1 sec., had caused the car to ground over the various humps, and the bottom of the engine had been hitting the ground, which not only wore away the sump and the bell-housing, but also the teeth on the starter ring, so that when he stopped for petrol and driver-change the starter motor pinion would not mesh with the worn flywheel teeth, so the car was push-started at the risk of disqualification.

At the end of 28 laps the Ferrari pit personnel shot straight up in the air and fell about the place in excitement as they saw Schenken heading for the pits, pointing at the left front corner. The tyre had gone flat and in spite of the panic it was quickly changed and the Australian went back into the race still in the lead. The Ferrari team seem to spend their whole life fighting off the unknown variables that appear every time

they seem to be in full control. The next routine stops were due after 35 laps and Redman pulled in for fuel and Merzario set off, and then the Mirage was in and out like a flash, Bell staying at the wheel, and only stopping for petrol, the stop being in all the old tradition of last year's Gulf-Porsche team. Merzario in the second place Ferrari was now on "slick" tyres, so the Mirage could not match it for speed, but the time saved on the pit stop helped enormously, and at the end of lap 36 the Mirage went by in second place as Merzario limped to the pits with his right front tyre in shreds! The leading Ferrari had already been to the pits and gone, with Peterson at the wheel again, and running on a new set of "intermediate" tyres, in which state he was more than a match for Bell in the Mirage on "dry-weather" tyres so it now remained to see whether Merzario could oust the Mirage from its well-earned second place in the remaining laps. Although the Ferrari was gaining, in spite of the inoperative clutch and having no rev-counter working, whereas the Mirage rear suspension coil springs had sagged and the car was bottoming badly, we shall never know the outcome, for as the Mirage left the South curve at the start of lap 43, there was a bang and a puff of smoke as the Cosworth V8 engine blew up and Bell switched off and coasted to a stop as Merzario went by into second place. It was all over, the two Ferraris completed the 44 laps in first and second positions, but it had not been an easy victory.

Of the others in the race, the Chevy-powered Lola T290 was eventually forced out when the continual grounding wore away the rivets on the underside of the chassis and a fuel tank split as the bottom fell out, and the Bonnier/Larrousse Lola T290 dropped back with a misfiring engine which a change of battery did not seem to cure. The Red Rose Racing Chevron of Hine/Bridges ran like clockwork once again, the only trouble being at a stop to fit "dry-weather" tyres when the right-front hub-nut would not do up securely, but they had sufficient lead in the class for this not to matter, and they still held their fifth place overall. The team's second car, an updated B19 Chevron, driven by Bosch and Hanson, was delayed at the pits for a long while with a defunct starter motor, eventually finishing twenty-third. Every time Fitzpatrick handed the yellow and red Porsche 911 over to its owner, their lead in the GT class was challenged by Schickentanz and Kauhsen, especially the latter driver and Fitzpatrick then had to work away again to establish a sound lead. Eventually the opposing Porsche crept into the pits with only one set of throttles operating, the brazed joint in the cross-shaft between the two banks of injector trumpets having sheared. It was bodged-up to work again with some hammer and chisel work, but the delay dropped the car to third in the class behind the works-supported Porsche 911, leaving Fitzpatrick and Kremer to win the GT category and be ninth overall behind the two Cologne Ford Capris, which had given an impressive demonstration of speed and reliability to finish seventh and eighth overall. If these blue and white coupés are Group 2 saloon cars, then a 911 Porsche must be a sports car! It would seem that Ford (Germany) are doing what Porsche did a few years ago when the 911 qualified as a saloon car, until the CSI reworded the rules. It would seem to be time to demand all saloon cars to have four doors. Nonetheless, the Capris were very impressive to watch.

Altogether there were 30 cars out of the 50 starters still running at the end of the race, though some of them had only covered 32 laps while the leaders were doing 44 laps, but all credit to anyone who kept going on the slippery surface, for the Nurburgring was not in a good mood. Five cars that were not running at the finish were classified, having covered sufficient laps before retiring, and one of those was the Mirage, which was classified fourth overall, by reason of its 42 laps completed, which was some consolation to Bell and van Lennep, but the Gulf Research Racing team were mostly satisfied with the progress the car is making, the project only having been started last November.—D.S.J.

Results :

ADAC 1,000 KILOMETRES—Group 5, Group 4 and Group 2—Nurburgring—44 laps—1,005 kilometres—Cold and damp

1st : R. Peterson/T. Schenken (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	6 hr. 1 min. 40.2 sec.—166,683 k.p.h.
2nd : A. Merzario/B. Redman (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	6 hr. 6 min. 9.9 sec.
3rd : A. Marko/A. de Adamich (Alfa Romeo 33TT3—3-litre V8)	Entrant: Autodelta S.p.A., Italy	1 lap behind
4th : D. Bell/G. van Lennep (Gulf Mirage M6—3-litre V8)	Entrant: Gulf Research Racing, England	2 laps behind (not running at finish)
5th : J. Hine/J. Bridges (Chevron B21—2-litre 4-cyl.)	Entrant: Red Rose Racing, England	3 laps behind—153,839 k.p.h.
6th : G. Larrousse/J. Bonnier (Lola T290—FVC 4-cyl.)	Entrant: Ecurie Bonnier, Switzerland	5 laps behind
7th : D. Glemser/J. Mass (Ford Capri RS—3-litre V6)	Entrant: Fordwerke, Cologne, Germany	6 laps behind—143,368 k.p.h.
8th : H. J. Stuck/A. Soler-Roig (Ford Capri RS—3-litre V6)	Entrant: Fordwerke, Cologne, Germany	6 laps behind
9th : J. Fitzpatrick/E. Kremer (Porsche 911S—2,492 c.c. flat-6)	Entrant: Porsche Kremer Team, Germany	6 laps behind—141,244 k.p.h.
10th : G. Steckonig/D. Schmid (Porsche 911S—2,492 c.c. flat-6)	Entrant: Strahle KG, Germany	7 laps behind
11th : V. Elford/R. Stommelen (Alfa Romeo 33TT3—3-litre V8)	Entrant: Autodelta S.p.A., Italy	7 laps behind
12th : C. Schickentanz/W. Kauhsen (Porsche 911S—2,492 c.c. flat-6)	Entrant: Dahl-Kanal Racing, Germany	7 laps behind

Fastest Lap : R. Stommelen (Alfa Romeo 33TT3) on lap 35, in 7 min. 42.2 sec.—177,900 k.p.h.

50 starters — 35 finishers.

Class Winners : 3-litre Group 5 : R. Peterson/T. Schenken (Ferrari).
2-litre Group 5 : J. Hine/J. Bridges (Chevron).

GT Group 4 : J. Fitzpatrick/E. Kremer (Porsche 911S).
Saloons Group 2 : D. Glemser/J. Mass (Ford Capri RS).

GETTING TO KNOW BRITAIN'S BEST SELLING CAR

A Long-Duration Test of the FORD CORTINA Mk. 3 in 1600 (o.h.c.) GT form



CHANGED STYLING.—The road-test Ford Cortina Mk. 3 parked in a Welsh town behind an earlier Cortina, with the inevitable Austin A30 van in the background.

PEOPLE IN BRITAIN are buying more Cortina Mk. 3s than any other cars. The Cortina by Ford of Britain, their first model to have a name based on a European town, was introduced in September 1962, known then as a Consul Cortina. I remember going to its pre-view and being unimpressed, for it seemed a gutless affair compared to the 80-bore o.h.v. Ford Anglia. However, perhaps the Dagenham Company had been a bit premature, in introducing us to the new Ford in 1,198-c.c. 75-m.p.h. form. Five months later a 1,500-c.c. engine was made additionally available and Super models were introduced, with bigger brakes, improved interior *decor* and so on, while Colin Chapman had selected the Cortina to be the recipient of his Lotus twin-cam engine.

This was the start of the Cortina's remarkably successful career, both sales and competition-wise, and who can deny that these successes are closely linked? Today the third version of Ford's singularly successful medium-range car, backed by the smaller Escorts and the top-size new Consul and Granada, is Britain's best-selling car, having in the first quarter of 1972 out-sold BL's 1100/1300 range for this honourable and coveted position.

To understand how Ford of Britain has achieved this status of popular-car maker it is necessary to look briefly at Cortina development. In March 1963 the model-range was extended by the arrival of a de luxe estate car version but much more exciting from our point of view was the announcement, in April 1963, of the Cortina GT. Then, as now, MOTOR SPORT objected to the *Gran Turismo* initials being stuck on a family-saloon shape car but the Weber-carburetted engine and other modifications certainly gave the Cortina an excellent performance without impairment of its noted economy and dependability. I still remember with affection this original Cortina GT, with its splendid gear-change which is now an accepted and appreciated Ford feature, and its considerable refinement of detail—such as the fit of doors and boot-lid and smooth functioning of its cubby-hole lid, for instance.

The roadworthiness of the Mk. 1 Cortina GT was emphasised by its first four places in the 1963 Acropolis Rally, followed by winning the Team Prize in the RAC Rally, which secured for it, in company with the faster and stronger Cortina-Lotus, the RAC World Manufacturers' Rally Championship.

By the autumn 250,000 Cortinas had been sold, although it was less than a year since it had started to come off Dagenham's capacious assembly-lines. Before that fruitful year was out, automatic transmission was made available, for those who wanted it, on the normal 1,500-c.c.-engined Cortinas. For the next nine months Ford contented themselves by just turning out this very acceptable car, with a diversion when the town of Cortina honoured the car named after it, and the collection of a "Car of the Year" award before such titles had become largely meaningless. Then, in September 1964, the now very well-known Ford patented system of body ventilation known as "Aeroflow" was introduced, whereby air was extracted by venting it *via* non-return flap-valves from the low-pressure areas round the rear quarter pillars, stale air being changed every 40 seconds and quarter-windows relegated to the realm of unnecessary appendages—a great

breakthrough for Ford's Chief Engineer, Fred Hart, who adopted this invention by Clive Conway Miller and covered it by British Patent No. 1,052,458.

By September 1966 a million Cortinas had been produced, paving the optimistic way for a Mk. 2 version, announced in October. This was a restyled, more luxurious car, with a 1,300-c.c. five-bearing engine, the 1,500-c.c. engine being optional, and disc front brakes. It is interesting to remember that it was available with column or floor gear-lever, or no gear-lever at all.

The advent of another year, 1967, heralded the de luxe Cortina-Lotus and a so-called GT version of the Cortina estate car. The Cortina's popularity never waned, indeed, by that April Dagenham was producing the record number of 1,500 every day. The next important breakthrough came in August 1967, when the conventional o.h.v. power units used previously were replaced by the new "Kent" range of over-square engines with bowl-in-piston combustion chambers and cross-flow porting, in conjunction with push-rod-operated valves. Ford claimed that Cortinas for 1968, powered with these new engines, accelerated from 0 to 60 m.p.h. 4, 3.5 and 1.2 sec. faster than the 1967 Cortinas, respectively in De luxe, Super and GT form, which gave a time for the Cortina GT of 12½ sec. A month after this significant development, also ready for 1968, came the Cortina 1600E, a luxury model with Lotus suspension, wide-rim wheels and radial-ply tyres, a sign that the performance of the car was recognised as acceptable to those who also sought comfort.

During the period 1967-68 the Cortina Mk. 2 went from strength to strength, success to success, no doubt due to Ford's domination as the power behind racing cars of all types, from FF to F1, and the Cortina's growing record of victories in rallies, saloon-car races, even ice-races, etc. This was probably part of the reason for the institution of a £4-million export deal negotiated with Hyyun Dai Motor in Korea and an order for 1,200 Cortinas from Czechoslovakia. And, although you and I may look sideways at kick-ball, preferring mechanical sport, there is no denying the sagacity of Ford in arranging for the Cortina 1600Es chosen as personal cars by the England World Cup footballers to be turned out in an all-white finish and registered GWC (Great World Cup) 1 to 30!

All this competition work and good publicity for a good car paid off, and by July 1970, after seven years, ten months, the millionth export Cortina left Dagenham—by helicopter to a customer in Belgium—the fastest million ever by a British car in Overseas markets. At roughly the same time the 2,000,000th Cortina was made. The ratio of home-to-export sales at this time was a well-balanced 50.2%/49.8%.

That is the background to the Ford Cortina Mk. 3, announced in October 1970. Technically and style-wise it was a much changed car, with far more pronounced rear-window rake and greater areas of glass than on the Mk. 1, offered in 35 basic versions. The Mk. 3 was the same length as the Mk. 2 but 2.1 in. wider and 2.7 in. lower, with a 3.5 in.-longer wheelbase, 3.5 in.-wider front track and 5 in.-wider rear track.

Ford's L, XL, GT and GXL option packs, evolved for the Capri, were applicable and there were 1,300-c.c., 1,600-c.c. and 1,600-c.c. GT push-rod and 1,600-c.c. and 2,000-c.c. single-o.h.c. engine options, these "Performance-Plus" power units being developed by Allan Aitken, Ford Chief Engineer for Engines, after they had been secretly tested for twelve-months in 300 staff Capris, in Britain and seven European countries. The 1,300-c.c. engine alone had a dynamo instead of an alternator and wasn't coupled to an optional automatic gearbox but it and the push-rod 1,600-c.c. engine had bigger inlet ports and throats, bigger inlet valves, revised valve timing, piston-bowl profile and cut-aways, new, longer inlet manifold and changed choke and jet sizes. The 1600 GT and 2000 engines were entirely new o.h.c. designs with toothed-belt camshaft drive, valves inclined at 15° and operated by rockers and, of course, the cross-flow porting of the push-rod Ford engines. The Mk. 3 dispensed with MacPherson-strut i.f.s. in favour of short and long double wishbones, in conjunction with coil-springs, and the coil-sprung live rear axle was located by a four-bar linkage, developments supervised by G. W. Howard, Ford's Executive Engineer for Vehicle Engineering. Each Cortina model has its own spring rates to comply with weight and performance—see accompanying table.

The Cortina Mk. 3 was planned to provide models ranging from 85 m.p.h. and nearly 36 m.p.g. to 103 m.p.h. and 33 m.p.g., the biggest-engined version being somewhat more economical than the 1600 GT by Ford's reckoning. The lines of the car, for which John Fallis was largely responsible, were a breakaway from earlier Cortina styling and the upholstery was of a new fabric devised to comply with Ford's demand for a long-wearing, fade-free, unsoilable material which would also grip but not grab and absorb perspiration. It was evolved by James Czely, Supervisor of Ford's Interior Trim Laboratory at Dunton, and Arthur Chapman of Textile Bonding Ltd., who took their problem to ICI Fabrics, Jersey-Kapwool and the 3-Ms Company, the combined result being a unique knitted material, to combat two-way stretch, instead of the conventional woven upholstery, arrived at after experiments which began in 1966. Moreover, the covers of the front-seat squabs unzip easily when they have to be removed for cleaning.

Thus was the third generation of Cortinas evolved, and after setbacks due to the labour unrest experienced by Ford in 1971, during which, as if to prove even they are not infallible, ride and noise defects had to be rectified, this Mk. 3 version is now selling faster than any other British car, which must be enormously satisfying to Mr. W. B. Batty, Ford of Britain's Managing Director. It all stemmed from a top-secret project, known to Ford in 1961 as the "Archbishop" programme, the enormous financial investment in which Sir Patrick Hennessy agreed to calmly and quickly at a meeting of Directors held at 88, Regent Street, London, that summer. . . .

* * *

So what is the Ford Cortina Mk. 3 like? In order to find out, I have been driving a 1600 o.h.c. GT version for longer than the usual road-test period. I took it over from Ford's Press Depot at Brentford in a thunderstorm, tropical rain and a minor hurricane, and was immediately reassured by the excellent visibility provided by the big Triplex Hotline back window, the notably slim windscreen pillars uncluttered by quarter-lights, and the efficiency of the two-speed wipers. Coming from a BMW to a Ford I felt at first that the latest Cortina GT was a vulgar car in its interior appointments, although otherwise a handsome one particularly from the "bulge nose" frontal aspect the bonnet and grille shape, different from that of the new Consuls and Granadas, giving a distinctly purposeful look.

CORTINA EVOLUTION (from left to right).—Marks one, two and the present best-selling Mark three



ENGINE OPTIONS FOR THE FORD CORTINA Mk. 3

Type	Bore and Stroke	Capacity	Normal Compression Ratio	Power
1300	80.98 × 62.99 mm.	1,298 c.c.	9.0 to 1	65 (SAE) b.h.p. at 5,700 r.p.m.
1600	80.98 × 77.62 mm.	1,599 c.c.	9.0 to 1	78 ditto
1600 GT	80.98 × 77.62 mm.	1,599 c.c.	9.0 to 1	98 (SAE) b.h.p. at 6,000 r.p.m.
1600 OHC GT	87.65 × 66.00 mm.	1,576 c.c.	9.2 to 1	100 ditto
2000 OHC	90.80 × 76.95 mm.	1,993 c.c.	9.2 to 1	112 ditto

In side elevation the styling is somewhat less pleasing, for Ford went coke-bottle at about the time Vauxhall reverted to straight sill-lines. However, by any standards the latest Cortinas look impressive and one wonders whether the Capri will be able to compete? The special 5J × 13 wheels further enhance the GT model.

The interior arrangements which startled me at first were the deeply buried triple dials before the driver—speedometer, tachometer and clock, the latter with a seconds hand which seems unnecessary at the best of times, especially in this age of universal elaborate wrist-watches (said he, glancing at his Breitling Navitimer), the equally deeply-sunk (and angled) minor dials down on the central console (fuel gauge, thermometer battery-meter and oil-gauge), the front-seat head-rests and an oval steering wheel like those German cars used to have to allow for well-fed Teutonic stomach pouches but no longer seem to use, with simulated lightning holes (save us, St. Christopher!) on its cross-spoke.

Soon, however, I had become acclimatised and had to admit to a sense of security from the head-rests, which do not impede except to reduce intimacy with the rear compartment (and the impression from without that there are occupants sitting in what is actually an empty car!), that the main instruments were not too difficult to read and are immune from reflections (indeed, for those who do not use reading glasses the isolation of the smaller dials *might* make them more readable) and that the Cortina GT's minor controls are very nicely arranged, although the remoteness of the four small dials I find distracting, especially as the oil-gauge digits are too small and unless one sits at arms-stretch the upper part of the tachometer dial is obscured

CORTINA Mk. 3 WHEEL RATES AND FREQUENCY

	Rate kg./mm.		Frequency c/minute	
	Front	Rear	Front	Rear
Saloon	1.35	1.97	68	81
Saloon GT and GXL	1.35	2.27	66	86
Estate car	1.35	1.97	68	78

REAR WHEEL MOVEMENTS

	Jounce (mm.)	Rebound (mm.)
Saloon	90	105
Estate car	90	105

FRONT WHEEL MOVEMENTS AND LOCK ANGLES

Jounce	95.25 mm.
Rebound	101.60 mm.
Front lock	37 degrees
Back lock	39.5 degrees

GETTING TO KNOW BRITAIN'S BEST SELLING CAR

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Minutes of Meeting of Directors held at
88 Regent Street, London, W.1, on Wednesday,
7th June 1961, at 2.45 o'clock p.m.

PRESENT: Sir Patrick Hennessy (in the chair)

How it all began.—The vital minute which Sir Patrick Hennessy signed in 1961, consenting to the enormous expenditure involved in producing the Ford Cortina, until then known to the Board as the "Archbishop" project.

van pricing also contained therein was noted. 0/15 cwt

7. The Archbishop Programme, and related investment, referred to in the Review, was considered and agreed.

ed memorandum dated 1st June 1961

by its cowlings—but perhaps Ford think that only those who adopt a racing-style driving position look at rev. readings anyway!

A press-down l.h. knob looks after the wipers, with foot washer/wiper, a similar r.h. knob brings in the lamps, and another, below it, the rear-window heating. There is a multi-purpose stalk on the right, pressure on this enabling the self-cancelling flashers to indicate a change-of-lane in Motorway driving as well as longer-period warnings. The steering wheel is "leather"-bound and nicely placed the little stubby gear-lever is exactly right and has a rubberised non-slip knob, and the handbrake lever is well placed between the seats. In the centre of the fascia there is a Ford radio and below it the three horizontal heater quadrants for volume of hot or cold air, its direction and the fan, and, below these, a lidded ash-tray and lighter. The Ford-Wingard reel-type seat belts which I have never used stow completely out of the way. Normally I am averse to cloth upholstery but Ford certainly have an excellent material, snug and non-clinging, for their very comfortable front seats, the squabs of which spring forward when little levers at their base are depressed, to let in rear-seat passengers, and which can be easily adjusted against this spring pressure by long side levers. The "Aeroflow" vents are now horizontal outlets in front of driver and passenger, with knurled knobs to control and deflect the fresh air, perhaps not quite such a good arrangement as the former end-of-facia vents.

To these early impressions I added praiseworthy thoughts in respect of the lack of lurid exterior *decor*, the "Cortina GT" script on the boot not even telling me whether I had a push-rod or o.h.c. engine, so that I had to open the bonnet to find out (this is easily done but the heavy lid has to be propped up) and, the 1600 badge on the bodysides and maker's name apart, a GB/BRSCC transfer being the only other decoration.

Going home from the office I began to enjoy Ford's oft-praised and truly excellent gear-change. It was a pleasure to use the little gaitered lever but the clutch was not in keeping, being too sudden, so that, in conjunction with not very beefy low-speed torque, care was needed for a smooth take-off. I had reason to realise this when I drove up a turn-right lane on the A40, intending to out-accelerate the many stationary cars I had overtaken, as no-one else was waiting on this occasion to visit Gerrards Cross. All set to make a quick getaway, of which the Cortina GT is readily capable, I not only muffed it but stalled violently the engine—the other drivers were very tolerant and no-one so much as hooted. The gear-change is excellent by any standards, and reverse engages very smoothly if the lever is depressed and thrust forward beyond the first-gear location. But the transverse movement is rather narrow and I may have inadvertently selected top on this embarrassing occasion, although there is no spring-loading to excuse this.

As the miles mounted up I found this Cortina GT a worthy substitute for the Escort Mexico for which I was still very enthusiastic, having only a few weeks earlier returned the smaller troublefree road-test road-burner. The Cortina is naturally more refined, although I am not

going to pretend that engine or back-axle are entirely quiet. It has more than adequate performance, reaching around 100 m.p.h. on the 3.8-to-1 top gear and going from 0 to 60 m.p.h. in the usable period of just less than 12 to 13 seconds, depending on conditions. It clings well to the road, corners fast without noticeable roll and the steering, although light and smooth, is sensibly geared at fractionally over 3½ turns lock-to-lock, in conjunction with a 10.18-metre turning circle. Moreover, there is absolutely no lost-motion in the rack-and-pinion mechanism, the wheel is of a sensible size (you get accustomed to its ovalarity) and if it transmits some mild shake and vibration (not kick-back) at times, it also spins nicely back through the fingers (but don't tell the driving-school instructor!) under mild castor-return action. The dual-line servo all-disc brakes work so well that they come into the "out of sight, out of mind" category, especially as they are squeal-free and very light to use. The ride is much improved, although firm enough to extract minor rattles from the body on the rougher roads.

Apart from the usual Ford self-locking very spacious boot, which looks short by reason of the angle of the back window and does not overhang the tail-end of the car, there is a good non-locking map-case (it's too shallow to be called a cubby-hole although it conveniently distorts a fraction to carry a (milk) bottle if the lid is left open) before the front-seat passenger, a small open well ahead of the gear-lever, and elastic-topped pockets both sides of the scuttle. The matt-black interior trim offsets nicely the red finish and there are sill door locks, lift-up external door handles (the passenger's one on this two-door body was at first far too stiff, as I found with similar handles on the Ford Granada GXL but is now satisfactory). The tachometer's red band permits the engine to run to well beyond 6,000 r.p.m., which is its power-peak speed.

The second day with the Ford resulted in a calamity. I got it bogged down on a very slight but muddy slope on my own land. Whether the Goodyear 185 × 13 G800 Grand Prix 70 tubeless tyres, excellent as their impressively chunky treads are for gripping dry roads and dispersing water in the rain, have treads which are allergic to mud, or whether Welsh mud is extra tenacious, I do not know but the torque curve of the 1600 GT engine, reaching its peak at 4,000 r.p.m., did not help in attempting to combat wheelspin. We abandoned the car overnight and spent much time with sacks and sheets of corrugated-iron extracting it next day, after letting air out of the tyres, normally at 20 lb./sq. in. all round, and it has shown a lack of slippery-surface grip on other occasions, so that I have little confidence about taking it into water-logged car parks. Perhaps what I need are those special tyres which Dunlop evolved to enable Ford to win the E. African Safari Rally! But this reminds me that it is a prompt cold-starter on the automatic choke, and that the engine's ability to run easily in top gear at less than 2,000 r.p.m. discounts its apparent lack of torque.

Once on hard ground again the Cortina made up for lost time. Like cruising at, shall we say?, around 70 m.p.h., westwards along the fine new M4 Motorway. After a boring hour or so getting from Slough

to the Chipping Sodbury junction in this fashion I found myself marveling at the tenacity of men who endured nearly twice the speed for much longer, as Cobb did in winning the 500-Mile Race at Brooklands in the Napier-Railton (was he elated, or, like me, just bored?), and the bravery of those who did anything from this to twice as fast on slim-section high-pressure beaded-edge tyres which might burst or fly off the rims at any moment—Lee Guinness in the 350-h.p. V12 Sunbeam, for instance, to name but one. With today's cars and tyres so safe I regard the speed-limit on Motorways as a terrible waste of their great potential. The Cortina's oil pressure and temperature vary not at all on a thrash of this kind but I felt for the engine of an elderly Morris Minor van which endeavoured to cling to me. . . . The Cortina has the advantage, for night driving, of Lucas Halogen four-lamp lighting.

The first tankful of petrol lasted just less than 344 miles, a very useful range, which gave a consumption of 99-octane gas of 28.7 m.p.g. A further long-range check came out at 27.2 m.p.g. The car came to me, after being driven by that fast-driving lady, Mrs. Gordon Wilkins, with 3,850 miles on its total-mileage odometer

— AND SOME NOTES ON THE NEW FORD GRANADA

IF I had been told on 18th September 1971 that I was about to start a period of my life when I would not only be driving but actually enjoying driving a Ford Executive, then I would have laughed hysterically. For in my imagination there could be few cars further from my normal means of transport, *i.e.* Austin-Healey, Porsche 365, Porsche 365C, Porsche 911, and Alfa GTV to cover the last 15 years.

However, fate was to play a big part the next day when the RAC/GPDA mobile barrier at the *chicane* at Thruxton got out of control after being clobbered by a Formula Three back marker. That was the start of 22 weeks in thigh-length plaster and my grateful acceptance of a long term test on an automatic Ford Executive.

The first impression of the Executive was its size. It would have looked large under normal circumstances, but after three weeks flat on my back and only one day walking on crutches, it looked "ginormous". Size apart, it was very roomy, with adequate space for a plaster to be deposited with the heel in a shaped polystyrene block, courtesy of the London Hospital plaster department, and the thigh sunk well into two cushions and the edge of the well-sprung seat.

Probably for the first time ever, a car of this type lent to MOTOR SPORT was driven as most owners would drive it, because violent acceleration, braking or cornering caused so much pain that it wasn't worth it. For steady cruising up to 75 m.p.h. the car was smooth and effortless; over 75 m.p.h. it became necessary to concentrate and keep a firm hand on the tiller. One remarkable feature of this big Ford was its ability to sneak into small parking spots in the narrow streets of Soho. It was almost unbelievable that with only a foot to spare the car could be accurately parked tight on the kerb and with its incredible lock could get out in three without bumping or boring.

Instant starting on cold mornings, quick heating to a comfortable atmosphere and 13,500 miles of trouble-free motoring added up to a better picture than I had ever imagined. On one afternoon and evening only did the Executive not respond to the conditions, and that was on the North Yorkshire moors during the RAC Rally when blizzard conditions closed in, trapping many spectators on the moors all night. The Executive just managed to slither and slide south to the rain line, where I was able to stand on my crutches without falling over every time I left the driving seat and the car was able to find some adhesion, but that was

The Ford Executive.



(as Ford claim to have "gone metric" I expected it to read in kilometres!), and after another 1,310 miles I looked at the dip-stick, not exactly instantly accessible down at the n/s rear of the engine, to find the oil at the low level pip. However, a quart or thereabouts of Castrol GTX, added to the $\frac{5}{16}$ -pint of the new Ford 6,000 Mile Motor Oil which the sump presumably still contained, restored the situation—say approx. 600 to 700 m.p.p. The idling speed of this engine should be 780 to 820 r.p.m. and oil pressure 35 lb./sq. in., but in the test car the latter reads between 50 and 60 lb. at speed, so there is plenty in hand for summer cruising. The firing order is 1,3,4,2 whereas on the push-rod engine it is 1,2,4,3. When idling there is sometimes a knock which suggests that the exhaust pipe leading from the impressive 1/4, 2/3 "bunch-of-bananas" exhaust manifold may be fouling the body, but no trouble has developed. The Ford Kwik-Fill battery is very easy to top up, prominent on the n/s of the under-bonnet space.

These, for the time being, are my comments on this popular £1,147 car. Having lived with it for a month I can understand why Cortinas have a similar monopoly of our roads as did Fords in the days of Models-T, A and B. It must make Bill Batty very happy!—W.B.

not a fair test for a business-man's Express.

With six months of Ford motoring behind me, Harry Carlton, Ford's very experienced Press Officer, suggested that I might like to compare the Executive with its replacement, the three-litre Granada. So for the last three weeks I have driven a Granada GXL in the same way that I used the Executive. I don't intend the following remarks to be in any way a road test (W.B. will do that much more efficiently at a later date)—they are a series of first impressions stepping from the old to the new.

Firstly, although the internal measurements are larger, the Granada feels much smaller to drive, the external measurements are a little smaller but not as much as the impression from behind the steering wheel. The instruments are laid out much more to my liking and all the controls a driver needs are on stalks at his fingertips, *i.e.* flasher, dipper, indicators and two-speed wipers.

Driving away the GXL feels more powerful and the speedo. slips up to 50 from the lights, in roughly the time the Executive took to reach between 35 and 40. The brakes feel more positive, and that first round-about which felt fast before at 30 is now comfortable at over 40. Town driving all round shows improvement, but it is when the Granada gets its teeth into a chunk of motorway that it is really different; with the same feeling of safety and relaxed effort the Executive had at 75 m.p.h., the Granada has at 105 m.p.h. This 100-plus motoring comes up so easily that it is difficult to keep inside our ridiculous 70-limit, especially as the ventilated discs on the front make stopping from 100 m.p.h., even several times in a few minutes, quite effortless and safe.

The new independent rear suspension is felt to work when the speeds are kept up. Fast lumpy corners where the Granada's predecessor would have jibbed at around the 60 mark can now be negotiated without lots of wheelspin, and so on and on. The Granada is a larger step forward than usually occurs when a manufacturer brings out a new model and I would say that a lot of Ford's racing know-how has gone into the new Granada, to make their business-man's express a that much better road car.

With any luck Ford may forget where this particular Granada is hiding and when W.B. does his road test report I can tack on a few further observations when the mileometer has added a few thousand more.—M.J.T.

The Ford Granada GXL.



RUMBLINGS

■ **GROUP 1.**—The face of Group 1 saloon-car racing is changing as the season advances. After BMW 2000 Tii cars had won eight out of nine races for the Castrol Championship, the ninth going to a 3-litre Ford Capri, Gabriel König won three-in-a-row over the Spring Bank Holiday week-end, driving, very competently, a Chevrolet Camaro. Watching the last of these three races, over the Club circuit at the BRDC Silverstone Meeting, there was no doubt whatsoever of the superiority of the big Camaro. It kept very comfortably ahead of Markey's BMW 3000 CS, hard as this driver, who had driven with great spirit to win the Sports GT race in Gresham's Lotus 30, pressed after the girl. The Chevrolet showed no sign of tiring in 20 laps, and the other Camaro, driven by Peter Graham, finished in third place, having passed Bloomfield's BMW 2000 Tii, with Boul's Capri tailing them.

The spectators thoroughly enjoyed the Group 1 saloons, judging by the numbers who left after it was over and before the last race, for the *Formule Libre* cars, began. We are now more than ever convinced that someone should give them at least a full hour of such racing, perhaps three hours, and we think there could now well be an additional class, because at present anything priced at over £1,100 is classed together and Lotus Cortinas, Capris and the smaller BMWs have to compete against the very expensive BMWs and the multi-litred American cars. The girls are doing splendidly in Group 1, for although Gill Fortescue-Thomas' Ford Capri retired at the second corner, she finished a very convincing second in a Ford Escort BDA in the Special Saloon-Car Race, which was won by Howes' American Motors Javelin—the big Yanks are top saloons again. Incidentally, Bell's BMW 2000 Tii, the other front-row starter in the Group 1 race, experienced continual trouble.

This BRDC Meeting was quite like old times, with Tony Salmon riding with Gabriel König on her well-deserved lap-of-honour and Kenneth Evans waving the chequered-flag. The closeness of Formula Ford racing, of which we had 20 laps during the afternoon, was nicely expressed when the commentator referred to the leader as having "an incredible lead—of at least three lengths"!

* * *

■ **JALOPIES.**—There are many kinds of motor racing, most of which have been covered by the motoring Press at one time or another, and as we permitted A.R.M. to do the IMCA Sprint cars in colour some time ago, the Editor didn't see why he shouldn't have a look at Jalopy racing, which is the least-expensive kind of motor racing in existence.

You may have seen notices in rural districts advertising such races, in some farmer's field, and seen queer-looking vehicles on their way to it. If so, you have probably dismissed it as a rather foolish frolic of the motor-minded farmer's lads and their "bangers". That would have been true when it started, some ten or more years ago, but not any longer. It is now very efficiently run and properly controlled, and has been for the past two years, by the British Jalopy Racing Association, as their very efficient PRO, John Holmes, explained to us when we dropped in at a meeting near Leominster.



A TYPICAL jalopy at a meeting near Leominster. This one has a mini front end mounted at the rear and adapted for rear-wheel drive.

Safety is regarded as of paramount importance, although no official body other than the BJRA is involved. Cars are required to have efficient welded-up roll-over cages, seat harness, labelled and accessible ignition switches, fire-walls, properly-vented fuel tanks, etc., as in full-scale racing, and they are scrutineered before each event. The drivers must wear crash-hats and goggles, the former, like their harness to BS specification, and saloon bodies with all glass removed and wire-mesh frontal screens are insisted upon. Drivers hold BJRA licences and those of 18 or under have to have their parents' consent before they can race; lady drivers are confined to 1,200-c.c. class cars. Spectator safety is looked after by leaving ample space between the parked cars, the on lookers and the single wire-rope safety barrier. Normal flag signals are used, with marshals at the corners and drivers who nudge deliberately are black-flagged.

The cars race in various classes, beginners being restricted to unmodified under-1,500-c.c. vehicles. There is the under-1,200-c.c. side-valve class, in which engine tuning can embrace a dual-choke, or twin carburettors, the engine can be in any position, but with standard transmission and axle. The same applies to the under-1,200-c.c. o.h.v. class.

Then there are the Specials for which anything goes, within the safety requirements with categories for under-1,200 c.c., 1,200 c.c. to 2,500 c.c. and over-2½-litre cars. Supercharging puts you up a class and, in the interests of cost-control, fuel injection is not allowed.

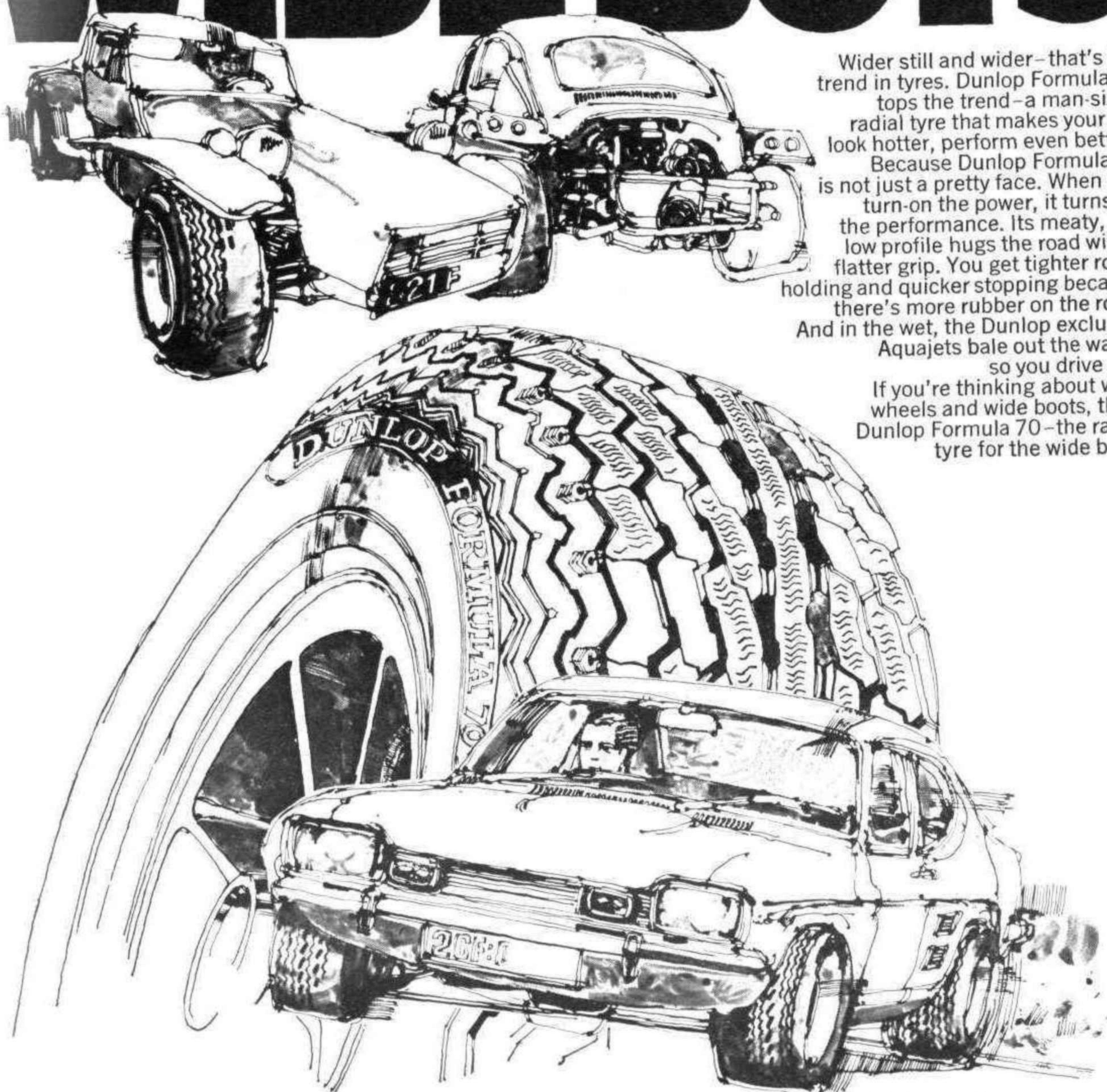
We were surprised by the number of competitors and the interesting variety among the cars. At a closed meeting an entry of 40 is not unusual and an open meeting can have 100 or 120 competitors. A gate of 2,000 to 3,000 is expected, at 30p a head, car parking free, and the farmer whose field is ploughed-up over a lap distance of ¼ to ½-mile or so gets between £25 and £50 in compensation. Incidentally, the BJRA has no paid officials.

This is unquestionably an inexpensive sport. The lowest form of jalopy life is a perpendicular Ford Popular bought perhaps for £10, although its safety requirements will cost a bit more and it has to be taken to races on a trailer or transporter. Asked what a truly competitive jalopy costs, the driver-constructors quoted from £150 to £350, qualified by the fact that such cars will last for many years, fingers (and arms) crossed, and tyres for a couple of seasons. Some people are beginning to spend real money, like £300 for an engine, but in general the cost is impressively low. Starting money is 50p per race, with prizes in the heats and finals, up to £5 for a first place. Nine cars race at a time, pole position being occupied in heats by the first driver to get there, but in the finals they ballot for places on the starting-line.

The cars are a mixed bunch. Front, mid and rear engines are used, and they range from ancient s.v. Ford to Lotus Ford twin-cam and include V6 Ford, Vauxhall Cresta, older in-line six-cylinder Ford with triple SUs, 2.3 Fiat and 3.8 Jaguar. Ford GT power units are popular, often in conjunction with VW back-ends, but battered Minis, mostly with 998-c.c. engines and valued at about £60 go very well, and specials predominate, such as a rear-drive Mini-powered creation (cost about £100), or a s.v. Ford Popular with engine set so far back that the driver is said to be able to tweak its single Weber carburettor while he is racing! Although breakers' yards provide much of the material, many of the under-bonnet machinery is fully-professional, and jalopy racing is obviously doing some good to the tune-up shops. Tractor tyres are used, with "knobbles" on the driving wheels, and the Minis make good use of rotavator tyres, normally restricted to a speed of seven m.p.h.! Soft suspension ensures good grip in what is really car grass-track racing and two dampers one side, singles on the other, and similar dodges, assist on the oval circuits. Some cars have limited-slip differentials and reverse gears can be dispensed with. Steering is usually geared-up about 2 to 1 by means of close-set chains and sprockets coupling steering column to rack-and-pinion shaft, eliminating a steering box.

Racing takes place in the SW, with 32 meetings from April to October scheduled for this year, at which eight regional clubs compete on points for the BJRA National Championship, the final to be contested near Ledbury on August 6th. All the races we saw were run almost immediately after the previous one had finished, with no fuss, no fireworks, and with the spectators audibly enthralled. There was a commentator and refreshments, but no loos. Speeds may not be high (races are not normally timed) but the drivers undoubtedly have fun, without being involved in anything like the heavy expenditure which all the other "poor man's racing", FF, FV, F3 and so on, now involves. Moreover, so far there have been no serious accidents.

FOR THE WIDEBOYS



Wider still and wider—that's the trend in tyres. Dunlop Formula 70 tops the trend—a man-sized radial tyre that makes your car look hotter, perform even better! Because Dunlop Formula 70 is not just a pretty face. When you turn-on the power, it turns-on the performance. Its meaty, fat, low profile hugs the road with a flatter grip. You get tighter road-holding and quicker stopping because there's more rubber on the road. And in the wet, the Dunlop exclusive Aquajets bale out the water, so you drive dry. If you're thinking about wide wheels and wide boots, think Dunlop Formula 70—the radial tyre for the wide boys.

 **Dunlop Formula 70 SP Sport**

A brace of BMWs and a look into the Munich marque's competition future

The 2002 Tii started the British Group 1 season off with a series of outright wins in the hands of Roger Bell and Mike Woolley. Here is Bell's car, tested by our representative at Brands Hatch.



WHEN THE BMW factory announced their withdrawal from official factory competition in 1970 they made the racing categories of Formula 2 and touring car racing look a lot less interesting for, particularly in F2, their engines had been the only ones to effectively take on and beat the all-conquering Cosworth FVAs. The Ferrari F2 engine had also beaten the Cosworths of course, but by 1970 Ferrari were well out of the hunt and BMW engines in chassis were the ones to beat. Dieter Quester's unique relationship with the factory resulted in his successful appearances in a Formula 2 March 712 equipped with the 16-valve BMW 2-litre engine during 1971, whilst BMW fortunes were ably, if not very successfully carried, by Alpina and Schnitzer in touring car events. I say ably because Alpina and Schnitzer found themselves with the unenviable task of beating the Cologne RS Capris of nearly 3-litres, which were a little less powerful than the big BMW CS coupés but much more reliable and a good deal lighter.

Earlier this year Jochen Neerpasch announced that he and Cologne chassis expert Martin Braungart were leaving Ford to set up a new competition department in Munich for BMW, the Bavarian company having revitalised their management during the winter. At present Neerpasch and a team of experts drawn from such sources as Porsche are supervising the construction and plans for a factory touring car effort in 1973, backed up by an engine development programme that's likely to yield a further improved 16-valve 2002 engine for use in the Tii racing saloon and also for sale to participants in Formula 2 and Series 2 Sports car racing. The engine development is also likely to include a 24-valve (i.e. four valves per cylinder, again) version of the six cylinder sohc unit that powers the 3.0 CS coupés. The CS itself will be produced in limited quantity with special equipment and options to make it lighter, wider in track and generally more competitive for touring car racing, rather on the lines that Ford (who were then managed by Neerpasch in Germany) manufactured the Capri RS with a host of options that were homologated to make the car suitable for touring car competitions. There are those in Germany who feel that under Neerpasch's guidance BMW will make an F1 engine, for the man is strongly patriotic and has done everything in his power to help the careers of Rolf Stommelen, Jochen Mass and Hans Joachim Stuck Jnr.

Whilst all this activity was underway in Germany, the BMW concessionaires in Britain have not been idle. Prior to the start of the season they, through the Cooper Car Company which they own (though it doesn't function in a competition sense yet . . . more of that later) had known of the factory plan for Broadspeed at Southam to prepare a special lightweight version of the CS in an attempt to beat the Capris in Europe during 1972. Unfortunately the Bavarian factory was not geared up to either lying or making enough of these aluminium panelled CSs to allow FIA recognition of the lightweight model. The result was that Broadspeed/Cooper Car Co. were stuck with an illegal car and therefore no budget to run the Broadspeed prototype. How-

ever, after a lot of background politics, it did appear at a snowy Salzburgering for the second round of the European Touring Car Championship in April, driven by John Fitzpatrick and resplendent in British Racing Green with a white stripe. The Broadspeed-Cooper CS had fuel pressure and political problems in practice (really it was too wide to race, but Ford representatives were slightly mollified by the installation of steel panels so that the car conformed with the regulations in all respects save width) but in the race it proved to be the fastest BMW. Tantalisingly, the beautiful silver Schnitzer CS of Dieter Quester was disqualified whilst catching up lost ground after a push start, so we never saw if Fitzpatrick plus British BMW (though it had a Munich modified engine) could actually beat the Schnitzer top combination, who were really racing on home ground as those silver coupés are prepared at Freilassing, just outside Salzburg.

Since then the Broadspeed/Cooper CS has not raced for reasons of finance, that may be resolved when you read this account of how we drove the car, which remained in Salzburg trim.

The GB BMW concessionaires are also behind the exceptionally successful Group 1 assault mounted by various dealers in the marque. At the time of writing they have enjoyed most success with the MLG 2002 Tii for Roger Bell, backed by a similar Mathwall engineering prepared Tii for John Bloomfield. The latter car and a 3.0 CS which John Markey piloted over the Bank Holiday with the same spirit as he applies to driving a Lotus 30, looking after customer complaints, and running BMW GB's competition activities, are entered by Cronk Motors of Chipstead, but all three appear in a smart blue and white livery that Mathwall apply after considerable time has been spent transforming the BMWs into Group 1 racers.

At Silverstone I was allowed to drive both the Group 2 CS and a rare lightweight coupé (the orange car in the colour section), whilst I had earlier been able to fit in some laps of Brands Hatch club track in Bell's 2002. The smallest BMW I tried was the original car modified for Group 1, a category of saloon car racing that only re-appeared officially in Great Britain this year, and which has proved extremely successful, as intimated in last month's "Matters of Moment". From their premises at Silvermere Estate, Byfleet Road, Cobham, Surrey, Mathwall partners Stuart Mathieson and Peter Wallace set about the car with vigour.

Mathieson specialises on engine development, and there was plenty of scope for improvement in the 2002 unit as the homologation tolerances were extremely favourable for maximum power. In fact, after balancing and final assembly, the first engine was found to give 143 b.h.p. at 5,800 r.p.m., up at least 13 b.h.p. over the production DIN rating. Because of the space needed for a slant engine's exhaust system on a test bed, it was found that the engine actually performed even better in open exhaust racing form, which partially explains why, even when the uprated 3-litre Capris came into Group 1 after four or

five races had already been run, they did not immediately seem that much faster than the BMW 2002: both cars weigh almost the same at something over 2,300 lb.

The suspension and braking were also modified, though the brakes are not as good as on the Alfa Romeo GTVs as yet. However, the suspension system (Macpherson strut front, i.r.s via trailing arms) is more than a match for anything, new, shorter and stiffer rate coil springs allowing the 2002 to run rings round the opposition, especially on bumpy tracks. The limited-slip ZF differential and five-speed gearbox don't do the car's competitiveness any harm either. Theoretically one would suppose that the answer to the 2002 would be the 2000 GTV Alfa Romeo, but the Wallace suspension, plus Mathieson's engine, has just made the Mathwall 2002 untouchable except by bigger capacity cars—recently the Ford Capri 3-litre and Chevrolet's monstrous Camaro.

My spell in the car merely whetted an appetite for a go in the bigger coupés, for the 2002's tail-out handling and steady high speed cornering flatters the driver enormously. In fact it's not until one tries to get down to real business in the car that you see what hard work slinging a basically standard 2002 about can be, especially as the rear wheels tend to lock up when trying to take some of the terror out of Paddock Bend. The car certainly seemed fast though, a harsh open exhaust note adding to the excitement of an indicated 112 m.p.h. before Paddock bend. The engine still responded easily whilst trickling up to join the circuit, its Kugelfischer injection responding promptly when the starter key was turned initially. Power drops off very sharply above 6,000 r.p.m., and despite balancing there's no happiness involved in revving the engine all the way round to the limit of 6,500 r.p.m.

The labour bill for converting that 2002 topped the £1,000 mark comfortably, but that figure would not even make the petrol pump attendant at Broadspeed look interested, for up in Southam they specialise in Group 2 touring cars with a vengeance, and Group 2 costs are calculated on the same scale of noughts as mere mortals use for telephone numbers. Of course Broadspeed convert cars for everything from road use up to, and beyond, Group 2 specification into which this first venture on to BMW territory most definitely falls, for the CS was built as the finest rolling chassis possible, with no contract for engine development. At first Ralph Broad was not at all keen on Group 1 regulations, but lately he and the company have become involved, preparing a Capri for David Matthews to use and helping one of their own employees, the talented former Formula Ford driver Andrew Rouse. He conducts a Mexico turned out in Broadspeed's old regal purple-silver colours, the latter machine now placed at the head of the brutally close-fought Mexico Challenge at the time of writing.

The engine installed in the coupé for Salzburgring was still feeling as sharp as the 332 b.h.p. at 7,500 r.p.m. claimed for it before it did the 2-hour Australian event. Six shining intake trumpets for the Kugelfischer mechanical fuel injection dominate the engine bay, the only apparent drawback to the system being in the throttle operation, which has to work against the pressurised fuel, and is thus tricky to force into opening smoothly if you have small feet. The alloy-headed six-cylinder engine utilises a compression ratio of only 11 to 1, its iron block almost hidden from the underneath by the extensively (and expensively) developed tubular steel exhaust manifold. This complex system had to fit in under the slant of the block and progress from six outlets into three branches, one, and then finally out to three stubby pipes exiting under the passenger door on the LHD machine. Bosch supplied all the electronic engine equipment, though Broadspeed had to make up a special wiring loom to cover all the extra needs of racing. Cooling of the engine's water is in the hands of a bigger Serck radiator, whilst the oil for the engine, five-speed ZF gearbox and ZF limited-slip differential rear end is all cooled as well—the transmission components having cunning little pumps concealed within their standard casings! In fact the presence of so many pumps clearly shows how different European Group 2 racing is from British events, for with events like the Spa 24 Hours in the schedule one tends to design a car that can both sprint and last. A 3-gallon dry sump system (Broad's a Castrol man, like so many others in Group 2) was beautifully blended into the car, using an aluminium reservoir and piping concealed underneath the interior carpeting—the original wood trim has to be preserved as well, so the cockpit of this racing car is pretty civilised by any standard! The fuel system also uses aluminium tanks, two of them joined together under that enormous quick filler cap on the boot, giving the mandatory maximum of 26½ gallons. Fuel consumption is a point of interest since it was rumoured that, following the temporary shelving of the project, Mr. Broad might take to the road in his pride and joy! We understand that normal racing consumption is extremely creditable for a heavy 3-litre racer at 8-8½ m.p.g.

Power is transmitted via a Borg and Beck triple-plate clutch, as used in F5000, to the all synchromesh ZF gearbox—on which first is placed below reverse on the side closest to the driver, a collar having to be raised to reach either. The gear-change pattern is spring-loaded so that first to second is just one straight movement of the arm, all other changes upward being a matter of deliberately pushing away from the driver. Final drive ratios can be varied between 2.9 up to 6 to 1 to suit a circuit; we had the 3.9-to-1 choice, but a 4.3-to-1 would be fitted normally for Silverstone Club layout.

As with production coupés, 15 in. diameter wheels are used. Alpina tried 13-in. wheels last season, but now all the tuners have opted for 15 in. diameters (as have the Cologne Capris for 1972) in order to fit 10.9 in. diameter Lockheed ventilated disc brakes all round. Originally the idea behind 13 in. diameter was to get CS's centre of gravity down, but with the advent of ultra low profile racing covers from Dunlop, the teams can now run the bigger wheels with no increase in overall height!

Suitable damping for the rigours of circuits as diverse as Nurburgring and smooth Ricard was selected after 15 possible permutations of gas-filled Bilstein had been used in development. Roll stiffness that was not found by new coil springs can be varied with a selection of tubular roll bars: weight trimming is a necessity, not a luxury on this car! As ever, Broad objects to using a rear bar on principle "all it does is lift up wheels" he says. The anti-roll bar can be further trimmed—just as on an F1 car—by adjusting the tension upon it. "In fact", continued Mr. Broad with a shrug, "it really is true to say that a properly developed touring car must have all the features in suspension adjustment that a Formula car has—but things are more difficult with a body on top!"

Perhaps the secret of the car, confirmed on the afternoon of our test by Niki Lauda's driving impressions of the Broadspeed machine (who, apart from his Formula Two and One drives is quite a dab hand behind the wheel of Alpina's 3-litre coupé on occasions) is the variable rate springing, allowing a total of 7 in. suspension movement. In practice this means that the car avoids the pitfalls of coil binding that the popular "shorten and stiffen till it's as hard as rock" philosophy can encounter. Wheel toe-in, camber, castor, under or oversteer, and even the rate of rear wheel camber change, can all be changed at the track. As Broad says "it's inevitable that a saloon car will have body roll but the trick is to make sure that the wheels stay as flat on the ground as possible whilst the body is tipping".

The braking set-up is also interesting in that servo-assistance is provided to the front wheels only, adopted because the braking action with four-pot calipers was too heavy for long-distance events. A balance bar, with adjustment that is critical to one quarter of a turn from within the car, also ensures that the car is adjusted to stop as well as it can corner on those shimmering BDS magnesium wheels. At the front 11-in. rims were utilised for our test, complemented by 13-in. rims at the rear: our session was conducted on the recently available Dunlop 376 compound intermediate rubberwear, but Lauda and Markey also tried the car on slicks, which are widely used on racing saloons today.

The production fascia panel was barely altered for the racing car, but there were such small dials as were needed to record oil pressure (80 lb. plus) and temperature (barely above 40°C. on a windy day), water temperature (not up to the normal 70°C.) and fuel pressure of 45 p.s.i. All the extra switchgear is mounted on a central console. A mechanically driven tachometer is mounted in place of one of the production dials, its tell-tale pointing to exactly the limit of 8,200 r.p.m.; we were asked to keep down to 7,500 r.p.m.

With the customary bucket seat and full harness by Britax the driver surveys a mass of green panelling and suave interior, feeling rather more relaxed than is customary. The exhaust tone from triple stub-pipes is almost subdued inside the car, but outside the engine sounds as though it is bursting with energy like that of a Matra V12, though the pitch is of a far mellower nature which rings out across Silverstone's wastes (an ideal test track!) quite hauntingly.

The throttle is tricky for our reporter as it needs a hefty stab to open, more akin to the effort that one would feed into an initial braking movement. Once open the power delivery is extremely smooth, and over a wide band from 4,000 r.p.m. onwards in third gear. To really get the sort of performance that Lauda extracted from the CS, the engine and brakes have to be caned unmercifully, for this is a heavy car that has to be driven to its considerable handling limits to make up the time that an extra 30 b.h.p. would supply—a quantity of extra urge that would suit the car well, according to the experts. Next year the signs are that both BMW and Ford will have touring cars with engines of 3-litres plus, new cylinder heads and over 400 b.h.p. apiece!

Personally speaking, the kick from just over 300 brake horses is exhilarating enough, but even for me it was easy to see that the car's slow, sliding oversteer and superb brakes would lend themselves to extra power. The brakes were so good that I found they could be applied on the same spot as a road-going car travelling at half the speed. Turning into Copse this meant that the car could be swept in using third gear and balanced through the corner just on power. The sticky throttle worried me sufficiently at Becketts hairpin and Woodcote to stop heel-and-toeing and merely concentrate on changing through that quickly operated gearbox with delightful accompanying roars from the engine. I only used fifth gear down the main straight, because of the gearing, but I would guess that the big BMW was breaking 130 m.p.h. comfortably all the same: blast it, the lightweight road car which I tried later was managing 112 m.p.h.!

In short, the car certainly proved that it was more than a match for the power presently supplied. Future plans are undecided at present, but BMW's John Markey (who also drove the car just as well as Lauda round Silverstone) is known to be extremely keen for the company to be represented in Group 2, apart from the great Group 1 successes that they have already enjoyed.

Whilst we were fiddling our way into one of the first alloy-panel (doors, boot lid and bonnet) coupés, we were surprised, and very pleased to learn, that the Cooper Car Company name is to be revived, using the old premises at West Byfleet and will be constructing competition cars. "The Cooper name is still an excellent one for marketing performance parts", says Markey, "and it is important to realise that the old company did not go bankrupt—the parent company wound it up. Our present marketing manager for parts at the concessionaires, Michael Heath-Wise, will be in charge of these performance parts—and I will look after the competition side."

The orange CS wore attractive spun-aluminium spoked wheels of 7-in. rim section, carrying 195 70 VR 14 Michelin radial ply tyres. At first it felt as though it had power steering after the even bigger-booted Group 2 version, but after a couple of laps we found strong respect for it as a truly functional machine, rather in a smooth original Lotus Cortina mould. Gear speeds worked out at about 40 m.p.h. in first, 60 m.p.h. in 2nd, 100 m.p.h. in 3rd and 112 m.p.h. along the Club straight into Woodcote, using fourth, which was also top in this case. Absolute maximum speed is just over 130 m.p.h.

Wrapped up inside a spaceman helmet with a roll-over bar stuck over my head, it felt rather incongruous not to be able to hear anything of the car's quiet progress at all, save the inevitable tyre squeal. The car's lap times (on road tyres and completely standard) would have put it just ahead of the Mopar Avenger driven by Bernard Unett in a Group 1 event at the same circuit three days later and very little (0.2 sec.) behind one of the slower Group 1 Camaros! The car was merely lent as an appetiser, for BMW (GB) intend to market a highly luxurious version, broadly based on the sporting look of the car you see portrayed in the colour section, but with additional luxury features, fuel injection (twin downdraught Zeniths were fitted to that road car) and steel doors. Currently the concessionaires plan to import 500 such exciting CS models, beginning later this year. Officially it will be called a CSLi and will sell for within 5-6 per cent of the present CSI's retail price.

Certainly, both the staffmen who went to Silverstone enjoyed seeing a respected *marque* built up with the competitive spirit. Let us hope the enthusiasm stays, and that we will continue to see BMWs providing a different shape to watch and, if you are wealthy enough, something different to drive.—J.W.

Foreign cars at Silverstone

THE MICHELIN International Car Test Day has rapidly established itself over the past few years as a Good Thing. The organisation, supervised by Michelin's Alan Powell, is excellent and the weather usually superb, helps of course. The selection of cars is not quite up to the organisation (which is fair enough to allow lesser known writers to try their hand at pretty well anything, if they keep smiling!), consisting primarily of European machinery sprinkled with well organised forays from the Japanese Mazda Datsun and Toyota concerns. American cars are conspicuous by their absence—but purveyors of such powerful cars might take comfort from the fact that none of the cars were damaged at all this year.

The fastest cars at Silverstone on that hot April Wednesday were the Maseratis, headed by the Bora *Gran Turismo*. The influence of Group 1 racing and its importance to manufacturers was emphasised by the presence of the Citroën and BMW entries in this category (staying

firmly static in company along with the Gp 2 Broadspeed/Cooper CS tested in this issue), while Opel had a 2-door Ascona minus some of the good things that make the John Rhodes' model such an effective machine. However we accepted the chance of driving it as, at a saving of £300 over the Manta, it offers such desirable enthusiast features as a limited-slip differential, 1.9-litre cam-in-head engine, laminated wind-screen, 5½J sports wheels with appropriate wide section radial ply tyres and slightly better weight distribution than the sleek coupé. In fact 18 such Asconas have been ordered for importation into Britain and Opel representatives in North London are quite excited at the prospect of infiltrating Ford's Mexico market, for the German vehicle is not a lot more expensive at £1,297 retail.

On the track the yellow Opel handled beautifully, but with only 900 miles on the clock one couldn't really expect it to exceed 95 m.p.h. The 1.9 Ascona was certainly one of the fastest cars round Silverstone GP circuit though, despite the power handicap and lack of the promised limited slip, for one soon learnt the neutral handling and accurate steering which make up any time lost in a straight line.

Because the reporter's experience of Japanese cars in the UK is somewhat limited, he had a go in a Toyota Corolla 1200 coupé SL and a Datsun Bluebird 180 SSS. The Toyota went like a rocket—with appropriate hard working noises and wails of anguish from the Dunlops—showing 95 m.p.h. on the Hangar straight and understeering vigorously until the accelerator was eased. The Datsun 180 proved very plush in the American manner and very fully equipped, but the brakes faded out within three laps (it felt as though the pads were glazed) and the rocking understeer demonstrated that this is a car that should be road, not track tested.

Keeping clear of the exotica I steered out of the Paddock next in an Opel straight six Commodore GS. Reflecting how impressed the Ford people were with the restyled Rekord/Commodore range ("our" example costing just over £2,000, right in the Granada GXL range) I didn't spare the car. I came back after a greedy 10 laps thoroughly impressed—the GS is extremely rapid, smoothly engineered and endowed with roadholding and braking that must be amongst the best in the class throughout the World: truly Adam Opel lives!

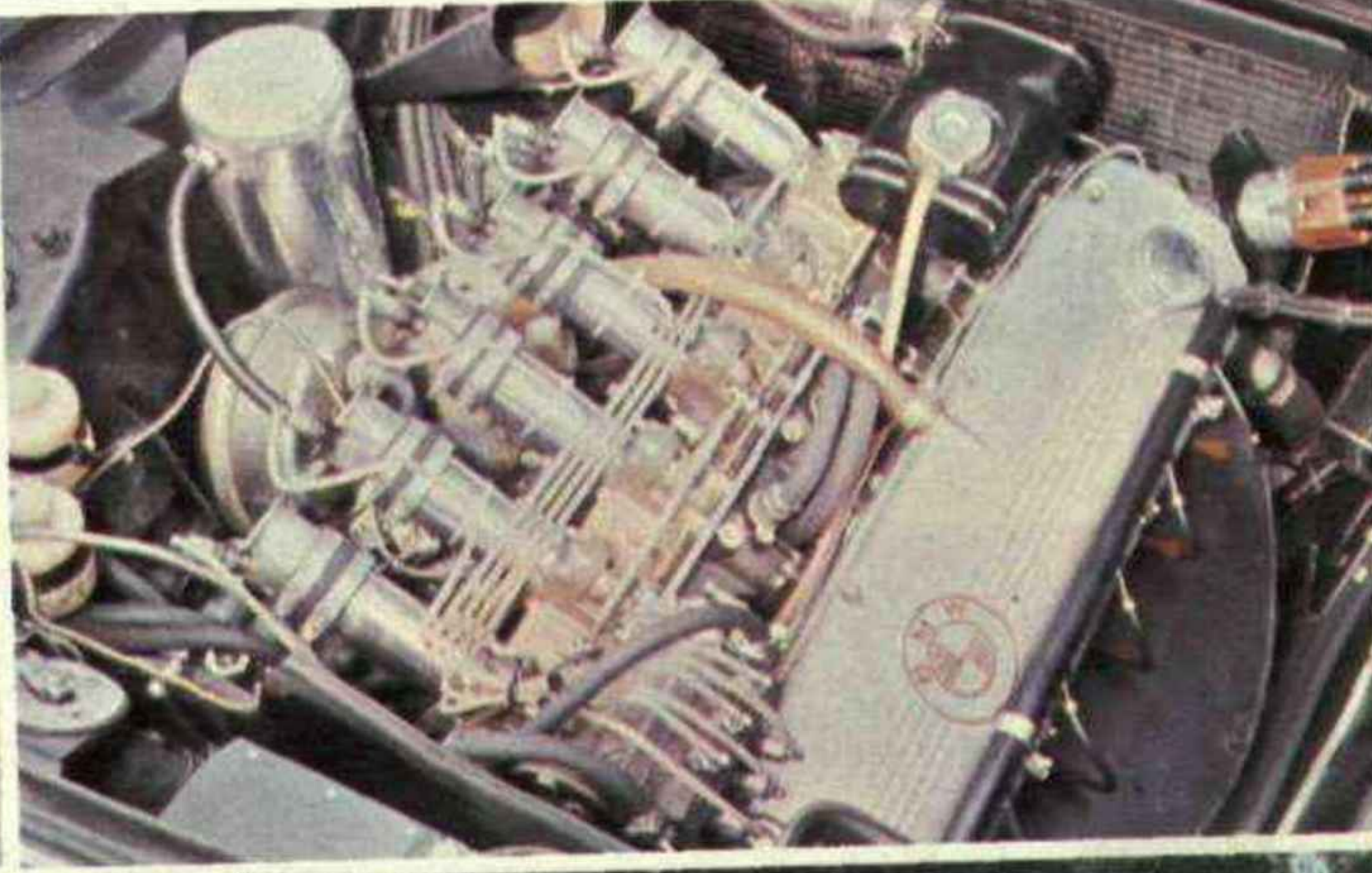
The little DAF Marathon coupé again provided a lot of fun as its elastic bands and humming Renault engine consorted to keep the car at a pretty steady 85 m.p.h., virtually regardless of corners. However, the most enjoyable car of the day was an Alfa Romeo 2000 Spider with the hood firmly down. Alfas show up extremely well on this circuit, that dark blue model whipping firmly up to 110 m.p.h. at 6,000 r.p.m. in fourth before Woodcote, or relaxing its way into the same corner at 105 m.p.h. in fifth. The limited-slip differential and properly located live axle allow the Spider to be set up almost tail first if required, while the driver is comfortably protected from severe buffeting with the windows wound up.—J.W.

Modified Fiat 127

RADBOURNE, the Fiat conversion people in Britain, have produced a stylish and rather more rapid Fiat 127. Assembled at their Weber distributing branch, 8 Bramber Road, London, W14, the car has less than £100 spent on extracting extra power from the engine, but is considerably faster than the standard product, accelerating from 0-60 m.p.h. in under 14 seconds and exceeding 95 m.p.h. on a suitably lengthy straight. Although the standard brakes were left alone, Radbourne's demonstrator had considerably altered handling on the lowered and stiffened independent suspension which hides inside large 6-in.-rimmed Crommodora alloy wheels. The white car—registered JMD 77K—is further distinguished from a bread-and-butter Fiat by coachbuilt wheel-arch flares, neatly covering Goodyear 165 section radial ply tyres.

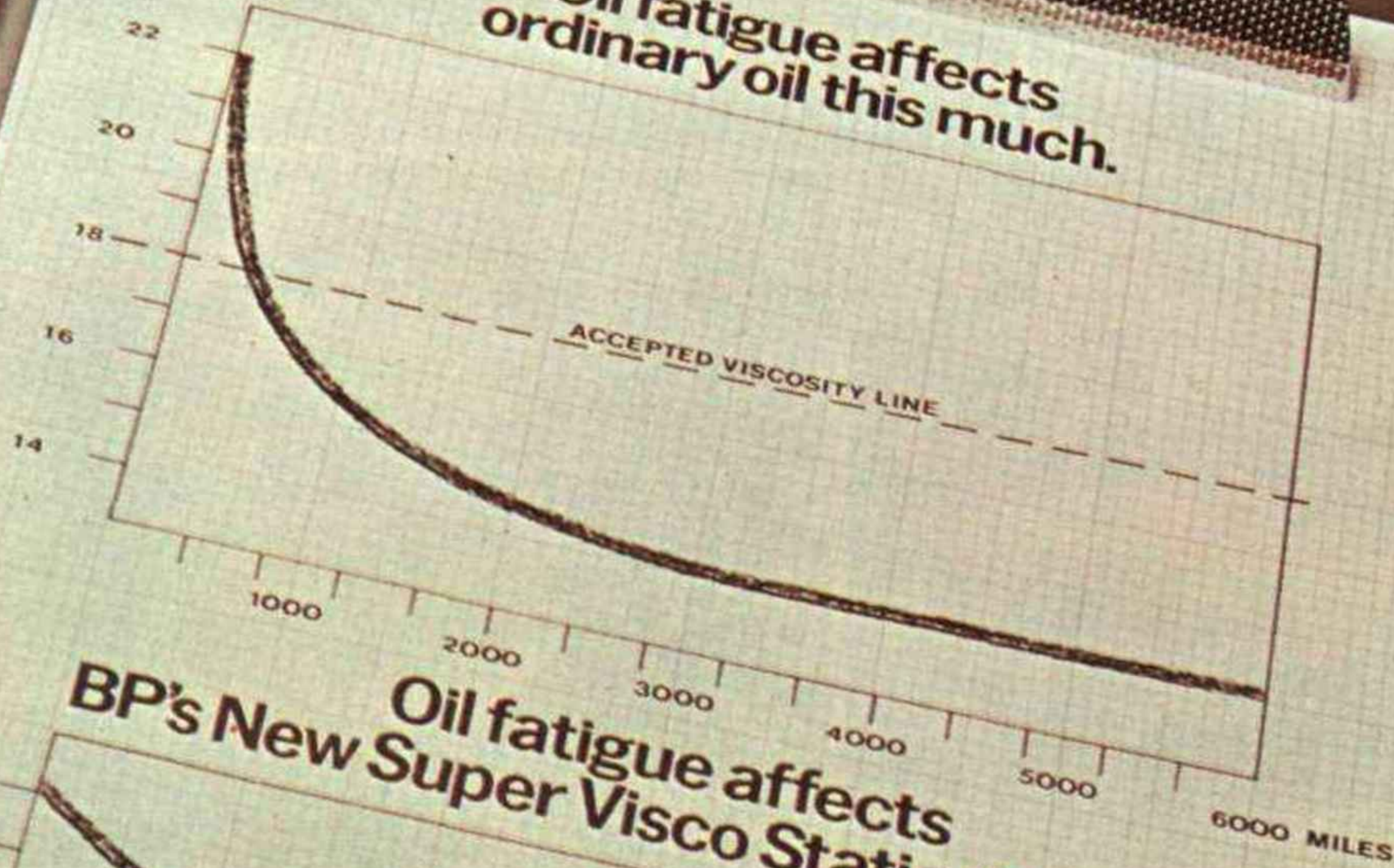
The car's character in this guise is rather similar to the old 970 and 1071 Cooper S types, featuring lots of smoothly, but noisily, attained engine r.p.m. and extreme manoeuvrability. Although our run in the car was spoiled by the rather spongy brakes (and a sump lug dropping out at Silverstone, though it luckily caused no damage at all!) the car certainly materialised as an extremely worthwhile idea.—J.W.

OUR COLOUR page (facing) shows the Broadspeed/Cooper Car Co. Group 2 CS swooping through Copse (top) and the lightweight road car at the same corner (bottom left). The static picture of the lightweight CS shows off the wheel spats and broad aluminium wheels that should appear on production models due in the UK later this year, whilst the detail photographs of the green coupé are largely self-explanatory. The shiny finish is especially remarkable in the engine and boot pictures, for the car has been standing idle since its debut (and possible swansong) at Salzburg in April!

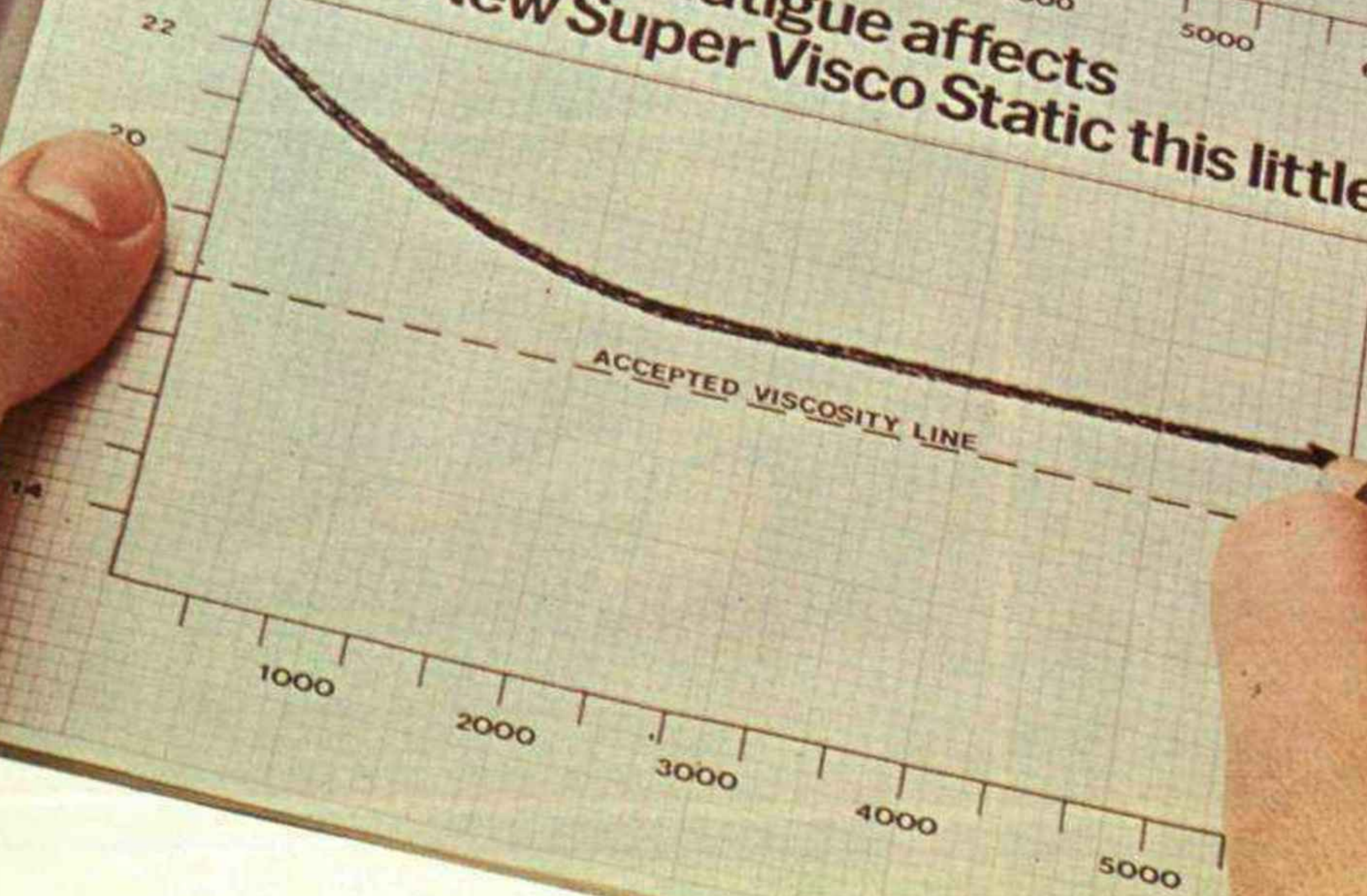


How BP beat oil fatigue.

Oil fatigue affects ordinary oil this much.



Oil fatigue affects BP's New Super Visco Static this little.



Other oil companies never talk about oil fatigue. If we were in their shoes, neither would we. The facts are these:

When oil breaks down.

Only a few hundred miles after a complete oil change, even high performance oils begin to deteriorate.

You won't notice anything dramatic. Perhaps the only clue you'll have is an increase in oil consumption.

But under the bonnet, a battle is being fought. The losers are your oil, and ultimately your engine.

This is what happens.

The mincer in your engine.

When multi-grade oil is new, it has a thick, protective 'body' because of the polymeric viscosity improvers in it.

When the engine gets hot, these tiny molecules expand to slow down the thinning rate of the oil. (As you know, the thinner oil gets, the less it protects and the more you use.)

Up till now, though, these viscosity improvers have been minced up very early on in life by the chopping action of your engine.

And when that happens, there's nothing to stop your oil getting thinner and thinner. So what was a 20-50 oil when it went into your engine may quickly become a 20-40, or even a 20-30.

Improved improvers.

For the last 18 months, research teams have been looking for ways to stop this thinning process and beat oil fatigue.

Now we've done it, thanks to a new type of viscosity index improver.

It makes Super Visco-Static much tougher than ordinary oil, and much more resilient. Instead of being cut to pieces by the chopping action of your engine, it actually bounces back and doesn't drop below grade.

This means that Super Visco-Static stays full-bodied, and 'in grade.' Not just for 200

miles. Not just for 2,000 miles. But from one oil change to the next.

How can we say things like that? Because we've proved our new oil in a series of extensive road tests.

Still in grade between oil changes.

The tests were observed by the RAC. We used a wide range of cars, but in each case the result was the same.

New Super Visco-Static stayed in its 20-50 grade for the whole period between recommended oil changes.

What it comes down to is this. With this oil in your car, you'll get all the strength of a new oil. All the economy of a new oil. Not just for a few hundred miles. But for the whole period between recommended oil changes.

Oil fatigue is a thing of the past.



New Super Visco-Static.
It beats oil fatigue.



ACROPOLIS RALLY

HÅKAN LINDBERG, the rallying tyre engineer from Pirelli Sweden and Fiat factory driver, gave his team its first victory in a Constructors' Championship event. With co-driver Helmut Eisendle he drove quickly and safely in a car which gave almost no trouble at all, beating cars of far greater potential in rough and dusty conditions.

SIMO LAMPINEN and Bo Reinicke looked all set to win, for their Lancia was just as reliable as it had been in Morocco the month before. But Lampinen was given incorrect information about his position relative to the other runners and presumably he would have gone a little faster in the final leg had he been aware of the true situation. They finished second.





OF THREE BMW 2002TIs entered from Germany, the quickest was the Alpina version driven by Achim Warmbold and Joachim Dorfler. They were using Pirelli tyres far more suited to the rough going than the American Sears tyres (made in France by Michelin) used by the other BMWs. The Sears tyres had normal road treads, were reasonably puncture resistant but wore out quite quickly.

BJÖRN WALDEGÅRD and Fergus Sager led the rally in their Sears-tyred Porsche for more than three-quarters of the distance, but the engine began running hot and using almost as much oil as petrol, eventually letting them down on the last day. Dust always spells danger to rear-engined cars and it might have been a mistake to run the Porsche in a dusty rally without air filters.





INSIDE EVERY FIRENZA THERE'S A RACING ENGINE WANTING TO GET OUT!

When Dealer Team Vauxhall entered the racing arena, we chose the very best combination of car, driver and development engineer possible.

The car was the Vauxhall Firenza. Gerry Marshall was the driver. And tuning wizard Bill Blydenstein was the engineer.

Now like most standard cars, you'd imagine that the Firenza would need a complete conversion operation to turn it into a circuit performer.

But you'd be wrong.

Bill Blydenstein was well aware that the standard Firenza engine was more than sturdy enough to form the basis of an outstanding racing motor. And without the use of many of the highly expensive special 'mods' normally required by competitors.

Just consider for a moment how standard our racing Firenza is: a same-as-you-can-buy production head casting; an absolutely unmodified standard wet sump; standard oil pump, distributors and bearings. As well as a standard ignition system. No need for steel

big end or main bearing caps either!

Even our Firenza's bodyshell, suspension and driveline are production components.

In fact, we believe that our Dealer Team Vauxhall Firenza is far more of a production unit than most of its competitors.

Which doesn't stop it from winning!

How about making your Firenza go like ours? Because you can get exactly the same demon tweaks as we used from Bill Blydenstein or Chris Coburn (addresses below). What's more, other 'go-better' conversion units are now available from Vauxhall dealers.



**Dealer
Team
Vauxhall**



W.B. Blydenstein, Station Works, Shepreth, Near Royston, Herts.
Coburn Improvements Limited, 18 Lower Cherwell Street, Banbury, Oxon.



NURBURGRING 1,000 Kms.

EIGHT IN A ROW for Ferrari in this year's World Sports Car Championship. The eighth win for the all-conquering sports car team was logged up by Ronnie Peterson and Tim Schenken. Above, the Australian is pictured at the wheel. Again the best that Alfa Romeo could do was third place, and a lap behind at that. Here the third placed car of de Adamich/Marko makes a pit stop. Consistently the most professional 2-litre team in this year's Championship has been that from Red Rose Motors. At Nurburgring John Hine (seen driving here) and John Bridges brought the Tergal-sponsored Chevron B21 into an excellent fifth place overall. The two works Ford Germany Capris caused a major stir by finishing seventh and eighth overall. This is Hans Stuck Junior at the wheel of the car he shared with Alex Soler-Roig.



We give them the



Brian Culcheth's Dolomite

If there's one Castrol driver who can take a brand new model and prove it a rally winner, it's Brian Culcheth.

Remember his wins in the 1970 Scottish and 1971 Jamaica 1000 rallies? And a superb second in the London-Mexico World Cup? They were in a 2.5 PI Triumph. Last year he took the Wheelbase Morris Marina to an RAC rally class win. This year he's got his hands on a Dolomite. Could be another winner—on Castrol, of course.



Chris Schell
"On
rallying
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Will Sparrow's Mini.

Find a Mini up among the rally Escorts and it's probably Will Sparrow's. British Rally Champion 1970. RAC class winner. He was particularly peeved last year to drop to second spot in the Castrol/Motoring News Rally Championship—for the second year running, too.

Second also in the Fram-Castrol International Welsh, having won the previous year's.

So now he's out for some more big wins. And Castrol will be right there with him.

e heart to go on.

Tony Fall's Datsun 240Z.

Internationally, Tony Fall is one of Britain's best known rally drivers. He wins in so many different types of machinery that Castrol is almost all they have in common. Last year he proved how competitive the Datsun 240Z could be—only bad luck stopping the RAC and TAP joining the Fram-Castrol Welsh in his list of 1971 successes.

But it could all come right this year.

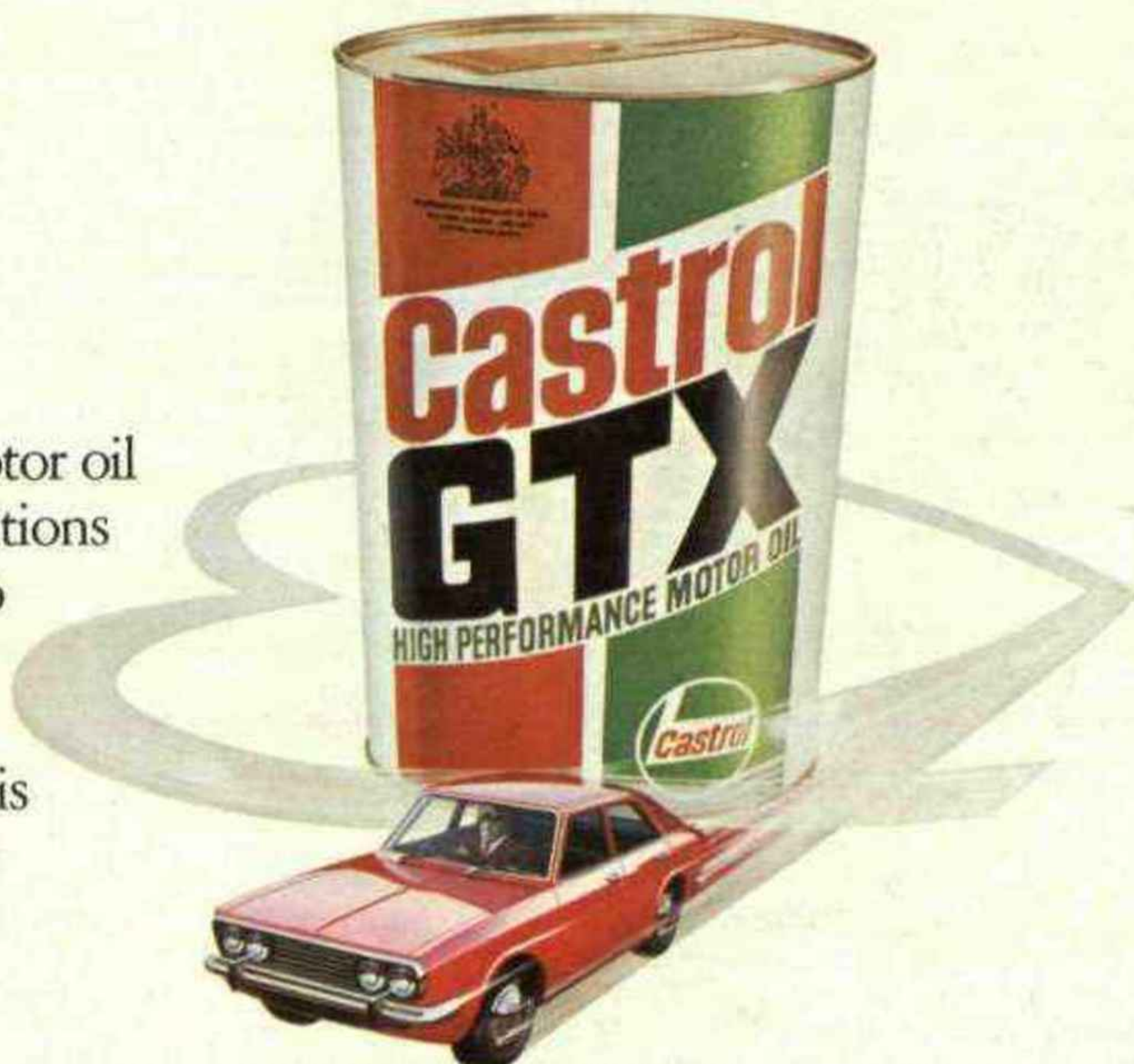


Slater's Escort.

One of the bright, young hopes of British rallying is Chris Slater. It's a hard life to live up to. Mind you, becoming British National Rally Champion last year certainly helps! A win on the Tour of France, and a nice drive in Wheelbase's Escort in Mexico on the Monte made a good start to the year.

Castrol's GTX.

Possibly the most successful motor oil ever made. It's performance in conditions ranging from choking city driving to hot, high speed cruising, has yet to be equalled, let alone beaten. So, if past results are anything to go by, this year should see GTX take first place in the heart of every car.

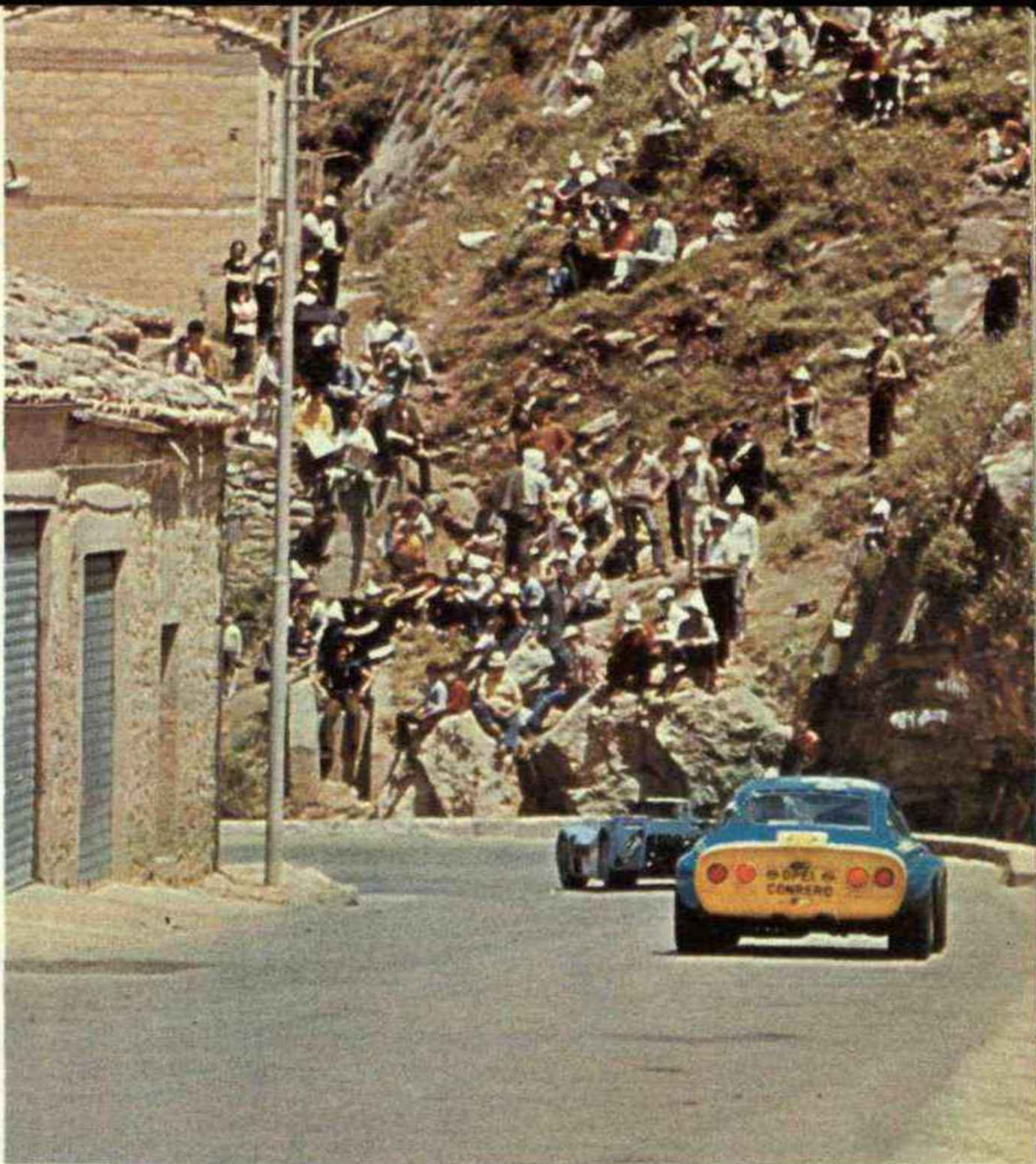


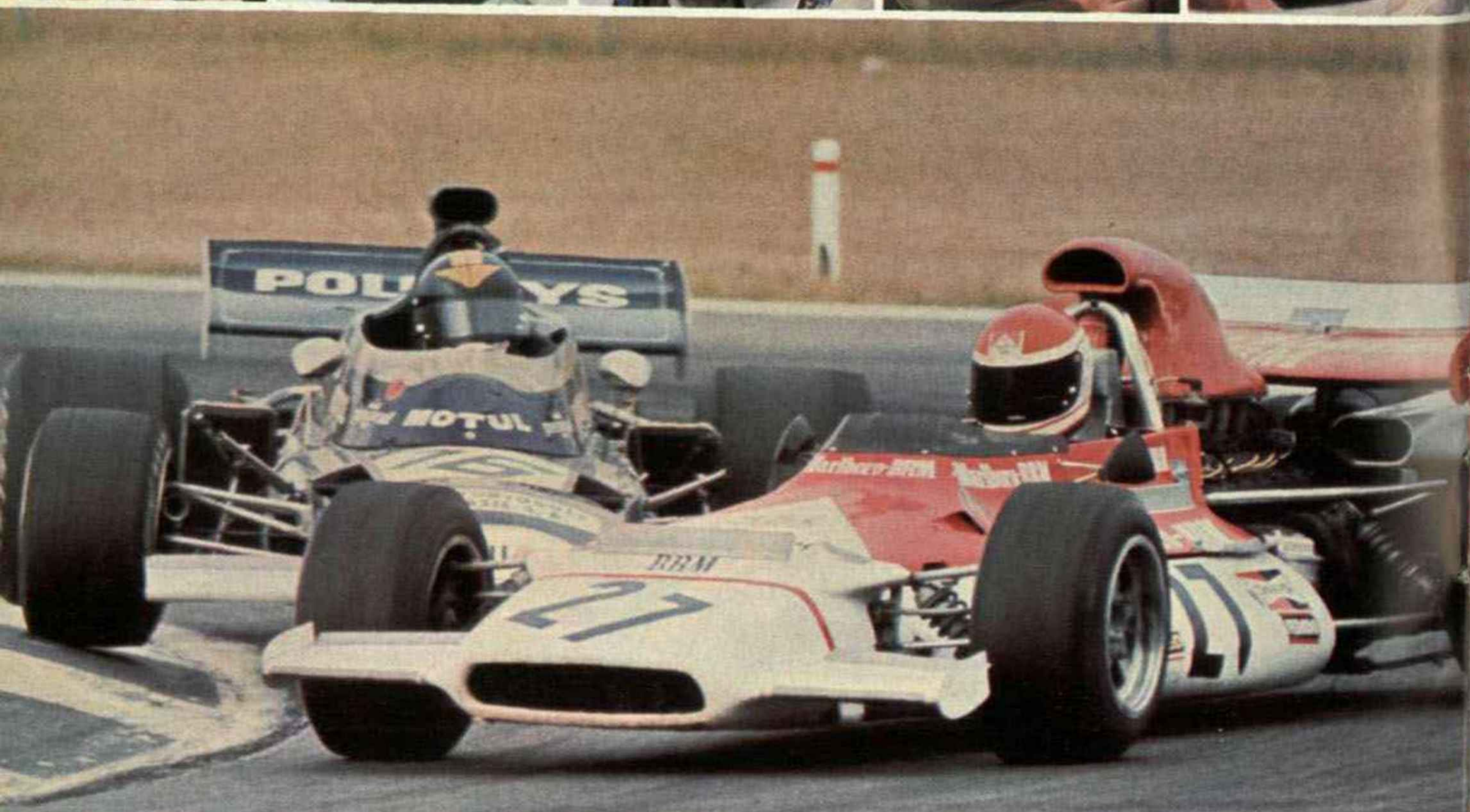
Put heart in your car with Castrol GTX. The high performer.



TARGA FLORIO

SAD DEFEAT for Alfa Romeo at the Targa Florio. This year the Autodelta team put a tremendous effort into attempting to win the classic Sicilian road race and thus hoped to save some of the face they have lost at the hands of Ferrari this year. But, though Ferrari sent just a single car, it came home victorious—just pipping the Marko/Galli Alfa Romeo by a narrow margin in a tremendously close finish. Early in the race our full-page photograph shows the scene in the centre of Collesano as de Adamich's Alfa, which finished third, is chased by the eventual winner. Arturo Merzario is at the wheel and he shared the drive with fellow Italian Sandro Munari, better known for his driving of Lancias in International rallies. On the right is another typical Targa scene with two of the locally entered cars fighting out a duel. The blue car is one of the little AMS sports cars, which was entered by the main Palermo Ford dealer, while he is chased by one of the Conrero-tuned Opel coupes. The bottom photograph shows the Lola T290-FVC 2-litre car which was driven to a superb fourth place by Antonio Zadra/Enrico Pasolini, entered by Scuderia Brescia Corse, and sponsored by Petra Sport. The Huntingdon-built machine was brand new before the race and performed faultlessly.

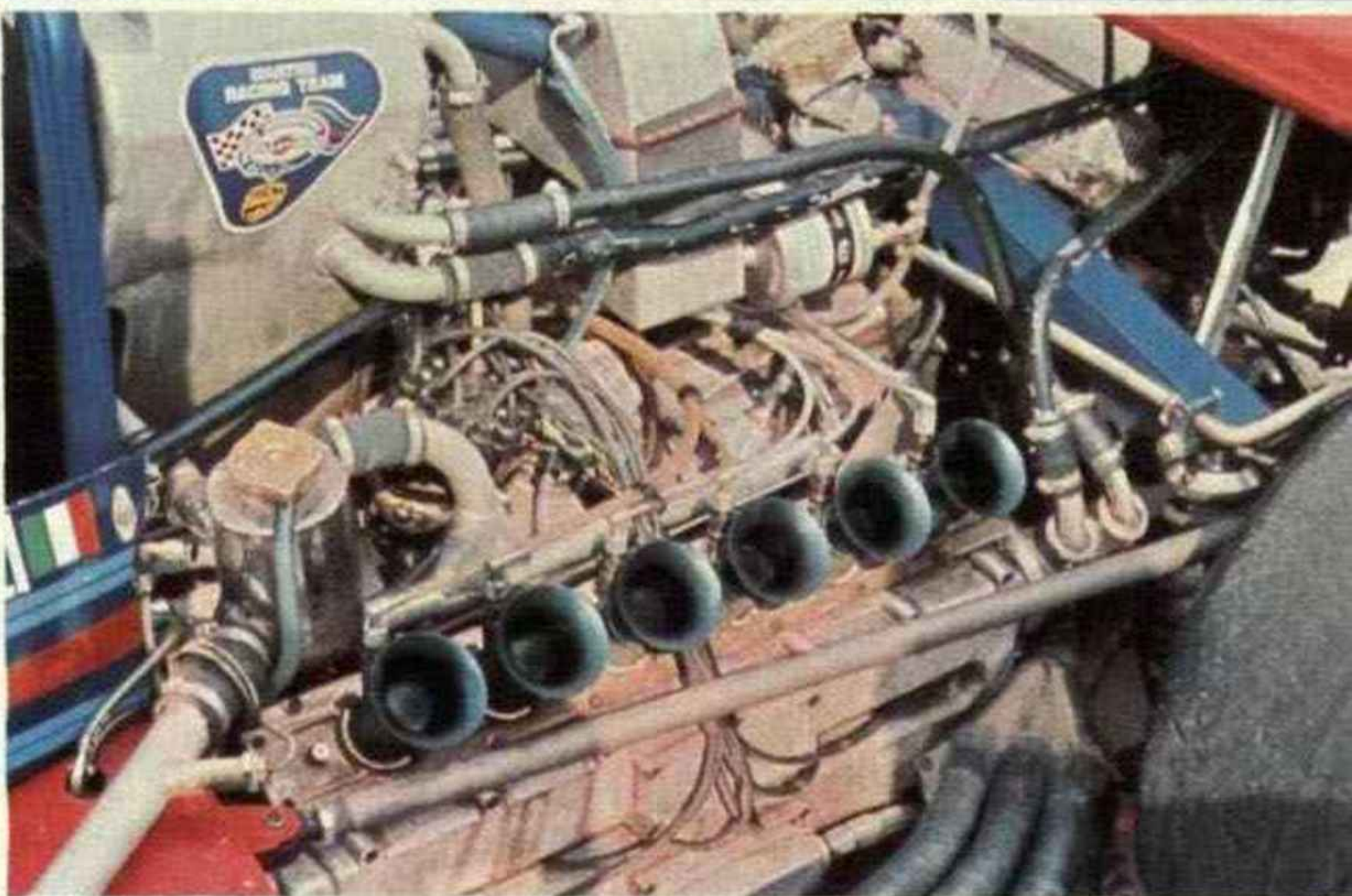
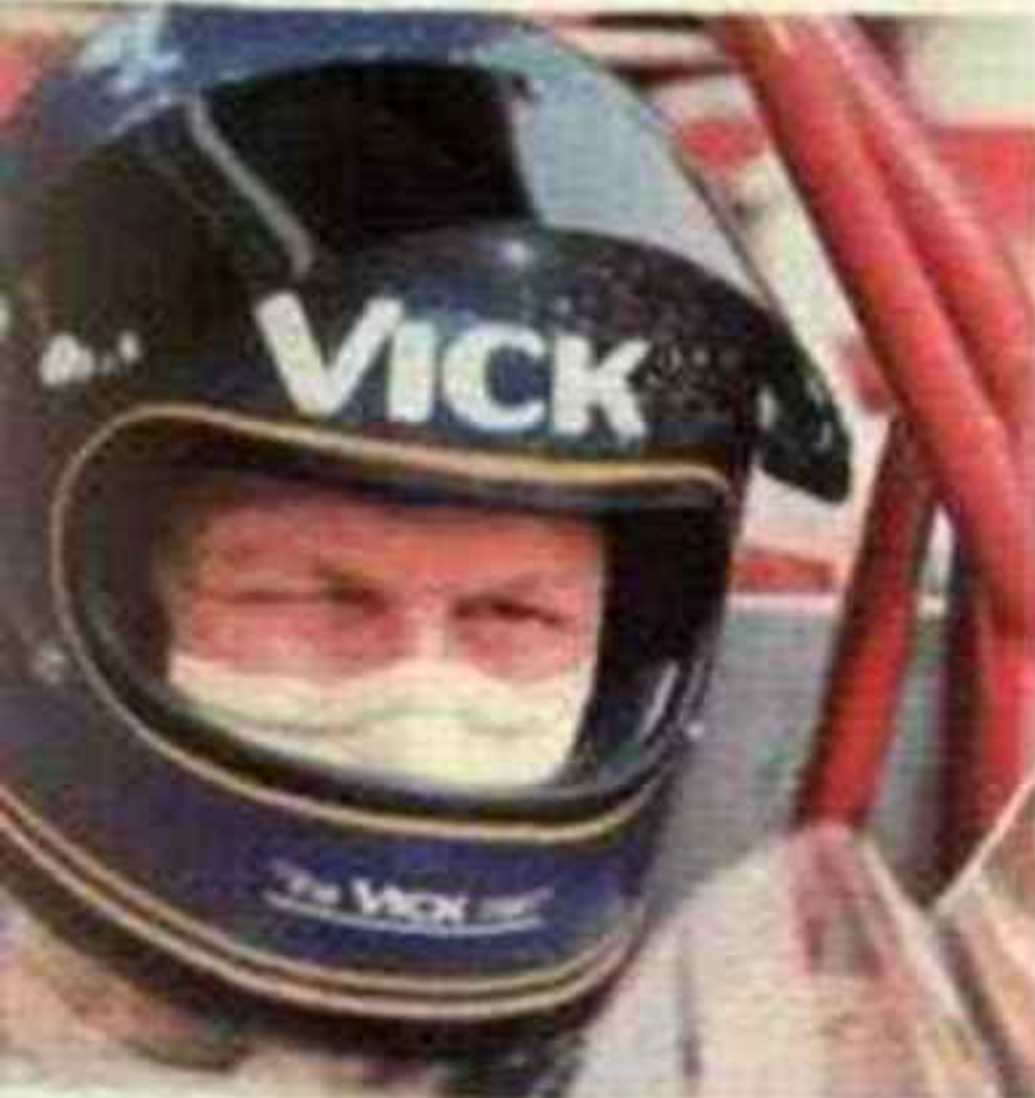






BELGIAN GRAND PRIX

ON CAMERA at Nivelles. Emerson Fittipaldi scored a superb victory in the John Player-sponsored Lotus 72, recording fastest time in all three practice sessions and then leading without challenge from lap nine of the race. Here he is pictured ahead of Graham Hill who was in seventh place with his Brabham BT37, when a rear upright broke in the closing lap. Another Brazilian who gave a fine performance was Carlos Pace driving Frank Williams' March 711. He may well have been able to snatch fourth place from Mike Hailwood's Surtees had it not been for the trouble he had in lapping Helmut Marko's BRM/P153. Our photograph, bottom left, shows Marko in front of Pace. A new car at Nivelles was the all-Italian Tecno. Nanni Galli drove the car and it was still running near the end when he tangled with Clay Regazzoni's Ferrari. The chassis (above) is very much an interim model and there should be a more advanced design soon. The engine sounds and looks an impressive unit. Our close-up shows the green anodized injection trumpets for one bank of the flat-twelve engine. Our bottom right photograph captures the field sweeping through the fast left and right kink behind the pits, the most tricky section of the Nivelles track. Here in the opening laps Regazzoni leads Fittipaldi, Ickx, Hulme, Cevert, Hailwood, Amon, Beltoise and Ganley. Completing our photo-montage are close-ups of nine of the drivers present—or rather their helmets. It may help readers to recognise them at the British Grand Prix. From left to right, Helmut Marko features orange and white markings; Wilson Fittipaldi indicates his loyalty to Bardahl on the front of his dark green helmet which is further distinguished by yellow "tear drops". One can hardly miss Niki Lauda's bright red helmet, again carrying a sponsor's message. Mike Beuttler's blue helmet with white striping is sometimes easily confused with Ronnie Peterson's helmet when the Swede removes his yellow peak. But the most striking design of all is the red, white and blue scheme on Peter Revson's Bell Star. He had it designed and painted specially in California during the winter. Usually seen at the head of the field these days is the dark blue helmet of Emerson Fittipaldi which carries a distinctive bright orange embellishment to brighten it up. Below we see Clay Regazzoni's long standing red and white scheme, which these days carries notice of his personal sponsorship with Astor cigarettes, Peterson's blue helmet tells of a similar deal with Vick, and finally Rolf Stommelen's red and white helmet bearing the Eifeland emblem.





MONACO GP WINNER IN THE WET.—This dramatic shot in the tunnel at Monaco shows Jean-Pierre Beltoise on his way to victory in the Marlboro BRM P160. Following in the spray, and barely visible, are Dave Walker's Lotus 72 and Chris Amon's Matra-Simca MS120.

SILVERSTONE INTERSERIE EUROPEAN CAN-AM.—The month of May saw the only British round of the Interserie. Here eventual winner Leo Kinunnen (Porsche 917/10) leads Howden Ganley (BRM P167), Willi Kauhsen (Porsche 917/10), Helmut Kelleners (McLaren M8F) and Teddy Pilette (McLaren M8E) in the early stages.





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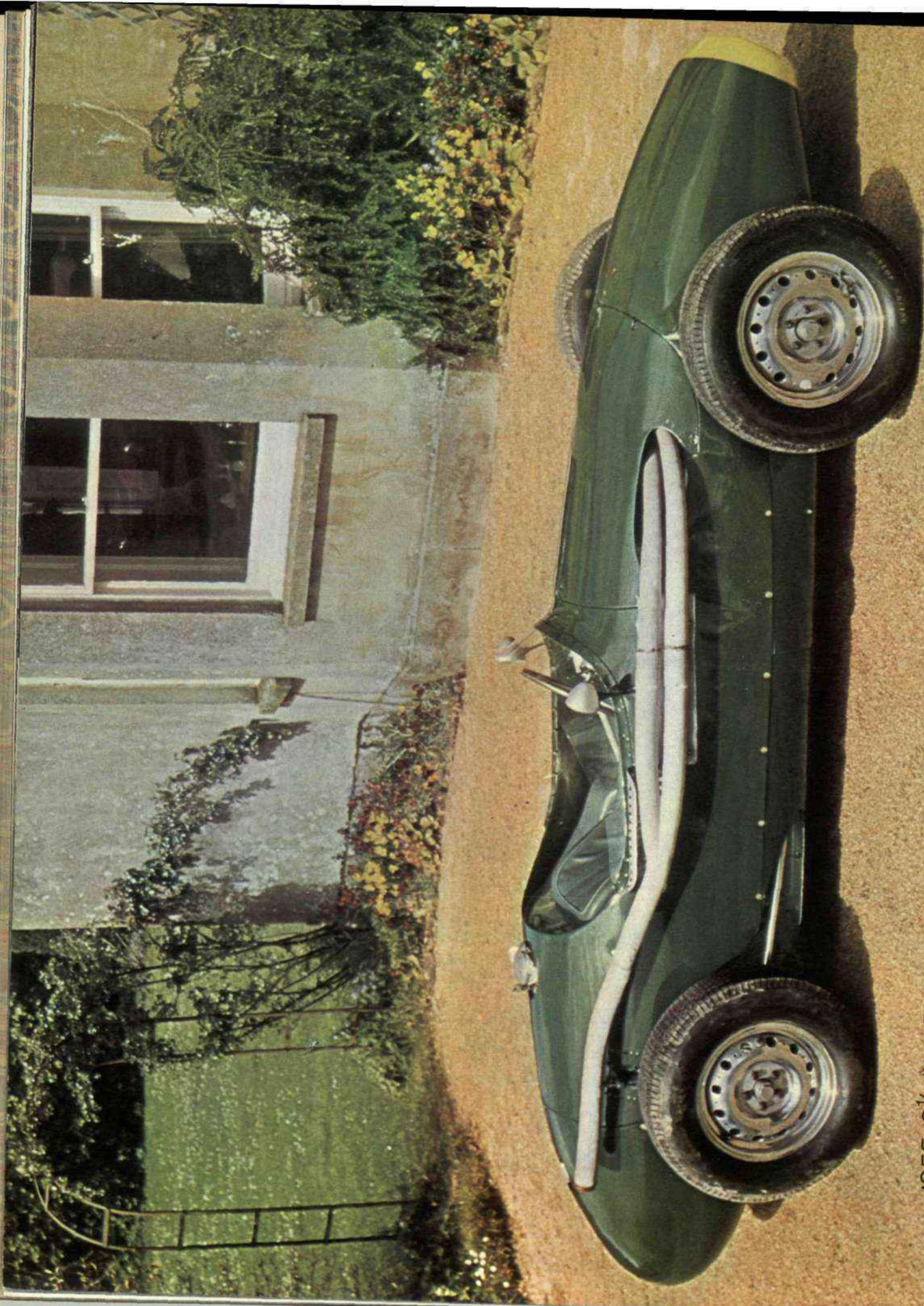
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AROUND AND ABOUT

Comment on the Racing and Club Scene

New Competition Chief at Ford

Following the promotion of Stuart Turner to Managing Director of Ford's Advanced Vehicle Operations, Ford have appointed Peter Ashcroft as Competitions Manager. Ashcroft has been involved in motor racing since 1950 when he started racing a Cooper 500. He later joined Gilby Engineering, playing an important part in the building and development of their sports and Formula One cars, and had also gained a reputation as an engine man.

He joined the Ford competitions department in 1962 and has worked there ever since except for a brief period with the Peter Sellers racing team. Latterly he has been chief engine engineer at Boreham and has been responsible for the development and preparation of many engines, including the World Cup-winning 1,850-c.c. push-rod units and the German V6 engines used to such good effect in the racing Capris.

McGovern Leads Again

Bill McGovern, the Irish-born Londoner who runs a furniture shop, is going all out for a hat trick in the British Touring Car Championship—now known as the Wiggins Teape Paperchase '72. At the half-way mark McGovern's George Bevan prepared Sunbeam Imp is in the lead of the competition having won the 1-litre class in all five of the rounds to date. Thus he has a maximum of 45 points, well clear of the joint second place men, Dave Matthews and Frank Gardner, who both have 36 points. Matthews, who drives the Melton Racing/Broadspeed Escort RS, was unbeaten in his class (1,300-2,000 c.c.) until he crashed at Crystal Palace. The experienced Australian Gardner, who is now concentrating solely on saloon-car racing, drives a Chevrolet Camaro entered by SCA Freight, the big European haulage firm. Gardner has won three out of five rounds but has fierce competition from Brian Muir's Wiggins Teape-sponsored works-backed Capri RS. Muir is at present fifth in the overall Championship behind Jonathan Buncombe who leads the 1,000-1,300-c.c. category with a Longman-prepared Cooper Mini.

This well-run and promoted Championship now takes a break before the sixth round, which will be a supporting event to the British Grand Prix at Brands Hatch.

F2 Sponsor for McLaren

THE WORKS Formula Two McLaren which the Colnbrook team have been running this year for Jody Scheckter is now being sponsored by Impact B.S. Holdings Ltd. Impact are a growing company with varying interests centred mainly around the garage industry. Their tie-up has already proved fruitful for, just after the sponsorship was announced, Scheckter scored a superb win at Crystal Palace.



JODY SCHECKTER, the 22-year-old South African with his McLaren M21 pictured at Impact's garage on the A4 in London.

Pit Stops

★ Phil Read, the 33-year-old motor-cycle racer and now No. 2 to Agostini in the MV Agusta team, recently tried his hand at four wheels. Following a chance remark to Ken Tyrrell at a social function, the Surrey timber merchant arranged for Read to try an Elden Formula Ford car at Brands Hatch on a general practice day. Read found he had to use completely different lines round the corners but, after some instruction from Gerry Birrell, he was soon lapping respectably fast. But at present Read says he is far too busy on two wheels to think of racing cars.

★ News has come recently regarding Marcos Ltd. Following a major reorganisation the firm lives on but has moved to a smaller factory. The firm will shortly announce a new Mk. IV version of the Minimarcos while the future of all other models awaits clarification of the kit car's position under Value Added Tax. Any further information regarding Marcos is available from Jem Marsh at 037-382 2465.

★ Former Clubman's Champion and Formula Three racer Tim Goss has opened the Tim Goss Timing Centre to specialise in retailing stop-watches, and other timing equipment for the motor sporting enthusiast and competitor. The timing centre is at 29/31 Euston Road, London, NW1 (Tel.: 01-837 2610).

★ Kleber-Colombes, the French tyre firm now marketing in the UK, are offering to provide film evenings for motor clubs. The programme will include two films, a 22-mm. film of the 1972 Monte Carlo Rally and a shorter film showing the testing of Kleber tyres at the banked Miramas track which is now owned by the company. The clubs will also receive from Kleber a trophy for presentation to the person who has made the most outstanding contribution to the club during the past year. Club secretaries should contact their local tyre distributors who will arrange the event in collaboration with Kleber.

★ The two remaining vacancies of the new GPDA eight-man Board of Directors have now been filled. The two members are Jochen Mass, the works March F2 and F3 driver, and safety clothing expert James Bottomley. The GPDA is now open to all holders of International racing licences.

★ After a rather difficult period with an unreliable secretary the Monoposto Racing Club has appointed a new man to the job. He is Tony Parsfield, who can be contacted at "Tonjea" Hilltop Manor, Wrotham, Kent (Tel.: Fairseat 822168).

★ The British-designed Melmag fabricated racing car wheel has won the manufacturers, Magnesium Elektron Ltd., an award from the USA Magnesium Association. The wheel now used on such cars as Fittipaldi's Lotus 72 is 30% lighter than a comparable cast wheel and its application is expected to expand outside motor racing.

INTERNATIONAL GOLD CUP AT OULTON PARK (May 29th)

BROUGHT forward to the Spring Bank Holiday, the annual Gold Cup race at Oulton Park drew a small but select group of Formula One cars and drivers, supported by a field of F5000 cars. A last-minute decision on tyres handicapped Emerson Fittipaldi in the John Player Lotus 72D/R5, as Team Lotus thought rain was coming and it did not materialise. This helped Hulme to win the race for the Yardley-McLaren team in M19A/1, as they had gambled on it staying dry. The race was run over 40 laps of the Cheshire circuit and in winning Hulme set up a new outright circuit record. Schenken came home third in the Surtees he has been driving all season, rebuilt after its Monaco accident, and Redman brought the new F5000 Chevron B24 home into fourth place, comfortably ahead of all the other 5-litre cars.

Australian Vern Schuppan had his first try in Formula One with the Marlboro-BRM P153B/03 and drove neatly and tidily into fifth place. Peterson kept up his record for hairy driving by colliding with Wisell at the start, eliminating his March 721X/2B and damaging his Swedish compatriot's BRM P180/02 and causing him a broken finger. The other Formula One entries were Walker with the Lotus 72D/R6 he crashed at Silverstone, now repaired, and Gethin with BRM P160/03, but both retired with mechanical trouble.

Results :

40 laps—110.44 miles—Dry

1st : D. Hulme (McLaren M19A/1) 57 min. 15.6 sec.—115.17 m.p.h.
2nd : E. Fittipaldi (Lotus 72D/R5) 57 min. 53.0 sec.
3rd : T. Schenken (Surtees TS9B/006) 1 lap behind

Fastest Lap : D. Hulme (McLaren), in 1 min. 24.4 sec.—117.76 m.p.h. (new record).

LETTERS FROM READERS

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

"INDEPENDENCE, OR NOT?"

Sir,

With reference to your Editorial for the May issue, I would like to take you to task as regards your plea for i.r.s. I for one, with not a little experience in the Motor Trade, would like you to think back about some of the engineering monstrosities that have been thrust upon us in the last few years. You quote the Herald as an example, really!!! not much of a system was it? I am sure the car would have handled and sold better with properly located live axle. One could quote plenty of examples where i.r.s. did nothing for the car, or the pocket of the unfortunate owner. Most systems of i.r.s. add six to eight bearings usually, four U/J's and a few extra seals of various types, all of which add to servicing problems and costs. Try fitting a diff in a Triumph 2,000 and you will see what I mean. Was the "S" Jaguar that much better than the Mark II? just watch the owners face when you present him with an account for fitting hand-brake pads to the "S" Model. Would the Peugeot 403 404 have been the cars they were with i.r.s.? I doubt it. What about Volvo, one of the beauties of some of these cars is their simplicity and ease of maintenance. No, No a thousand times No, for Gods sake keep the less exotic machine simple.

Your second part of the Editorial quotes the Escort, here is a first rate ordinary car. The same applies to Avenger, Hunter, Opel and some Fiat types, also the Vauxhall range etc. BMC are not wrong in their Marina range, slap a clutch in an 1800 FWD or fit a crank in a Maxi or a V/W and I am sure you will see what I mean. By all means let's have the exotic and expensive, where I am sure time spent in workshops is not so important, but please keep the bread and butter motors simple to service and maintain. As L. T. C. Rolt was told during his youth about "engineers who tighten nuts with pencils" some of these engineers are still with us. Anyone in the Spanner and Hammer side of the business could write for hours about motor-car designs, though few of us have letters after our names, and rarely put pen to paper regarding this subject, but please Mr. Designer after your years attending College and University, don't lose sight of honest simple engineering just because your design is complicated and looks like a bag of worms under the bonnet, it really doesn't mean its that good. Winchcombe.

PATRICK R. SMITH.

Sir,

I read with interest your comments on i.r.s. Would you not consider though, that in your "homage to pioneer layouts", the Lancia Aprilia deserves a mention as one of the first, if not the first application of i.r.s. to a modest family saloon produced in fairly large numbers in 1937, well in advance of the Triumph Herald which you include, and vastly superior in performance?

Saffron Walden.

GRANT GIBSON.

[I endeavoured to give credit to pioneer systems of i.r.s. but I agree that the system I mentioned was not particularly effective, whereas I have the best possible memories of Lancia Aprilia road-holding and of this car in general.—ED]

PRAISE FOR AN MG

Sir,

Judging from correspondence received, over a period of time, in your "letters from Readers" column there appears to be a number of new car owners who are dissatisfied with their cars reliability.

My answer to them, if they are single is to buy themselves an MG T-type. I have owned a 1948 MG TC bought for £150, for the past 5 years.

She now has 212,000 miles on the clock, travels 20 miles per day to work and back and also takes in her stride a 500 mile round trip to Bedford once a month. Admittedly this type of car has its drawbacks, but she has proved most reliable for the majority of the time.

Maintenance is slightly more expensive but this is offset by the

appreciation in value, whereas the depreciation of modern cars is staggering enough.

Old car motoring gives me great satisfaction and a square deal. What more could I want?

Thank you for an excellent magazine.
Sunderland.

RICHARD HUNT.

JAGUAR THINGS

Sir,

Mr. Pablo R. Aicardi was appointed official Jaguar Distributor in Uruguay in 1946 and has since permanently sought to keep a comprehensive stock of spares and service all the models regardless of age. When an original spare part hasn't been available, he has had one-offs made of his customer's, thus contributing to keep on the road an impressive proportion of the 270 Jaguars imported into the country since 1946. However, Mr. Aicardi recently received a letter from Coventry informing that his distributorship had been cancelled. No reasons were apparently given for this sudden decision.

I wonder what are Jaguar's plans concerning Uruguay. But as a Jaguar owner, I have a feeling that past customers aren't foremost on their minds. Fortunately Mr. Aicardi has assured me that he shall try to keep on servicing all the cars he imported.

Montevideo, Uruguay.

ALVARO CASAL TATLOCK.

Sir,

Having decided to replace my eleven year old Mk. II Jaguar (wire-wheeled, of course), and having been perusing the 200 GTV Alfa Romeo and XJ6 catalogues concurrently, I have noticed a striking side view similarity of body shape in the two cars. In particular the angles and curvatures of front and rear windows, the bumpers, wheel arches, waist line and even the escutcheon situated to the rear of the front wheel arch are much the same. I have read somewhere that Sir William arose from his bed to put some ideas into immediate form—perhaps he had been dreaming of Bertone at the time? I have the greatest respect for Sir William and his cars and would rather you didn't publish this letter—nevertheless it is very obvious to me from whence the XJ6 shape derived. We all know which body came first. Incidentally, I've ordered the Alfa Romeo.

Blackpool.

JOHN GOULBURN.

THE ADVENTURE OF THE ILL-FATED SINGERS

Sir,

I read with great interest your article "The Adventure of the ill-fated Singers" in May MOTOR SPORT. I was very interested in your thoughts of strain on the steering mechanism as I used to own a 1934 Singer Le Mans two-seater which I tuned and lightened and obtained a similar performance to the Special Speed Model. I occasionally noted that on descending a hill at high speed and breaking very hard to go round a corner, if a large amount of steering lock was applied the steering vibrated terribly. Now the corner where the accident happened was on a corner just after a downhill section. I cured the trouble by stiffening the front of the chassis, fitting a cam gear steering box with a much steadier mounting.

Longfield.

MICHAEL IAN HARWOOD.

Sir,

It was with great interest I read your article on the ill-fated Singers as I owned one of the "Auto Sport" cars (AVC 483) purchased from John Clough in 1946. This car was prepared for the Donington TT Race which was cancelled owing to the outbreak of war. It was stored in J. D. Barnes' garage at Stourbridge during the last war. I bought the car and drove it in the first road race to be held in the UK after the war at Ballyclare in August 1946—International Trophy Race. I was second in the race, averaging 59.40 m.p.h. Then in the same

month I won the McLeod Trophy 1,100-c.c. class at Craigantlet Hill Climb.

I then sold this car to W. Leeper, who won the Leinster Trophy Race in Eire. He then sold it to the late Peter Reece of Liverpool. After Reece's death it was sold to someone in Garstang.

I understand that this was the car withdrawn in the Ulster TT 1935 and driven by J. D. Barnes after the crash of the other cars.

It is interesting to note that in the 1935 TT the Balilla Fiat driven by Sullivan won the 1100 class. This Fiat EZ374 was afterwards owned by me and driven by me in the 1937 Ulster Trophy Race at Ballyclare, averaging 59.17 m.p.h. for 22 laps (retired with valve trouble) as against the Singer's 59.40 m.p.h. in the same race in 1946.

With regard to the other team cars I never could trace what became of them except that one was owned by J. E. S. Jones, who lived somewhere in Kent. The person with most knowledge of their whereabouts would be Major J. D. Barnes of N. Worcestershire Garage, Stourbridge.

In 1933 I ran one of the first 1933 Singer Le Mans coupés in the RAC Rally in England. In 1934 in a four-seater Singer DZ980 I was 2nd in the Circuit of Ireland Trial and was asked to be a member of the Singer Club Team, which won the team prize in the RAC Rally, which finished at Bournemouth. I also won the coachwork class competition with the same car.

The first Singer which I drove was a 1914 2-seater 10 h.p., gearbox fitted or embodied in the back axle. This was a pretty little car with a single-piece windscreen and Rotan electric lighting set. A beautifully restored example of this model I saw at the Crystal Palace Veteran Car Meeting a few years ago.

I met Mr. S. H. C. Davis when I was competing in the London-Brighton Run in my 1903 Darracq and recalled the unfortunate crash on the Ards Circuit when he had a lucky escape in the Singer.

I have heard from Mr. Michael Sedgwick that the Fiat Balilla EZ374 which I owned has been completely restored in England. I look forward to reading MOTOR SPORT each month.
Newtownabbey, N. Ireland. ULLA DESMOND MONTGOMERY.

Sir,

I was very interested to read your article "The Adventure of the Ill-Fated Singers". For some time I owned AVC 481 this car being a real thoroughbred in its going and handling. The engine ran very well and quite often would be taken to 6,000 r.p.m. and according to a paper by Mr. Shorter the Engine designer and pupil of Louis Coatalen, this engine unit put out 45 b.h.p. at 5,250 r.p.m. on a 10.5 to 1 c/r.

The steering on these models was fore-and-aft drag link, the transverse drag link set up being only used on the TT at the insistence of the RAC because not enough of the production Singer LM types had been produced with the fore-and-aft drag link, i.e. 1936/7 models.

In my opinion the transverse draglink set-up was not too bad and was certainly strong enough as this set-up was used on the 1½-litre LM Mk. I and from the ones that I have seen give no trouble at all. The story, briefly, that I have been told about these ball joints was that an apprentice was told to bring in some steel for machining, he picked up the wrong material which when hardened went like glass and that was that.

On to the ex-Hodge and Carr Singer that was made at Brooklands. I was informed that this car was built by Ramponi for the JCC and to be driven by members of that club. This car is now the property of a VSSC Member (see VSSC Membership list) in the Crawley district. Now the rumour that you have heard about the Singers in a barn. This one goes that in a barn in south Wales near Cardiff (or is it Swansea?) there is a team of works 1934 Singers as raced at Le Mans in 1934. It is interesting that this rumour has changed its date to 1935, but I would discount this rumour. I have a 1934 works car and I doubt if any other of that team survive.

Back to the Singers that were used in the TT, one AVC 481 is in the hands of Peter Fennell who lives in Oxfordshire.

One AVC482 is missing, I traced this car to its last known resting place in Streatham only to find that the road was now a ghetto.

AVC 483 belongs to A. Linton and on loan to the Myreton Museum.

AVC 484 belongs to an MG CC Member in Cheshire.
Ash Vale. J. A. HORNE, Singer O.C.

* * *

WATCH OUT JACKIE STEWART

Sir,

May I be permitted to add a few thoughts of my own to those expressed by Mr. Jenkinson in his excellent June "Continental Notes"?

First, J. Y. Stewart had better tiptoe cautiously from now on for his own sake. He is by no means the king of the roost that the *Daily Express et al* make him out to be. With Fittipaldi driving like he was Jim Clark and Ickx, Regazzoni and Hulme showing him the way, Stewart may soon not be in a position to be racing's self-appointed dictator. His poor performances could be due to the ulcer of course, but it would be an interesting situation if these Spa Rogues became the top brass, thus giving the "beady-eyed little Scot" the chance to prove himself on the most challenging track of all.

Secondly, pit-stops. The safety argument and two heats (with an F5000 class?) are easily and effectively dismissed by D.S.J.

However, it seems that the Constructors have simply got the wrong end of the stick in searching for "safety and political motives" behind the CSI's decision. Surely pit-stops are to be introduced for the benefit of the spectator? Had this never occurred to them? It looks very much as though we mere onlookers are being left very much on the sidelines. Why are our views not represented? A Grand Prix Spectators' Association is the only answer! Yes, brothers, let's have picket-lines at Silverstone next year if there are to be no pit-stops.

Unite, comrades! Brands Hatch must be boycotted unless there are stand seats for all and Armco the entire length of the A20.

We must fight!

And, above all, let's have Comrade Redman in a permanent Formula One seat—he never shied away from Spa, even though his accident was at least as bad as our World Champion's. On the contrary—his best performance took place there only a few weeks ago.

Lytham, Lancs.

ROGER KIRBY.

* * *

OLD-CAR PRICES

Sir,

I see in your June issue that W.B. has again mounted one of his favourite hobby-horses—and still holds quite illogical views about the prices of old cars.

It is a pity that W.B. has never been able to come to terms with the laws of the market place, so far as old-car prices are concerned, and so save himself a lot of unease, which he obviously feels, and has felt for some time past.

To adequately cover the matters of inflation, depreciation of money etc., would need a thesis not just a letter—but basically whenever people find that money loses its purchasing power almost quicker than they can make it they have always looked for some tangible asset which can be bought with said money—and preferably, of course, an asset which may appreciate in value, or at least hold its own. For many years past the affluent and far-seeing have bought land, property, furniture, works of Art, *objets d'Art*, and many other lesser things, primarily perhaps for the enjoyment they had, in being able to see and use beautiful things, such as we have not seen produced or created for many, many years, but there was always a secondary consideration that these things did not and would not lose their value.

Inflation (and loss of purchasing power of money) has so escalated during the past decade that people have widened the field in which they look for "tangible assets" and have—I believe quite rightly lighted on veteran, vintage and PVT cars.

Most of these machines are of high quality, certainly well, and sometimes beautifully, made; with reasonable care they will not corrode away, they will never be produced again, they have charm, they have character, they are useable, and can be a hobby *et al*, and keep you out of the pub while busy restoring one of them.

I would not regard the foregoing as "grab-grab"—it is just one of the facts of economic life, and not the work of some unseen malevolent force, determined to upset W.B.'s world of old cars.

One might be pardoned, I think, for calling it financial prudence.

Incidentally, what were all W.B.'s phantom people (who now want to buy cheap vintage cars—he says) doing in 1957/60? And as probably 95% of all old cars have got owners, and good homes, for whose benefit should these owners now be expected to offer their cars for sale at 1960 prices?

Any article—new or old—will only command the amount of money (subject to supply and demand) that people are prepared to pay for it—whether it be diamonds or mink coats, or old cars. If "the market" decides that old cars are to be regarded in the same way as old pictures, and old furniture, etc., then that is the way it will be, and W.B. may as well get used to it, and be thankful that he has at least one or two, for his old age.

Chapel-en-le-Frith, Cheshire.

W. K. PARKER.

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Capri, 1968-72
Corsair incl V4, 2000, 1969-70
- HILLMAN**
Avenger, GT, 1970-72
Minx Series 1 to 6, 1956-67
Super Minx Mk 1 to 4, 1961-67
New Minx, 1966-70
Husky Series 1 to 3, 1958-65
Imp Mk 1, 2, 1961-72
Hunter, GT, 1966-72
- HOLDEN**
Straight Six, 1948-72
- HUMBER**
Sceptre, 1963-72
- JAGUAR**
Mk 7, 8, 9, 1950-61
XK 120, 140, 150, 150S, '48-61
2.4, 3.4, 3.8 Mk 1, 2, 1955-67
3.4S, 3.8S, 420, 1963-68
240, 340, 1967-69
E type 3.8, 4.2, 1961-71
XJ6 2.8, 4.2 Litre, 1968-72
- JOWETT**
Javelin, Jupiter, 1947-53
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1, 2, 2A, 3, (specify cc.) 1948-72
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220B, 230, 250, 1959-68
220/8, 250/8 1968-72
280S, SE, SEL, SL 1968-72
- MG**
Midget TA to TF, 1936-55
Midget Mk 1 to 3, 1961-72
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1800 Mk 1, 2, S, 1964-71
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- NSU**
Prinz 1 to 4, 1957-71
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- OPEL**
Ascona, Manta, 1970-72
Kadett, Olympia, 1962-71
Record 'C', 1966-72
- PEUGEOT**
404, 1968-72
504, 1968-70
- PORSCHE**
356A, 356B, 356C, 1957-65
911, 912, 1964-69
- RELIANT**
Regal Coupe, 1957-58
Regal Mk 3 to 6, 1957-62
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Regal Vans, 1963-70
- RENAULT**
Caravelle, 1962-68
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15, 16TS, 16TA, 16TL, 1965-72
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4-6B, 4-72, 1959-69
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Chamois, Sport, 1964-71
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Vogue 1725, 1966-70
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Rapier, H120, Alpine, 1967-72
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TR2, 3, 3A, 4, 4A, 5, 6, '53-72
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Victor VX 490, 1961-71
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1600 Fastback, 1965-70
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1800, 1961-71
- WOLSELEY**
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15, 60, 16, 60, 1958-69
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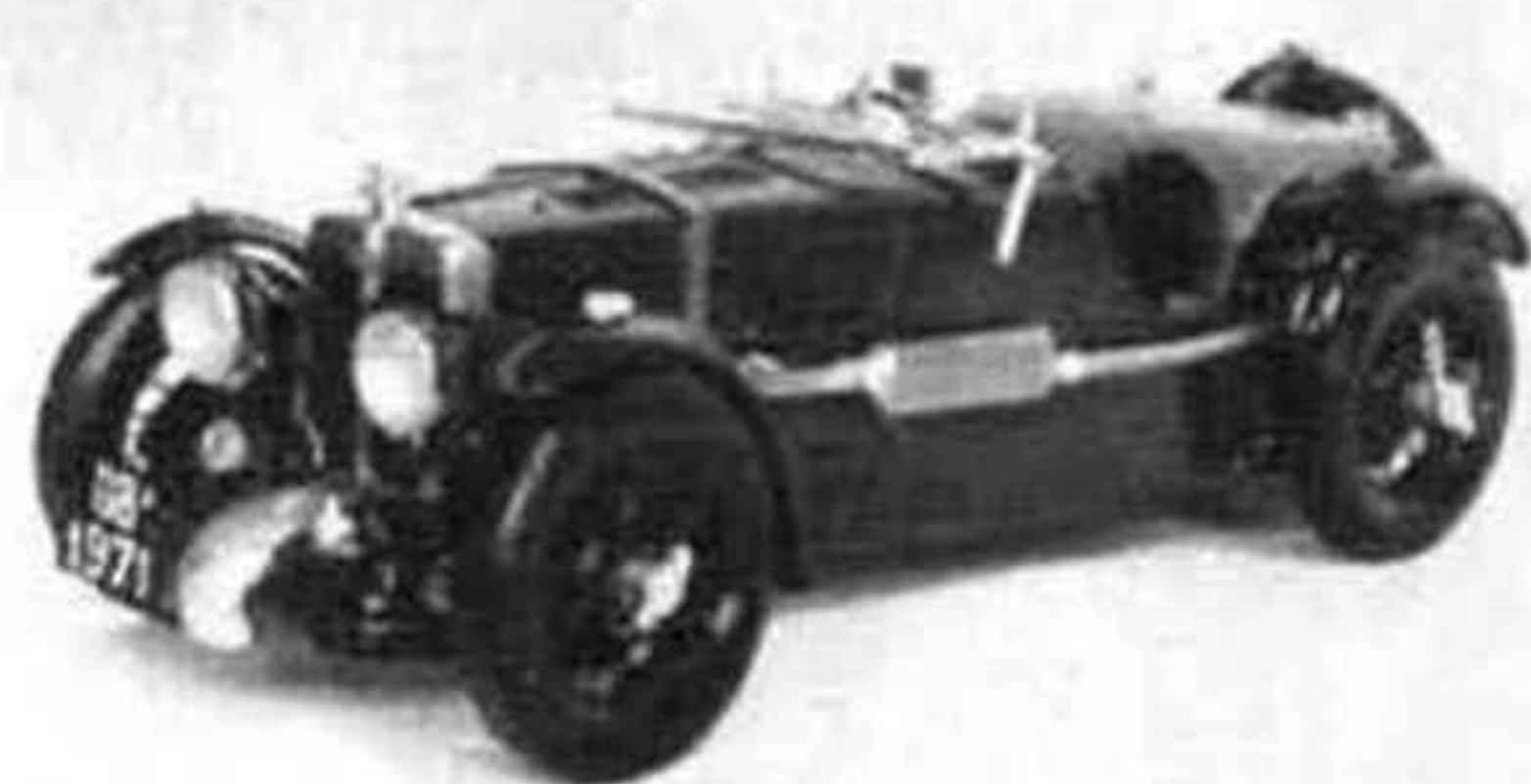
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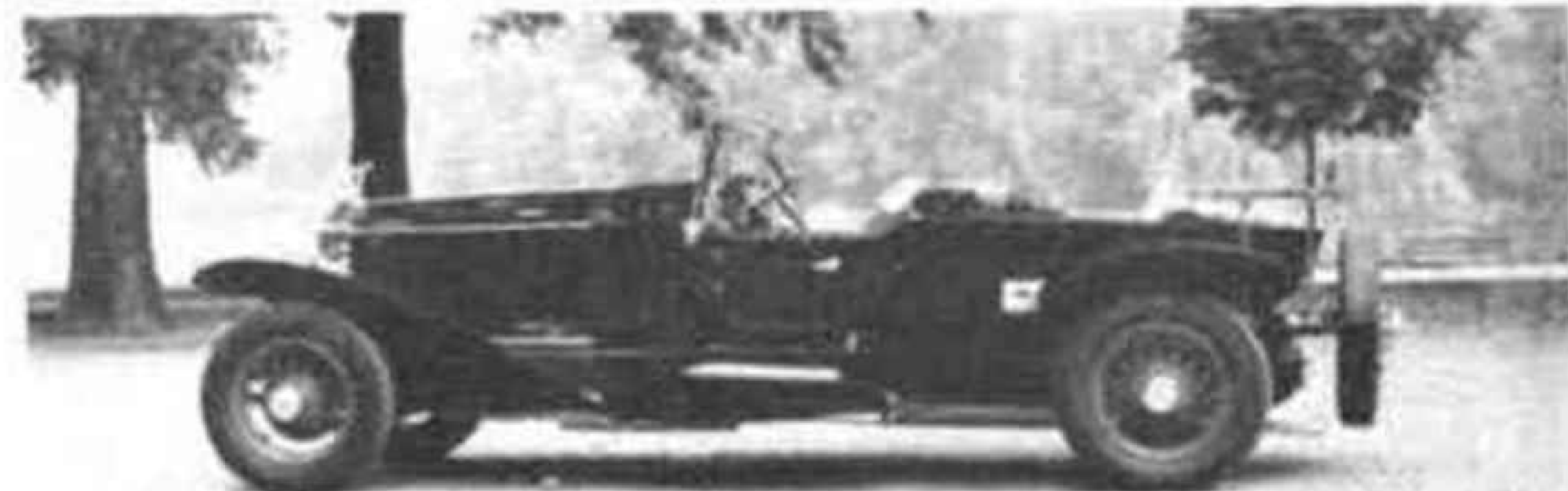
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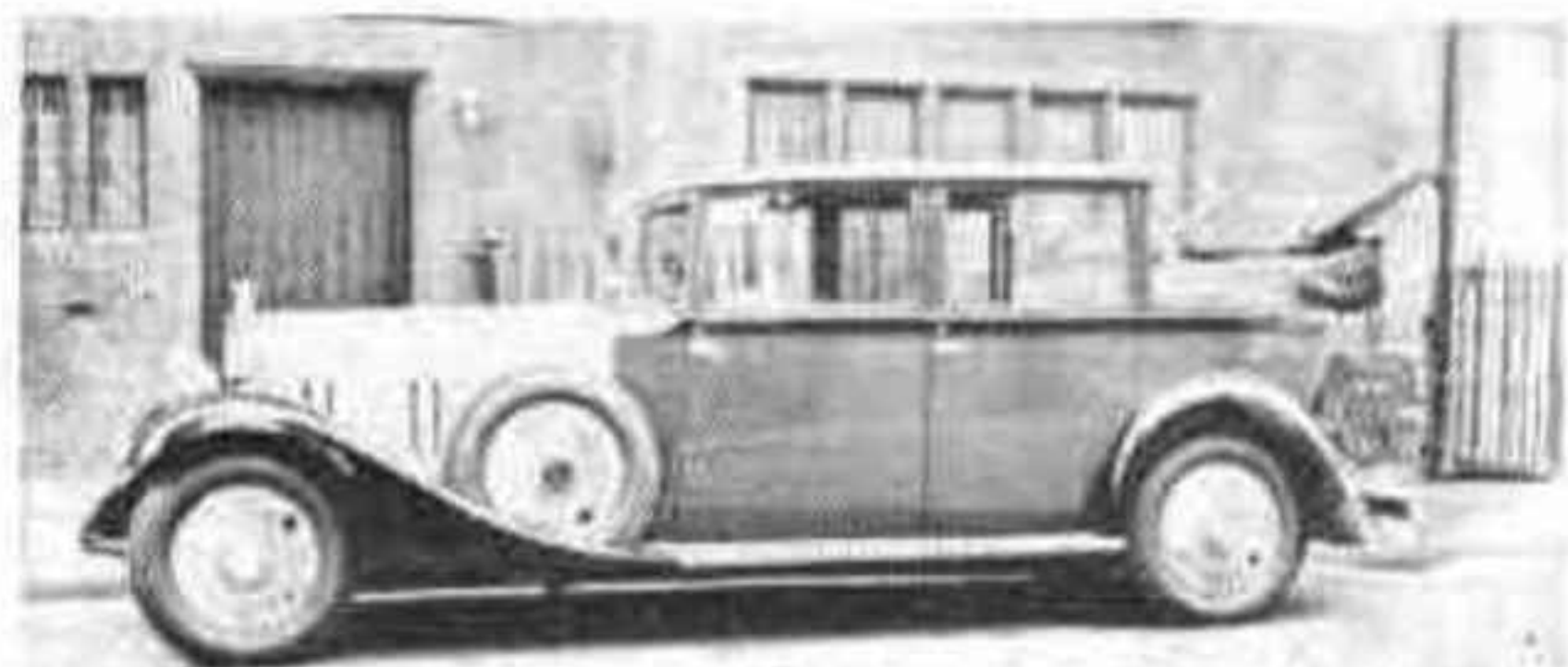
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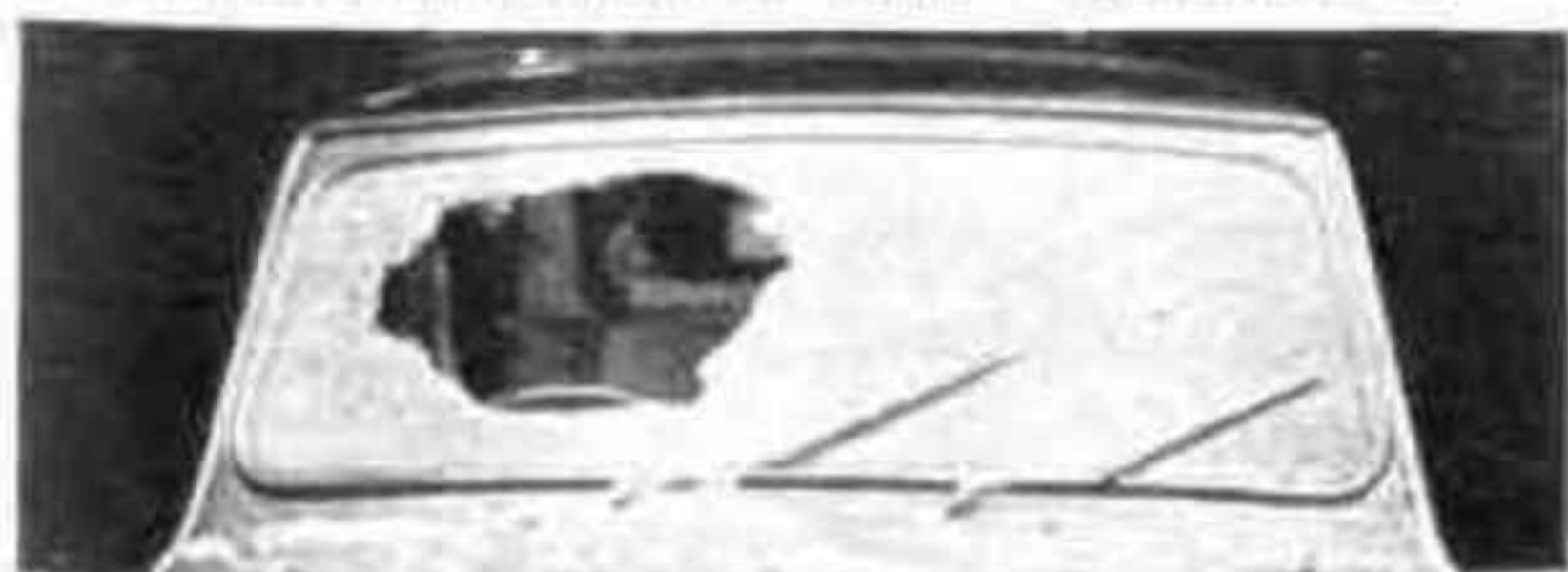


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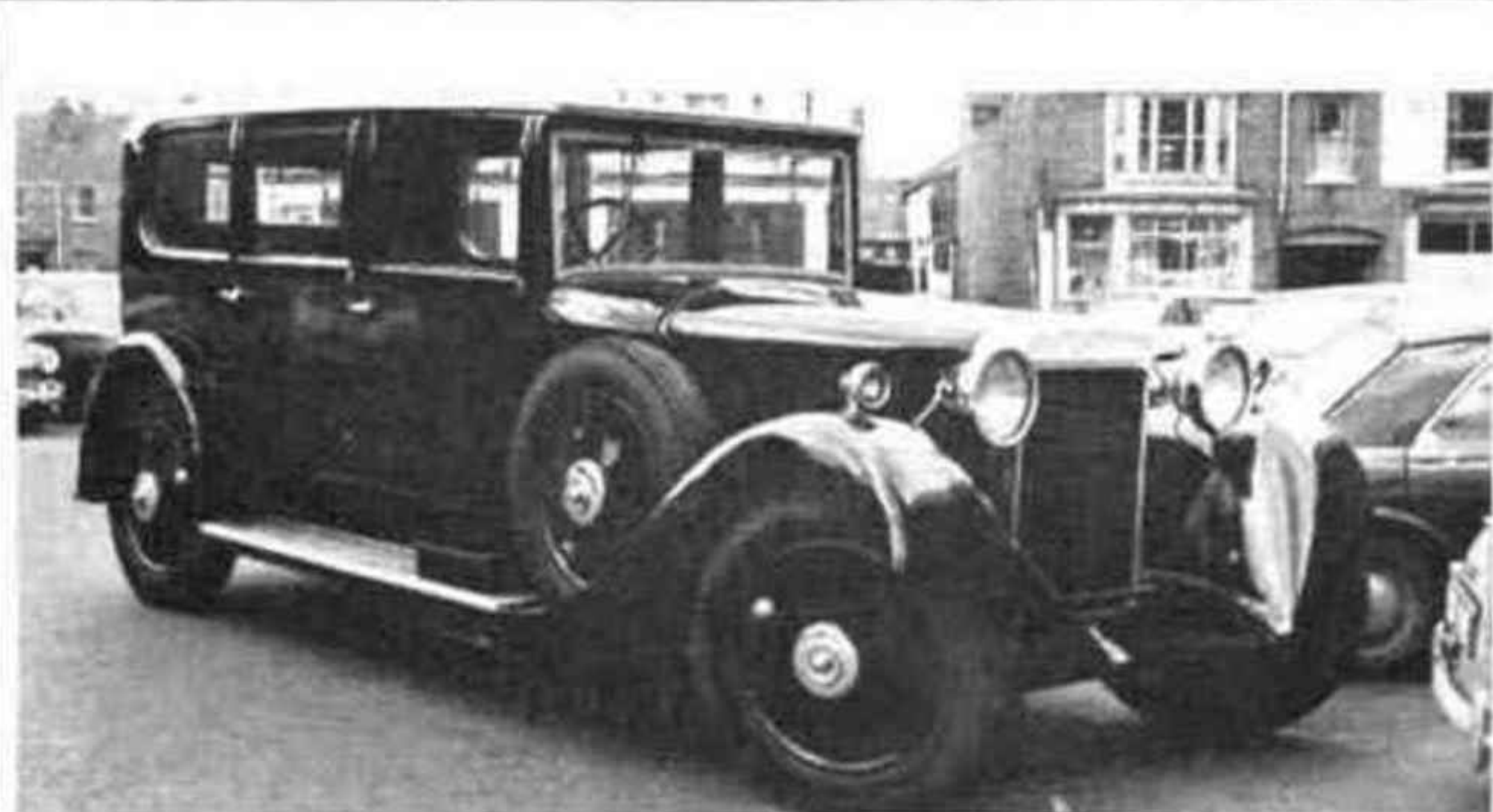
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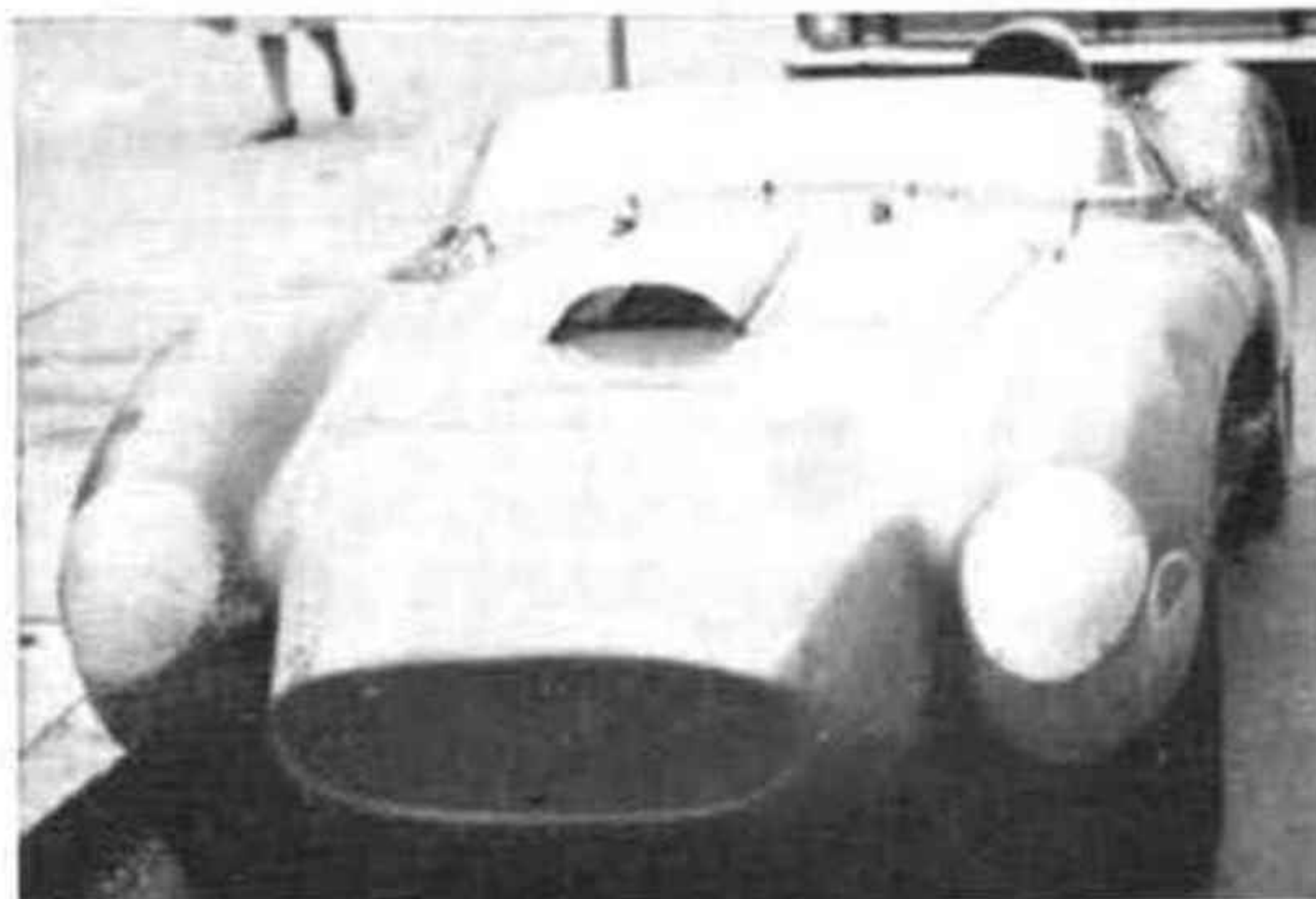
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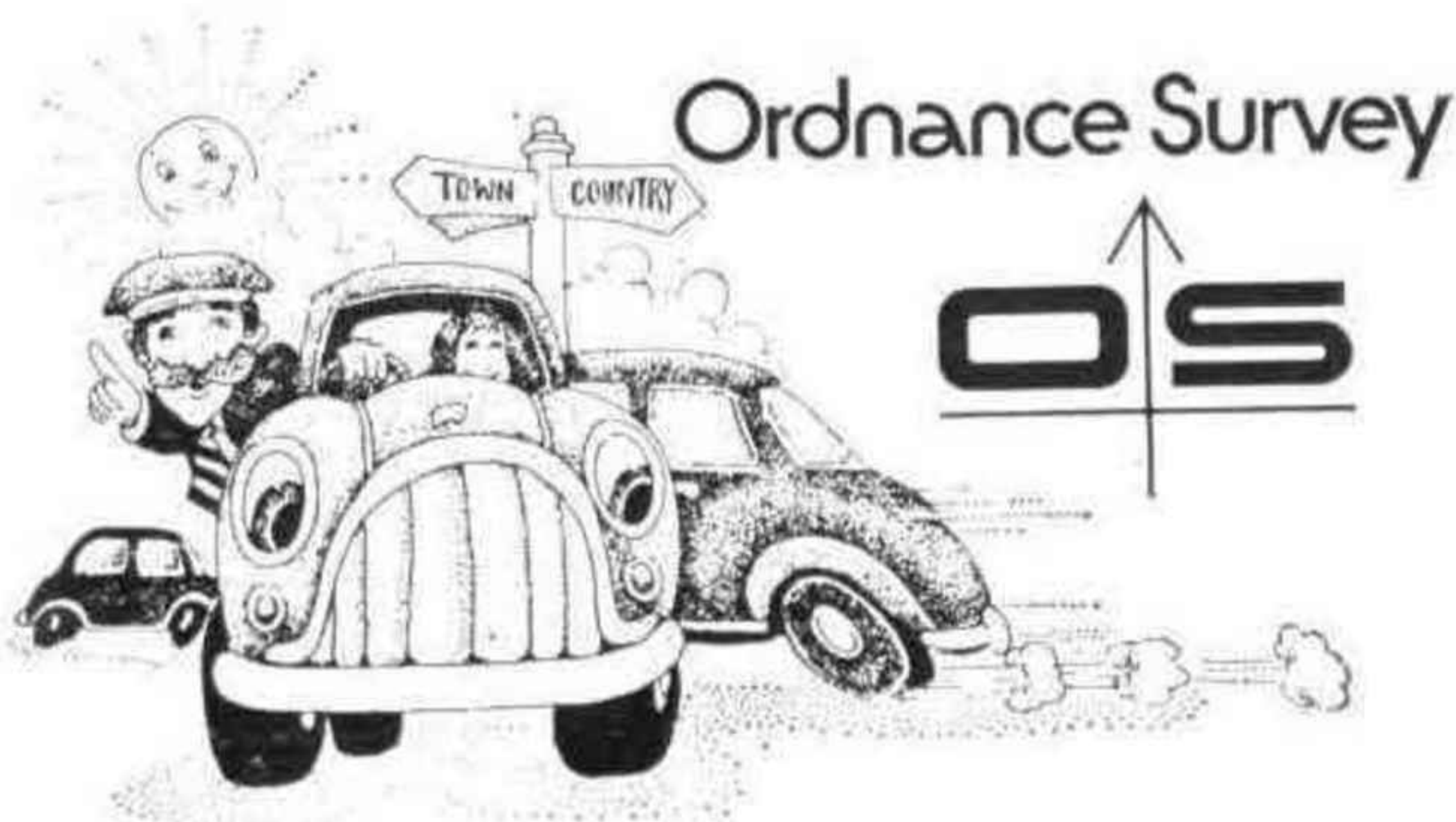
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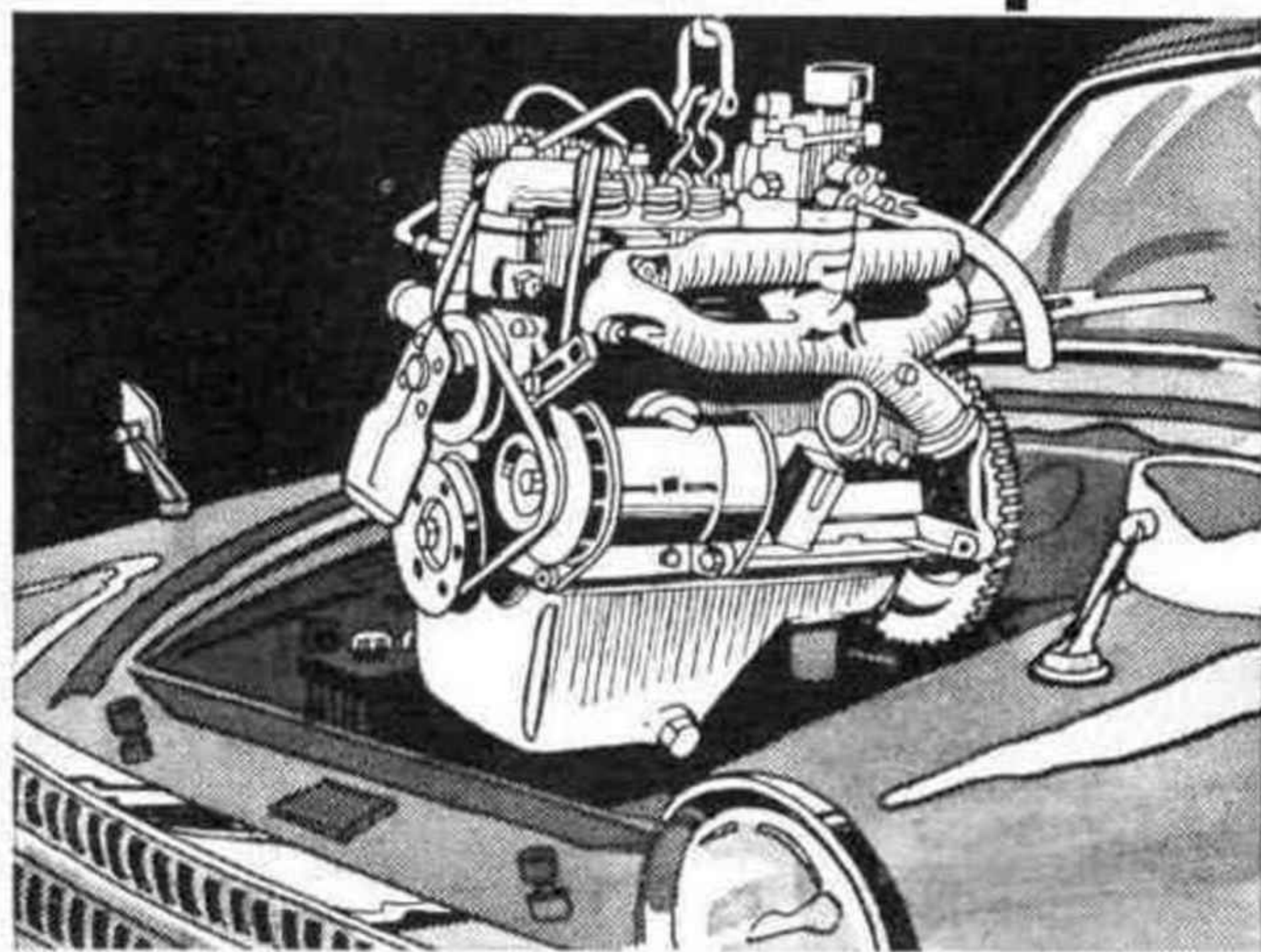
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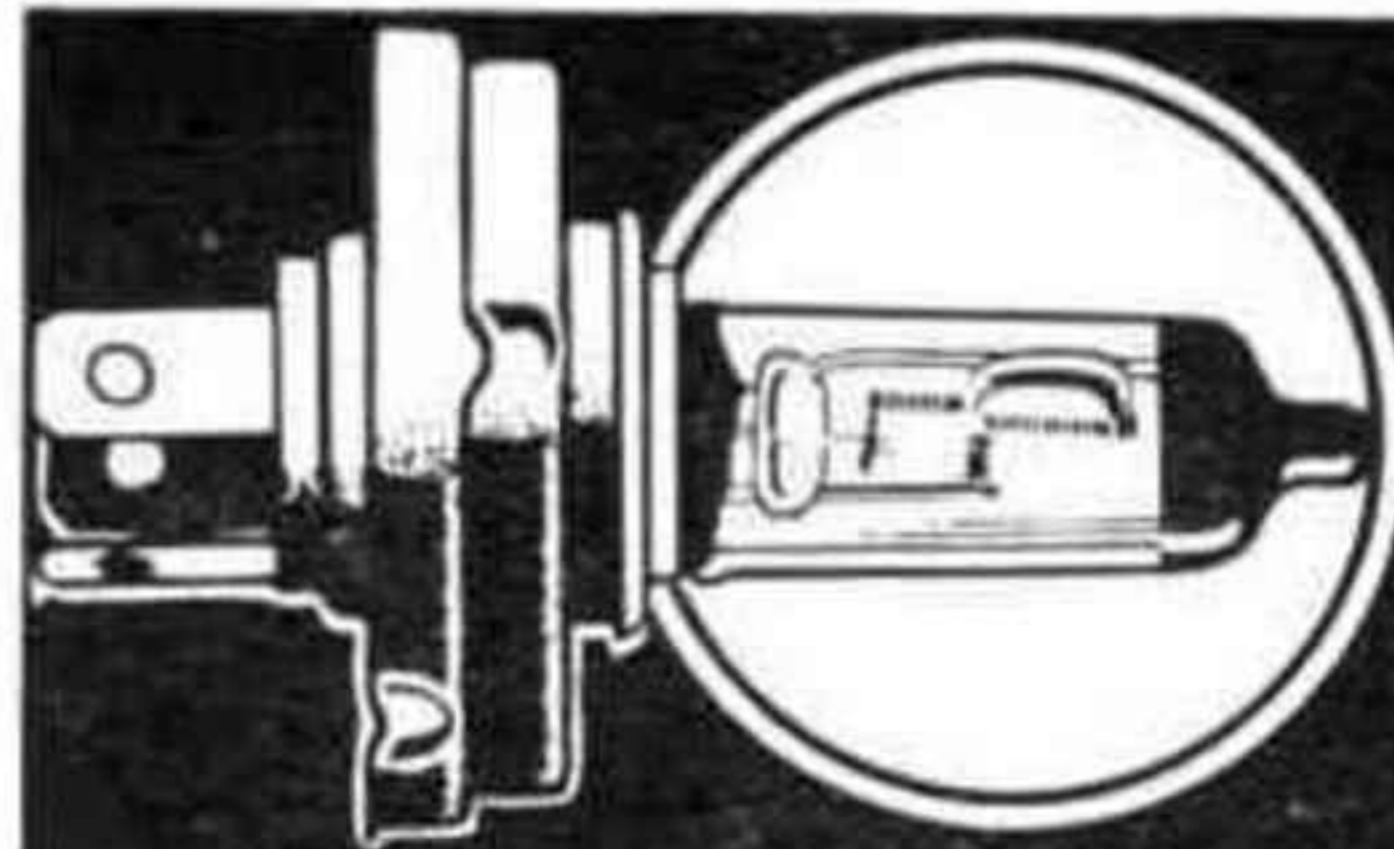
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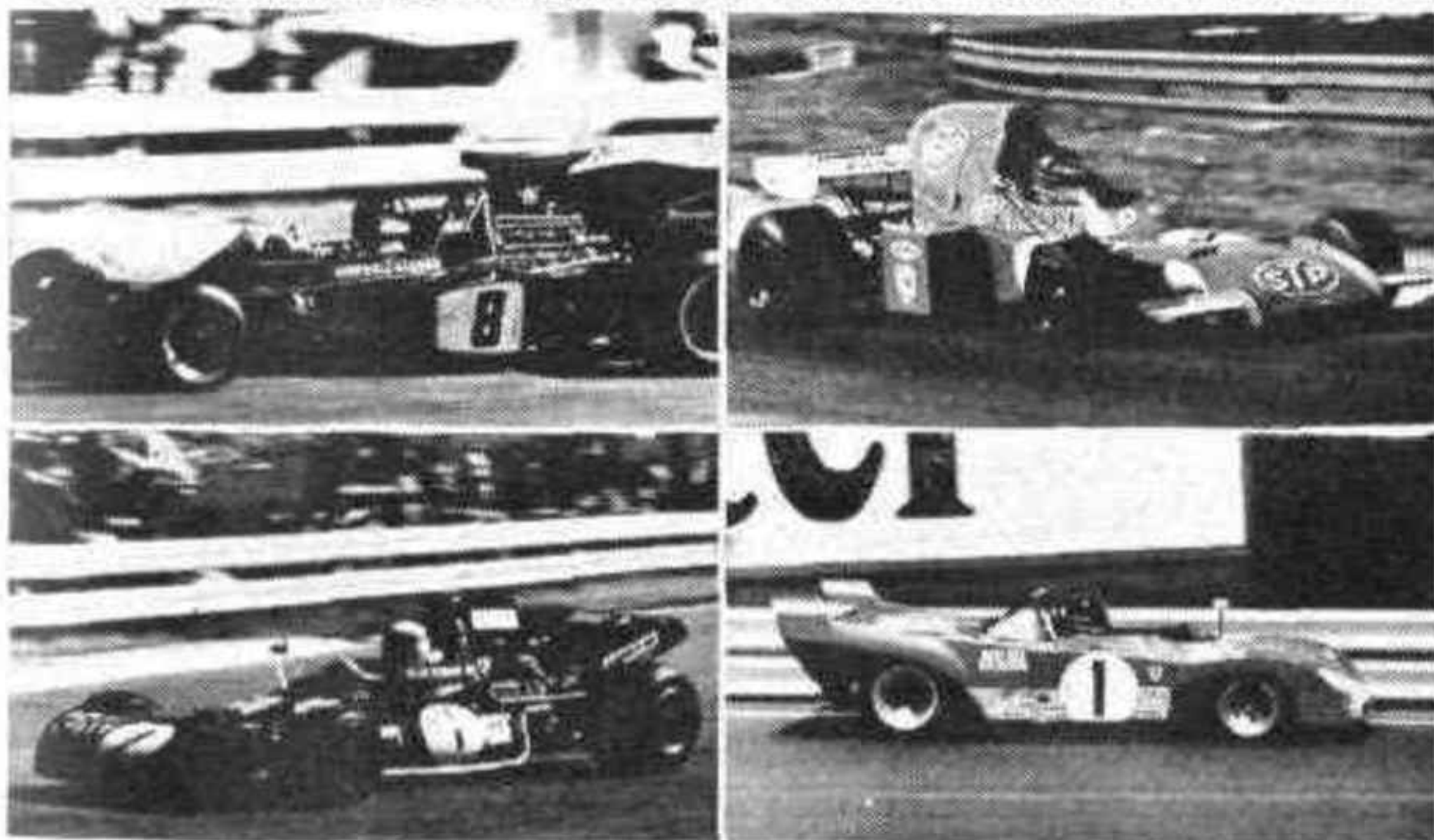
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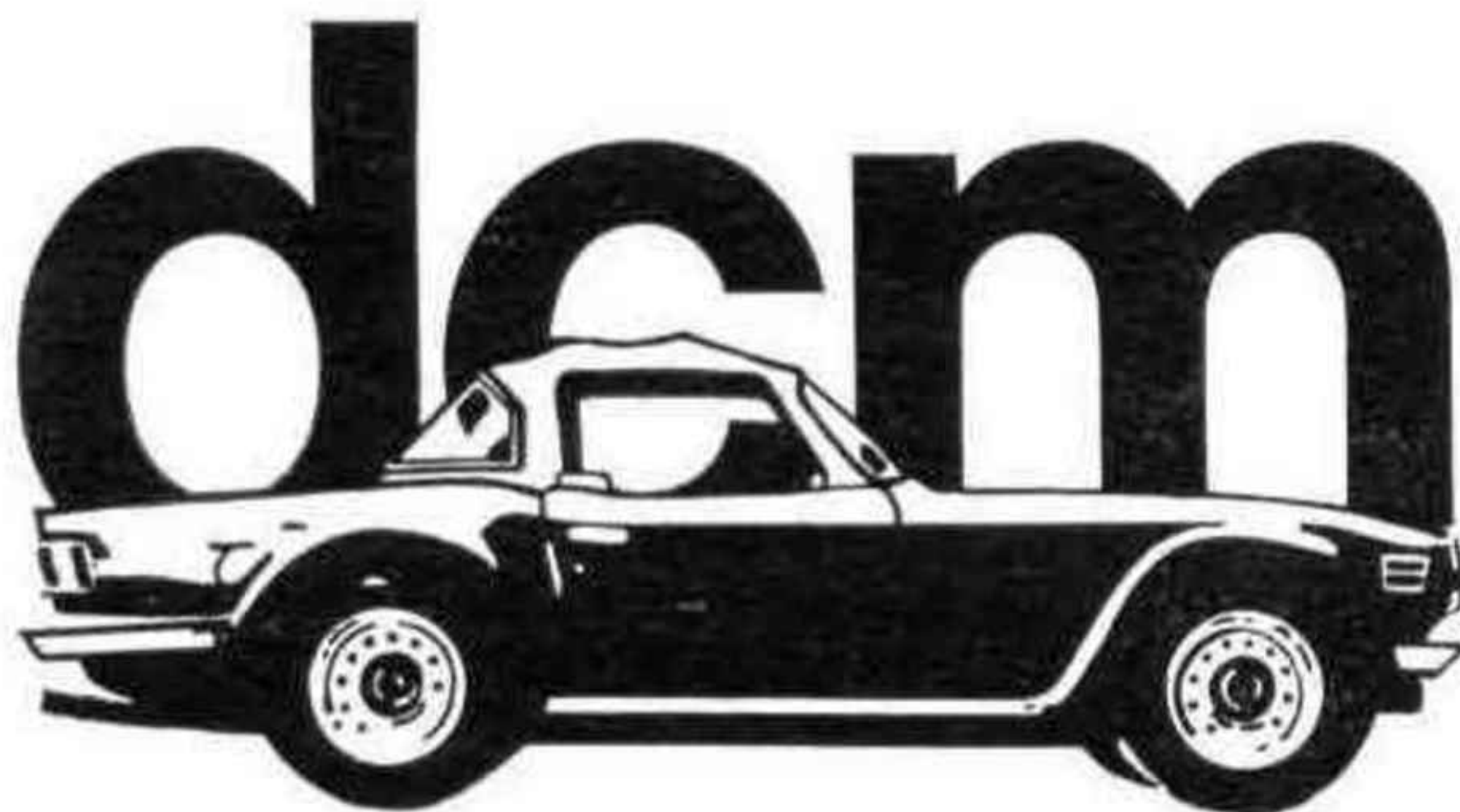
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BENTLEY R-Type, 1955, Automatic, Rare Hooper coachwork, very good mechanically, new tyres, etc. Three owners only (last since 1957). Nice interior but stored some years—paint and interior woodwork dull—hence price as seen of £1,250



BENTLEY S.III, 1963 model (Reg. Oct. 1962). Electric windows; silver grey on Tudor grey, blue interior. Two owners only, reasonable mileage for year. Distributor maintained (history may be available) and obviously a well-cared-for car. Is being completely serviced, etc., by us. £2,100



BENTLEY S.I Continental, rare Hooper lightweight coachwork, registered 1959 (believed 1958 Show car). Automatic and P.A.S. Deep purple-maroon, grey interior. My personal transport for over three years and 30,000 miles. Repainted, replated; steering, brakes, suspension and exhaust system overhauled, and in last 10,000 miles a rebore, new bearings, replacement rear axle and a £200 gearbox overhaul has just been done—all this plus very unusual coachwork adds up to extremely good value at £2,750

Unique and elegant **ROLLS-ROYCE Silver Ghost** hearse, 1923 series. For further details see last month.

ROLLS-ROYCE 25/30, 1936, in good running order with excellent hearse coachwork, highly suitable for conversion to estate or caravan; on good tyres and ready to drive away. £650

BENTLEY R-type, manual change, Oct. 1952, black and golden sand; new clutch just fitted, exhaust and brake overhaul, etc., new tyres; very sound mechanically, present paintwork fairly recent and quite good but there are blemishes, nevertheless altogether an above average car for its year. £790

Very rare **LANCIA Aurelia Spyder GT, 1956**, red with dark red trim; indicated mileage 55,000 and considerable mechanical and coachwork repairs have now been completed; this car is most attractive both to look at and to drive and is certainly unusual. £675

VINTAGE:
Remarkable **REO Flying Cloud 4½-litre, 6-cylinder r.h.d. sedan, 1928**, completely original as to lights, equipment, etc., nicely restored coachwork, smoke blue with grey leather interior, all plating renewed, etc.; mechanically very sound and ready to drive away. £1,075

Rare semi-Commercials—**PATTERSON GOLF COURSE tractor**, a cross between a Model-A and a Model-T Ford, very rough, but complete and apparently quite sound.

FORD Model-T ton-truck chassis with cast aluminium radiator, no bodywork and very rough but basically all there. The remains of a **GRAHAM BROS. van, circa 1925**, chassis has rotted through and is in half and radiator and bonnet are missing, but all other mechanical components including the most unusual cast spoked wheels with 20-in. tyres are there and it is certainly worth restoring.

We cannot undertake any work on these last three vehicles. They are rough but are correspondingly cheap.

1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box, coach-painted black on peacock blue, good brown hide interior, new timing gears just fitted and the car is a very sound, original and practical vintage motor car, sensibly priced at £790

VETERAN:
A charming small French veteran, *circa* 1912, **HURTU 1,600-c.c., 4-cylinder**, nicely restored, completely overhauled engine, rebuilt wheels, new tyres, etc. Royal blue lined yellow and blue trim. Ready to drive away.

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ROLLS-ROYCE SILVER CLOUD I SALOON. Finished in black over golden sand with champagne hide upholstery. First registered 1957 (July). Two owners only. Comprehensive overhaul recently carried out costing over £1,200 (invoices available). In superlative condition. £2,250



ROLLS-ROYCE SILVER DAWN AUTOMATIC SALOON. First registered 1954 (Sept.). In shell grey with light blue-grey hide upholstery. Three owners only since new. 156,000 miles. Extensive work carried out on this car including new engine, and new gearbox fitted (Feb. 1971), new exhaust system fitted (June 1971), recellulose (May 1972)—£2,378 spent since March 1968 (Bills available). A very fine example of this rare model. £2,550

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BENTLEY S2 2-door Mulliner DROPHEAD COUPE. First registered 1960 (Sept.). In Caribbean blue with light blue upholstery. Two owners only, the first being a member of a European royal family. Invoices available for over £1,850 spent on this magnificent car in the last 3 years. A really superb example in breathtaking condition. £4,950



ROLLS-ROYCE SILVER CLOUD III MULLINER/PARK WARD 2-door SALOON. Finished in regal red with black hide upholstery. First registered 1965 (Jan.). Extensive service history available. 68,000 recorded miles. Servicing maintained by Rolls Royce. In superlative condition throughout. A rare model. £7,250

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- 1970 'E'-Type 2+2 Mk. II. Nov. 'J' Reg. Fitted chrome wire wheels, tinted glass, radio ... £2,345
- 1970 'E'-Type f.h.c. Mk. II. 'J' Reg. Fitted h.r.w., chrome wire wheels, SP sport tyres. ... £2,095
- 1970 'E'-Type f.h.c. Mk. II. Regency red with beige interior. Fitted h.r. window and radio ... £1,995
- 1970 'E'-Type roadster Mk. II. Carmen red, black trim. 18,000 miles. Chrome wheels, SP sport tyres ... £2,095
- 1969 'E'-Type 2+2 Mk. II. Primrose with black trim. Wire wheels, h.r. window, radio ... £1,845
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- 1967 'E'-Type roadster. Fitted hard and soft tops. Chrome wire wheels, radio and seat belts ... £1,395
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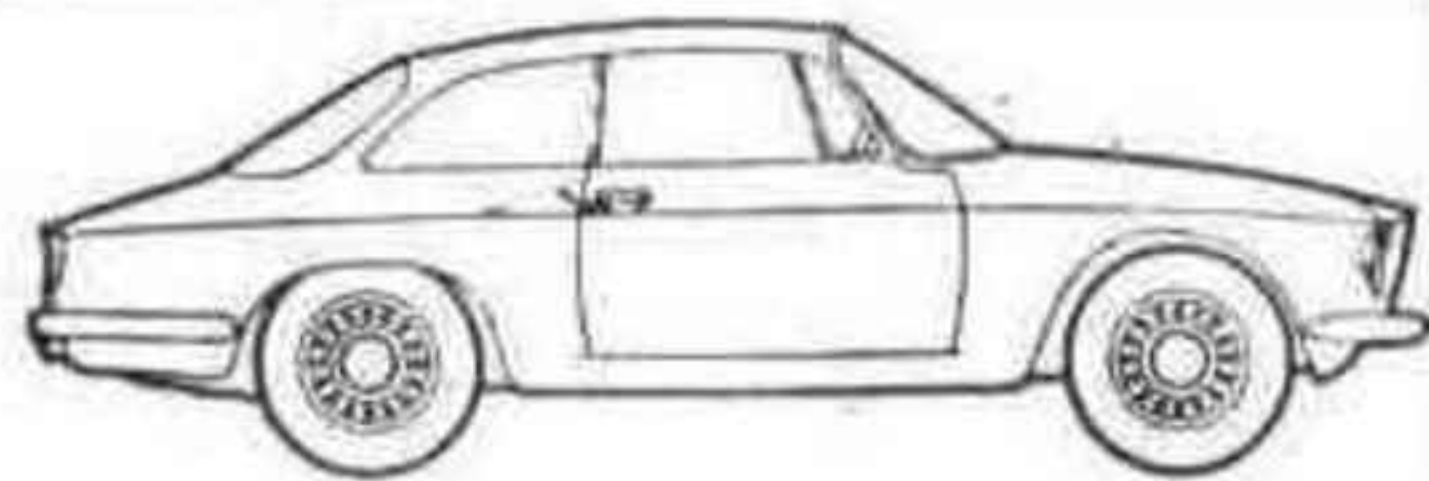
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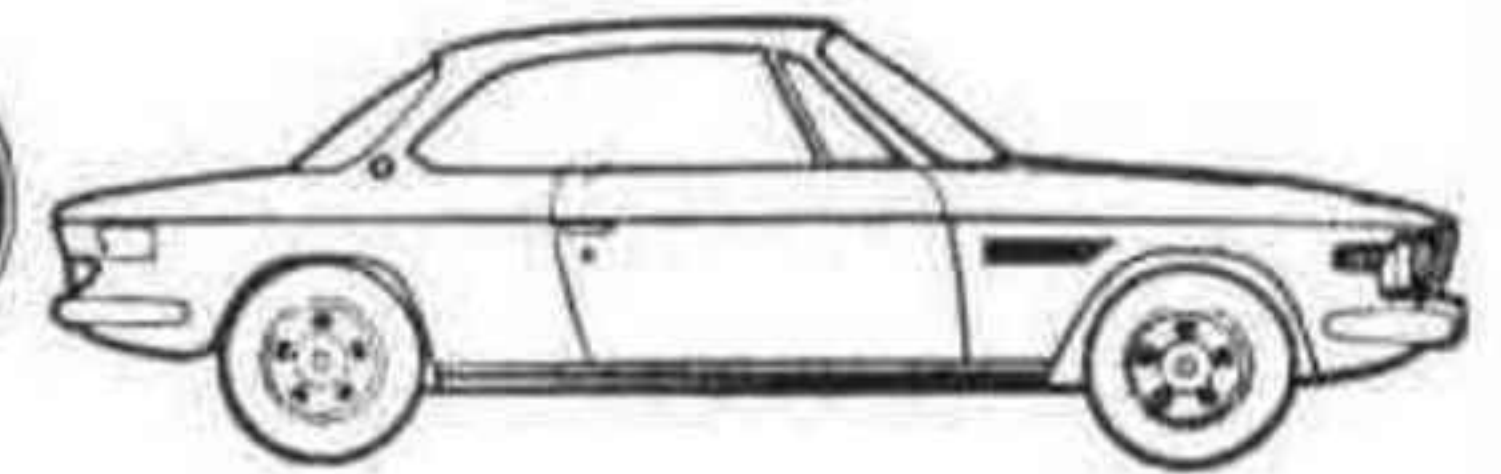
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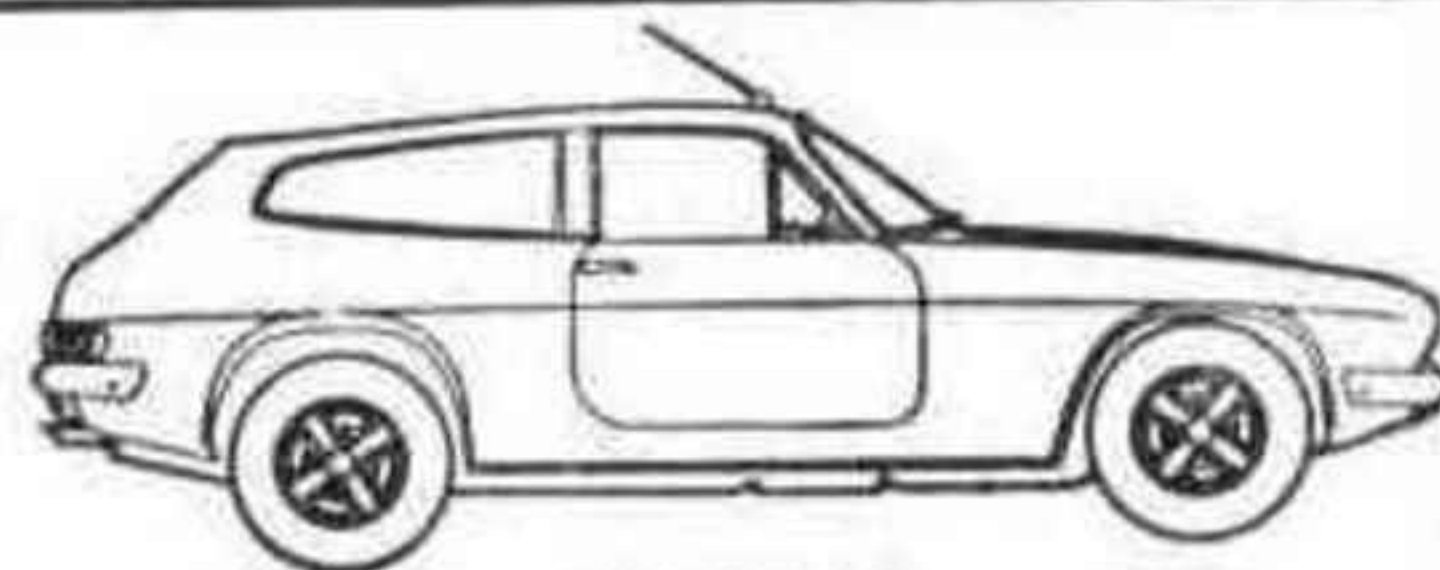
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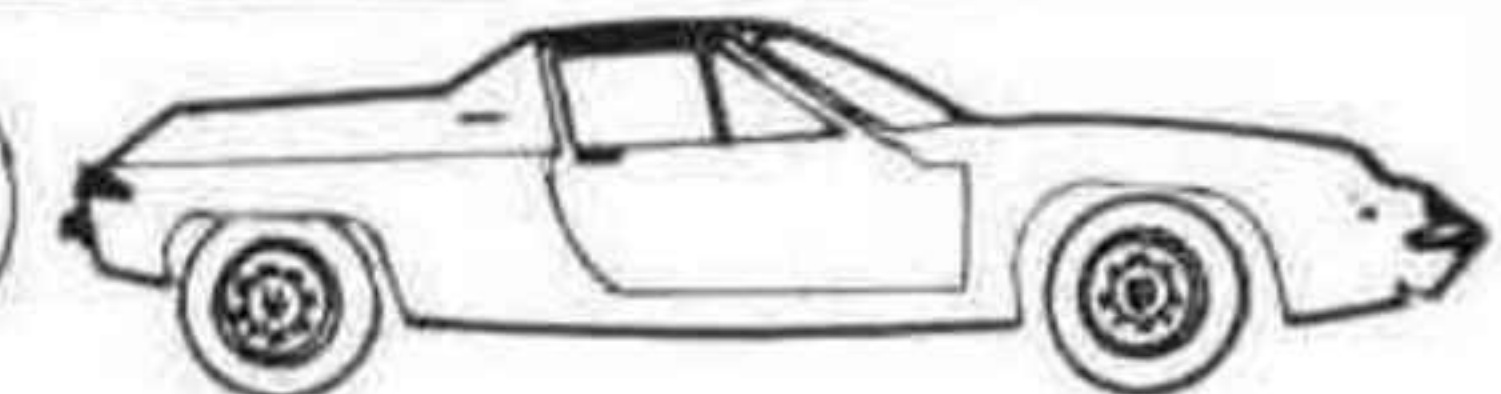
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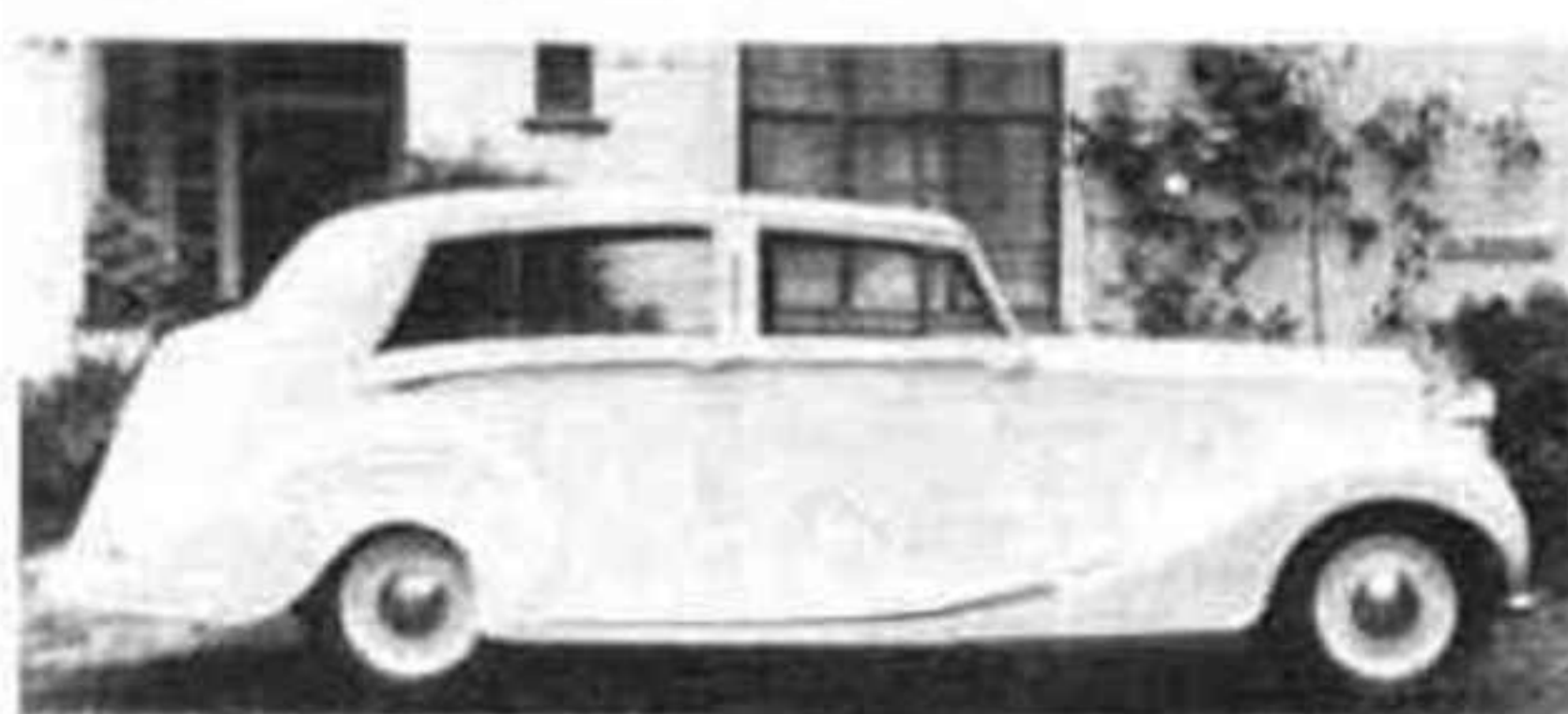
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1933 ALVIS Firefly 4-seater tourer. Good original example.



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1924 Silver Ghost, 1927 Phantom I 2-seater, 1938 25/30 touring limousine.

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ALFA ROMEO 1300, Junior sports saloon. "K" registration, 1968/1969 model, engine recently reconditioned, bills available. An exciting car to drive, but as it is l.h.d., only £725 would buy it. Tel.: Brenchley (Kent) 2400. (9619)

LOTUS ELAN, S2 1962. 2½ years concours rebuild, polished engine, many new parts. All major bills since new. Offers around £1,200. Tel.: Torquay 27133 (weekends). (9773)

1913 MINERVA saloon. Rebuilt to high standard. Offers, Box 3392. (50315)

RARE GINETTA G4, Specially built 1970 Lotus IFRS. Highly tuned Ford 1500 c/r gearbox. Specification too extensive to list. Fabulous performance and handling. £845. Clifford, Tel.: 01-407 2636. (8701)

LOTUS ELAN + 2, 1969. "H" registered. White 28,000 miles. Exceptional condition, £1,295. Mills, Tel.: Louth 2212, ext. 234 (before 17.15). (9732)

FERRARI, 330 GTS Spyder convertible. Absolutely immaculate; recent £200 service; stereo night, radio cartridge. Must sell, accept £3,850 o.n.o. Tel.: 01-579 3538 (London). (9719)

JENSEN INTERCEPTOR, late 1968 automatic, power steering. Mechanically good, metallic blue. Many extras, radio, taxed. £2,475 o.n.o. Tel.: 01-579 3538 (London). (9719)

1964 ASTON MARTIN, DB5 convertible. Works hard-top; chrome wire wheels; tinted windows; radio. New soft-top and carpets. A two owner car in very nice condition; gearbox recently overhauled, new tyres fitted. £1,195 or exchange plus cash for exceptional DB4 GT. Tim Frost, Tel.: Wickham (Hants.) 3031. (9721)

SILVER WRAITH, 1956. James Young, long wheelbase with division, automatic transmission, two radios, electric aerials. Dark blue with beige leather interior. £3,100 o.n.o. Tel.: Bramley (Surrey) 3555 or write Box 3404. (9722)

SCIMITAR GT, 1966. Silver streak 2-b-litre straight six. Bargain at £475 for a quick sale. White. Tel.: Godstone (Surrey) 2932. (9724)

M.G. TC, 1946. B.R.G. Completely restored, re-chromed; re-sprayed. New tonneau etc. good interior. Mechanically sound £600. Martin, Tel.: 01-907 6528 (after 7 p.m.). (9727)

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FOR SALE—continued

ASTON MARTIN, DB6 Vantage, 1968. Sun-roof; chrome wires; 5-speed box; h.r.w.; Sundym glass; radio; immaculate tan leather trim; olive green paintwork; recent clutch; gearbox overhauled; genuine 48,000. First class mechanical condition. All other DB6 refinements. Worthwhile proposition at £2,450. Excellent part-exchange allowance for XK140 roadster or similar; power/speed boat also considered. Tel.: Southampton 81452. (9723)

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TRIUMPH ROADSTER 1800, 1948. Maroon, good condition throughout; original hood, new clutch etc. M.O.T. May 1973, £295 o.n.o. Tel.: 061-736 2120. (9729)

OPEL MANTA Rallye SR 1900. Yellow, black trim 1972 and 3,000 miles only. Fitted expensive radio. My own private car which I must with regrets, offer for sale. Save £200 on what it cost me new. H.P. can be arranged. Part exchanged considered. £1,445. Tel.: Congleton (Cheshire) 4987. (9730)

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MARCOS 3-LITRE Volvo, "K" registration; 7,000 miles; tangerine; sun-roof; electric windows; mgg. wheels, £1,585. Tel.: (Hunts.) 8024. (9733)

M.G.-B 1966. Tartan red. Bermuda hard-top, soft-top, tonneau, 4½ JY wires; radio; spots. All immaculate, £650 o.n.o. Tel.: Poole 3638 (evenings). (9734)

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XK150, S/E, F.h.c., 1958. Only two owners since new. Present owner since 1963. Excellent condition, mechanically perfect; garage maintained; overdrive; chrome wire wheels; Cinturatos; optional bucket seats; sealed beam headlights. Bills available since 1963. £999. Tel.: Bourne-mouth 23065. (9738)



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1949 Park Ward Mk. VI drop-head coupe. Completely renovated. Full history. Four owners only. Finished in black with grey cloth-covered interior.

FOR SALE—continued

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"M.G.-B" RECLINING seats, 1972. Nylon panels, £12-50; Competition size carbs, £12-50 pair new; manifold to suit, £8. 177 Birmingham Rd., Bromsgrove, Worcestershire. (9250)

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BENTLEY MK. VI, 1952. 4 1/4-litre saloon black with maroon upholstery. Good condition mechanically and bodily; M.O.T. Offers over £500. Tel.: Coventry 414823. (9690)

GILBERN GENIE. Registration AMM111, August 1969; one owner; 25,000 miles. B.R.G./Tan. u/d; radio; fog; spot. £1,050. Moncrieff, Manor House, Bosham, Sussex. Tel.: 0243 572285. (9691)

ASTON MARTIN DB2/4, 1954. Mk. III bonnet. Engine completely rebuilt 300 miles ago. £400 o.n.o. M. Northrop, Reverie, Tower Way, Abergele. Tel.: 2406. (9692)

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LAGONDA, LB290/1 saloon, 1956. Mechanically and bodily very good condition; one previous owner. Offers invited. Tel.: Northiam (Rye, Sussex) 3222. (9697)

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LOTUS ELAN +2, 1969, French blue. Extras, h.r.w. Showroom condition, £1,200. Tel.: Nottingham 56101, extension 2566 (weekdays). (0128)

M.G.-B. Wires, oil cooler, 60 p.s.i. oil. Very good throughout. £340. Tel.: 051-426 4857. (0127)

AUSTIN HEALEY 3000 Mk. III, overdrive, w. s., brakes retined: good condition. £685. 72 Fore Street, Praze, Camborne, Cornwall. (0128)

M.G.-A. 1958, Mk. I. Good condition and general mechanics. M.o.T. Oct. £180. Suttill, 15 St. John's Ave., Syston, Leics. Tel.: Syston 5612. (0129)

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1968 ALFA ROMEO 1300 GT. Yellow, black interior. 5-speed gearbox, radio. 38,000 recorded miles **£1,095**

1967 SUNBEAM Tiger. Blue, black interior. H.S.-tops, radio. One owner, 28,000 recorded miles, full service history **£395**

1967 VOLVO P1800S. White, red trim. Overdrive, radio. Two owners; service history **£975**

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1955 ASTON MARTIN DB2/4 Mk. II Tickford coupe. This vehicle has covered 46,000 in the hands of three owners, and is in superb order throughout **£1,250**

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1969 (H) ESCORT Twin Cam, CPI 2 cams, balanced, sorted suspension, special seats; many other extras. A very quick car **£825**

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1969 TRIUMPH Spitfire, in primrose yellow, fitted wires and works hard-top. One owner from new ... £695

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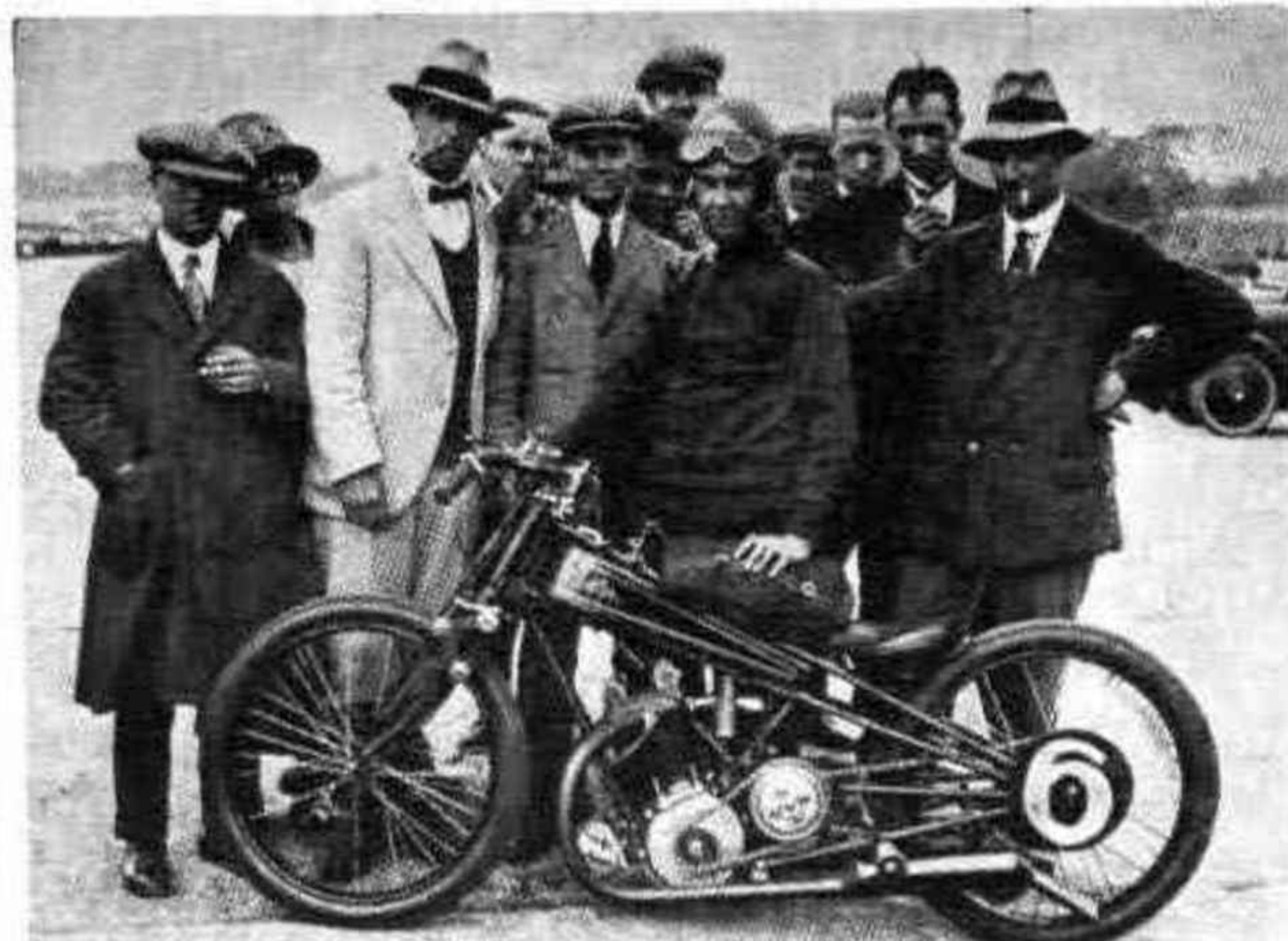
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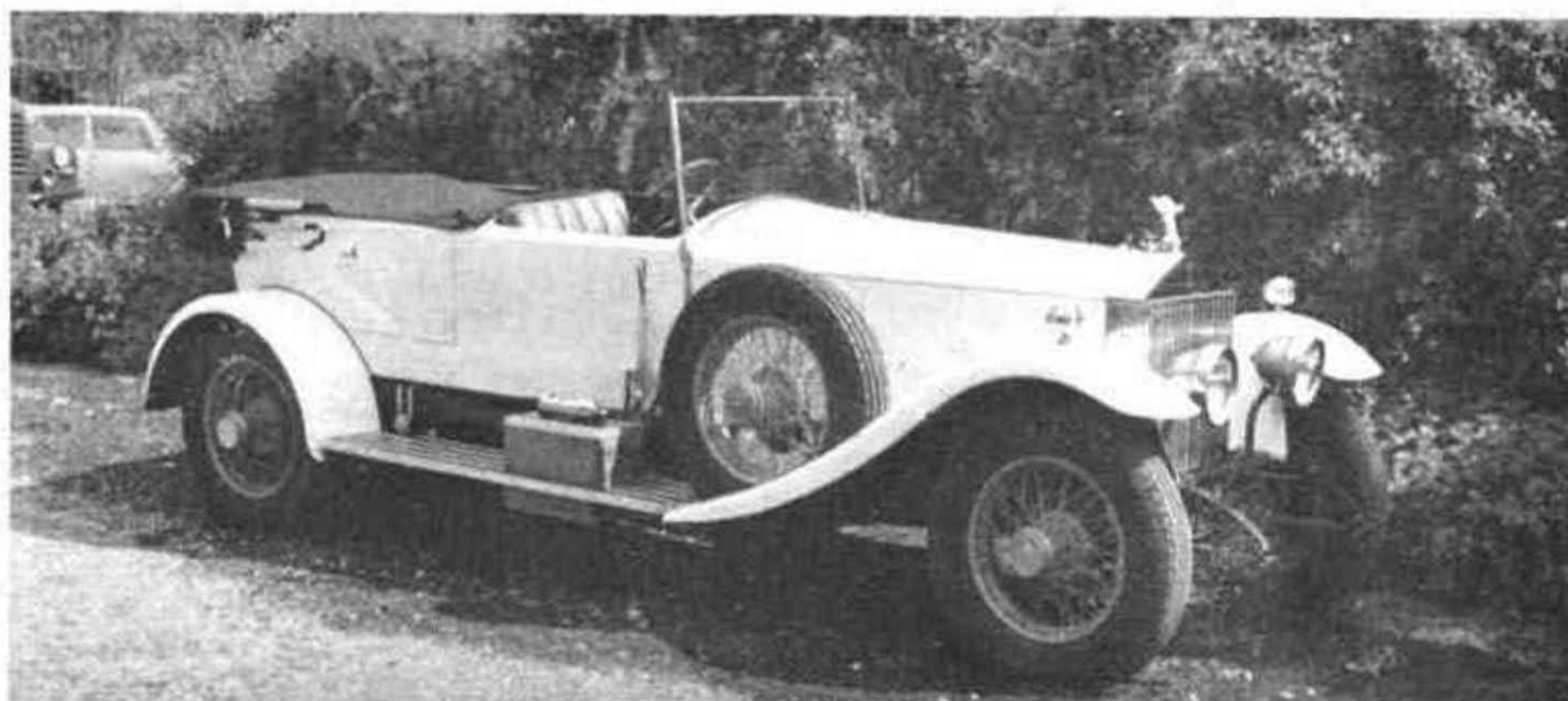
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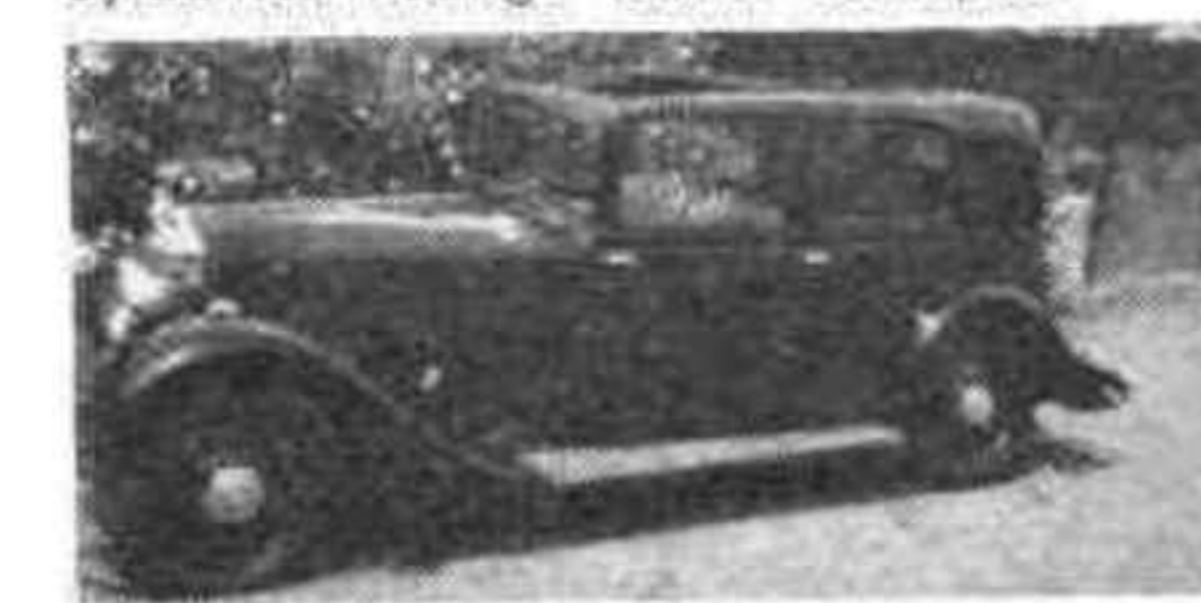
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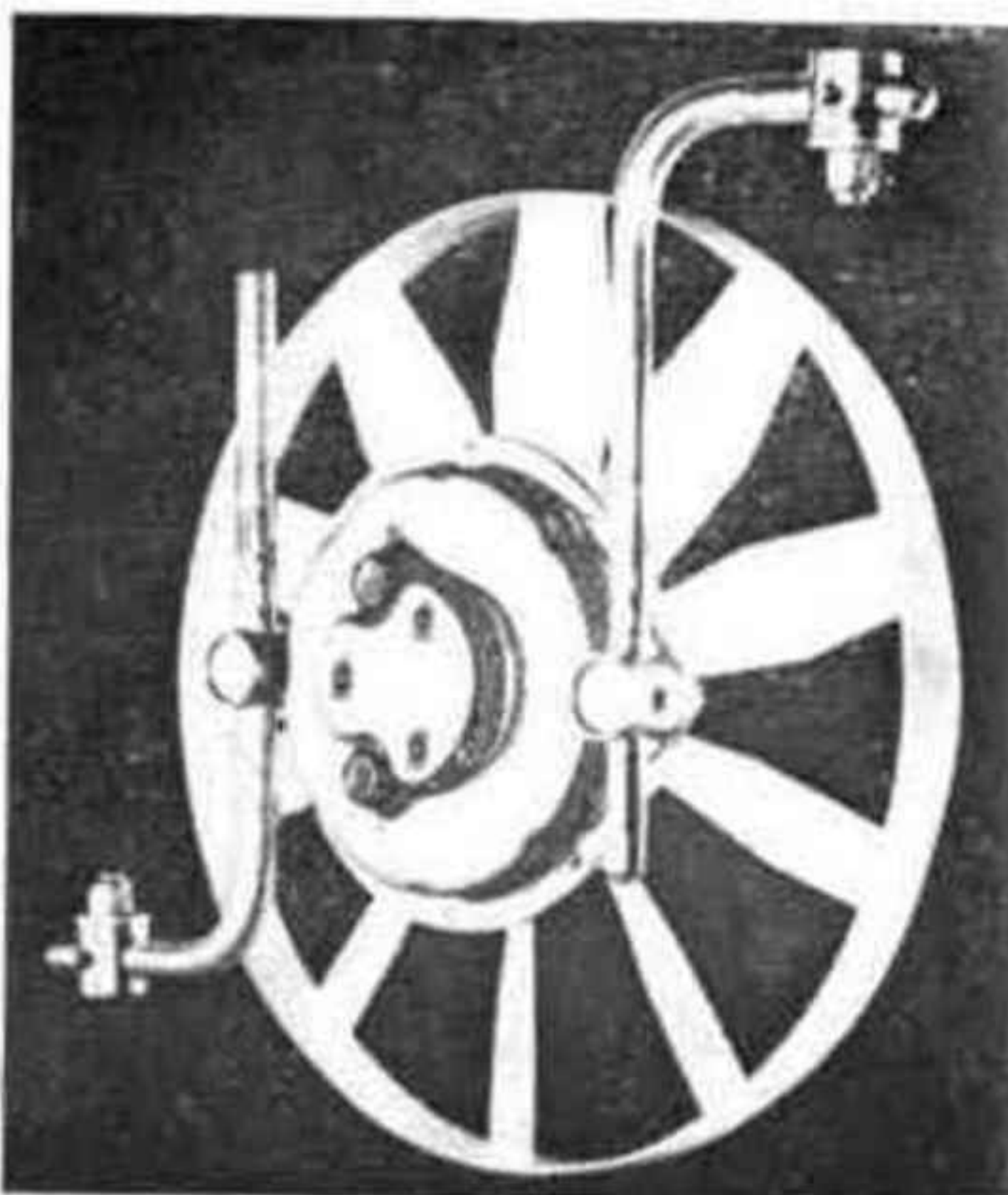
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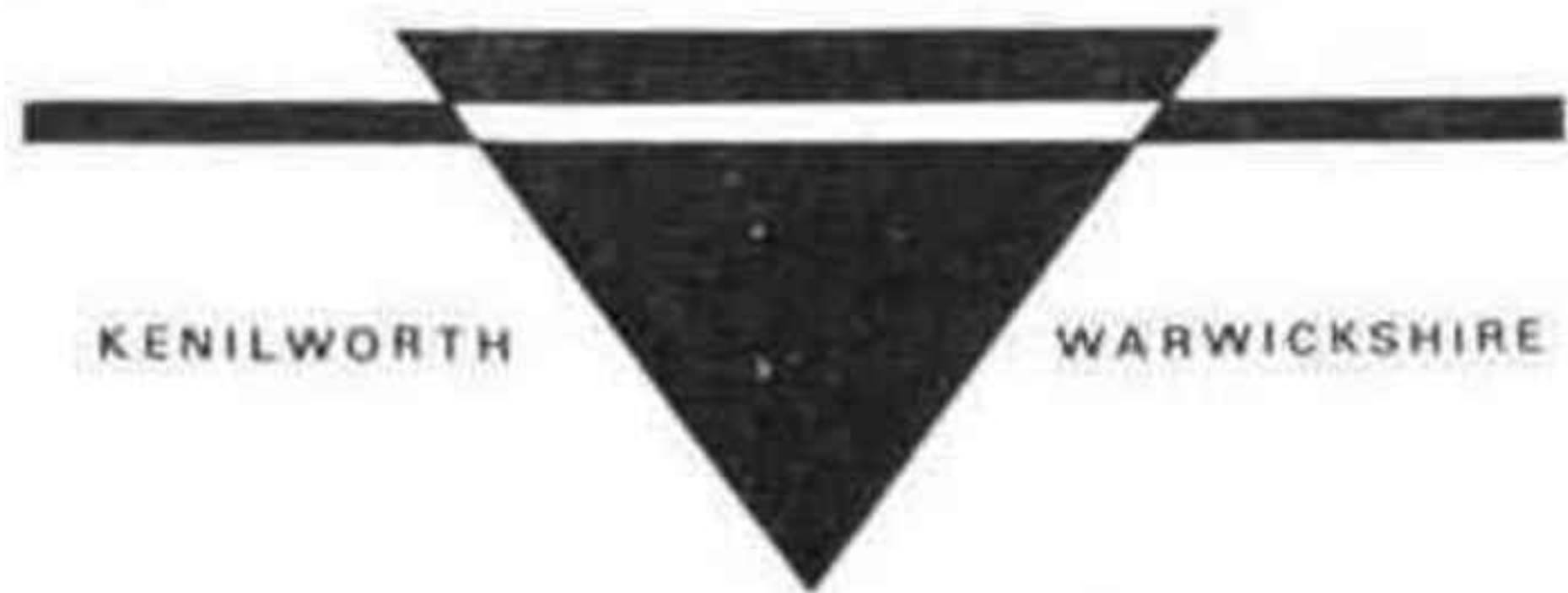
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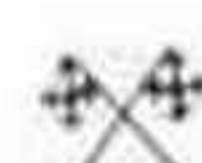
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 1972 Mustang Mach 1. Grabber blue and Pewter both with black trim. £2,665
 1972 Mustang 2-door Convertible. Choice of: Bright red and white. £2,925
 1972 Pontiac Firebird Formula 400. Cardinal red with black vinyl roof and black trim. £3,675
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 1970 LOTUS Elan +2S, two owners, radio; s.r. 20,000 miles. Blue. £1,795
 1972 SPITFIRE Mk. IV, 6,000 miles, one owner. Yellow. £965
 1971 SPITFIRE Mk. IV, one owner. Red. £895
 1970 model SPITFIRE Mk. 3, regd. '69, one owner. White. £695

LOTUS 7



1969 SPITFIRE 3, one owner. Green. £675
 1967 SUNBEAM Alpine conv. History/bills available. Blue. £575
 1970 TRIUMPH GT6 Mk. II, wire wheels, radio. Red. £995
 1969 model TRIUMPH GT6 Mk. II, regd. Dec. 23rd, '68; wire wheels. Green. £845
 1970 M.G. Midget, two owners, 24,000 miles. Yellow. £765
 1969 M.G. Midget, two owners, 26,000 mls. Blue. £645
 1967 M.G.-B conv., wire wheels; above average condition. Blue. £995
 1966 'E'-Type f.h.c. 4.2, w/wheels, radio. White. £1,075
 1967/8 CORTINA Uren Savage, sun-roof, radio. Silver blue. £795
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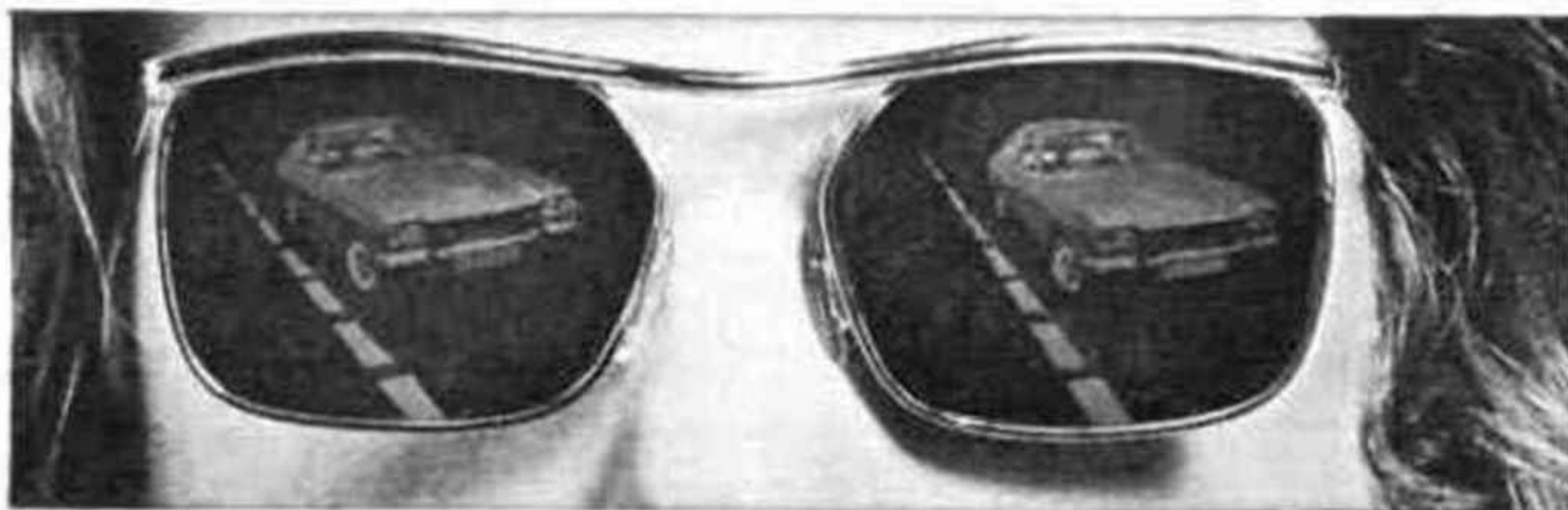
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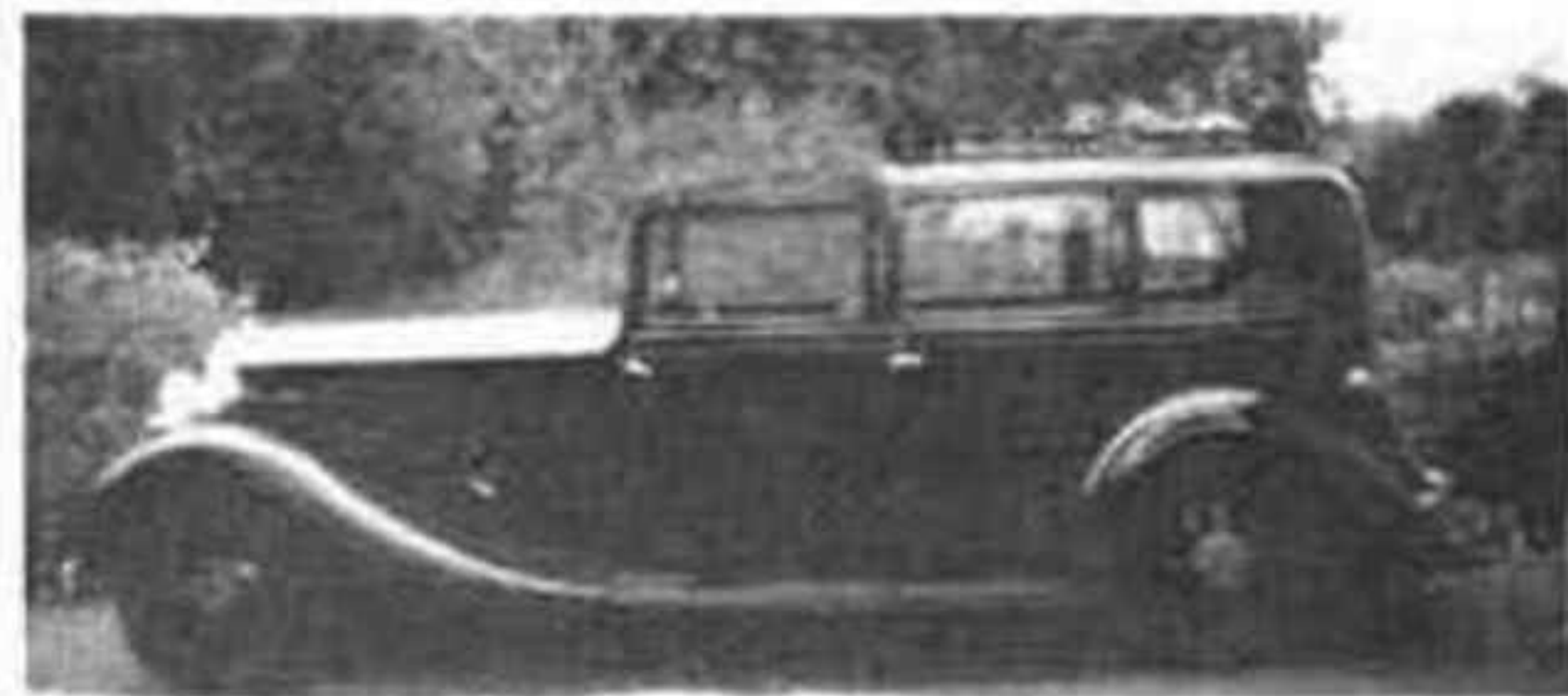
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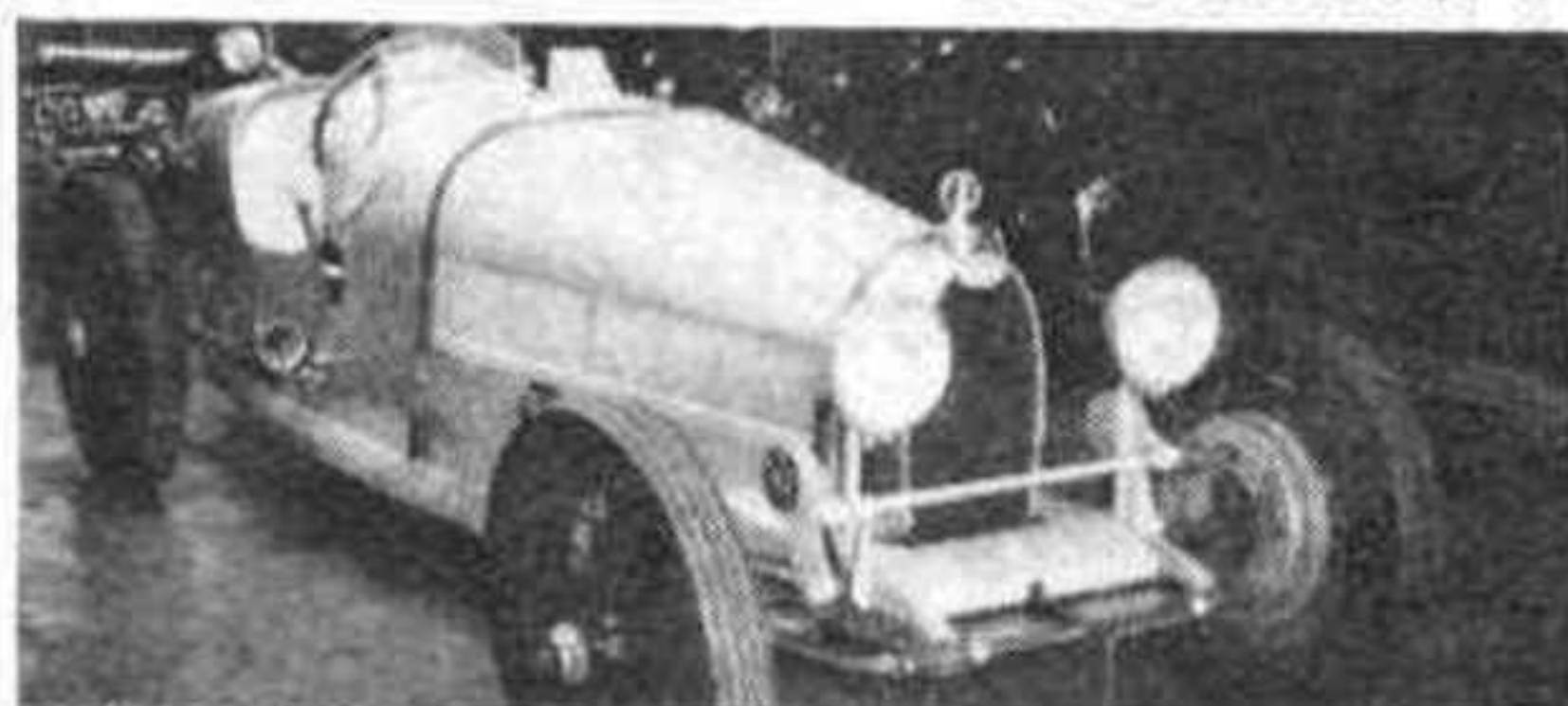
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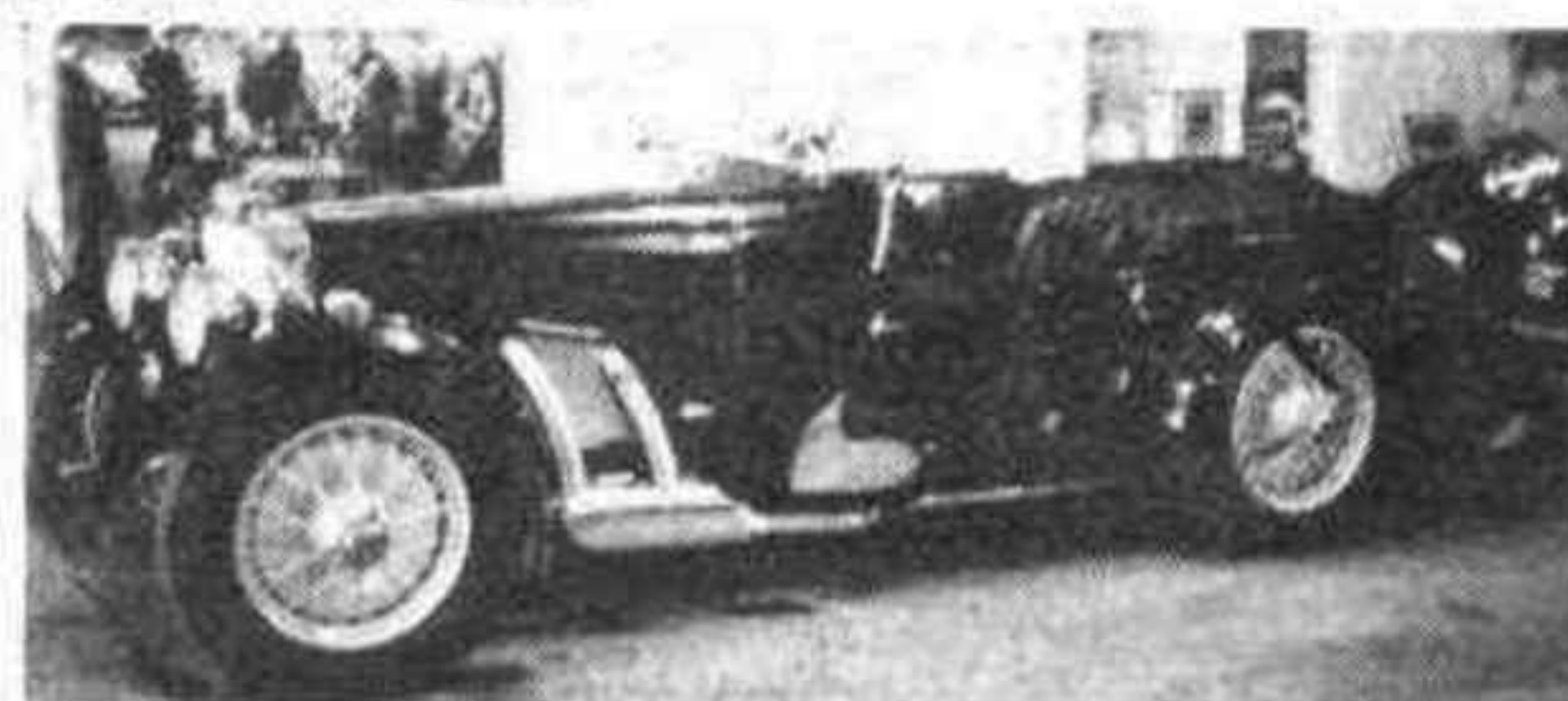
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1961 (Sept.) M.G.-A Mk. II l.h.c., red/red, radio, Cints, fog/spot, appreciating asset £365

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1964 MERCEDES BENZ 230SL automatic, dark blue/pale blue, hardtop, power steering, discs, Motorola, fuel injection, 5 new tyres just fitted £1,675

1969 RELIANT 3-litre Scimitar, gold/black, electric sun roof, overdrive, 5-push-button radio, h.r.w., cints, servo, recorded mileage 26,824 £1,045

1966 SUNBEAM Alpine Mk. V, blue/black, rare one owner, overdrive, tonneau, Mich X, fog/spot, well above average £495

1971 TRIUMPH Spitfire Mk. IV, saffron/black, hardtop, one owner, beautifully kept £895

1970 TRIUMPH Vitesse 2-litre Mk. II convertible, laurel green/beige, G800s, lady owner £875

1970 TRIUMPH Spitfire Mk. III, damson/black, hardtop, tonneau, chrome rack, G800s, one owner, 21,186 miles £795

1969 TRIUMPH TR6, white/black, tonneau, radio, leather wheel, 26,215 miles £1,095

1967 TRIUMPH Spitfire Mk. III, blue/blue, hardtop/soft top, 41 Js, Mich X, tonneau £475

1966 TRIUMPH TR4A, royal blue/black, wire wheels, (original Mich X tyres), one owner (2nd car), impeccably looked after example £695

1965 TRIUMPH Vitesse 2-litre convertible, blue/blue, very nice condition £275

1970 T.V.R. Vixen S2, white/black, servo, mag. wheels, 22,663 miles, fine condition £1,065

1969 ('H') T.V.R. Vixen, Sahara yellow/black, wide wires + XASs, servo, two owners, recorded mileage 18,707, beautifully kept £945

1968 T.V.R. Vixen 1600, white/black, wire wheels, Cints, discs Kerlowe, above average £695

1967 T.V.R. 1800 'S', white, M.G.-B unit, wire wheels, radio, servo, G800s, electric fan, oil cooler, leather wheel £695

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Table with 2 columns: Book Title and Price. Includes 'Always in the Picture - A History of the Veloce Motor Cycle' and 'The Encyclopedia of Motor Cars'.

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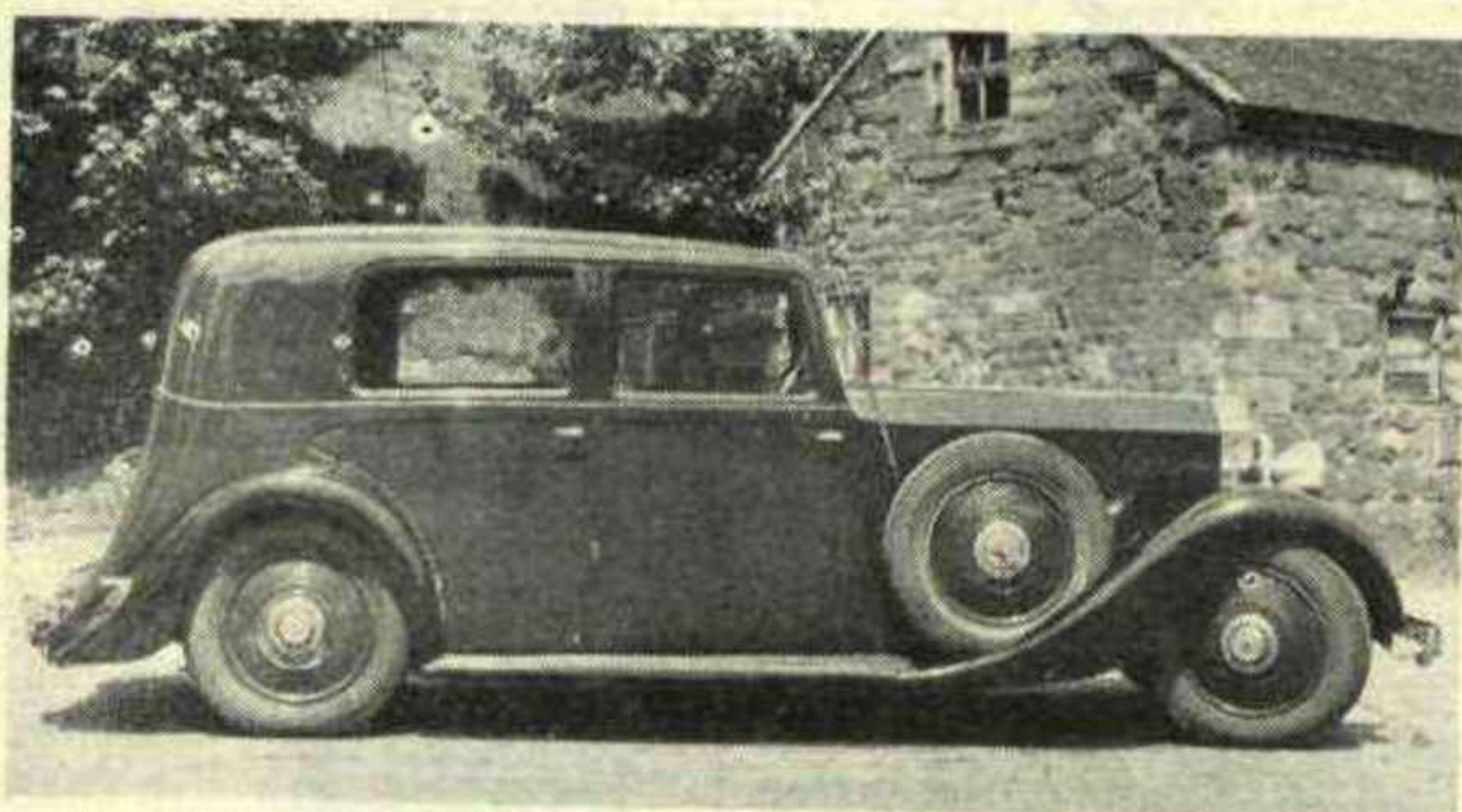
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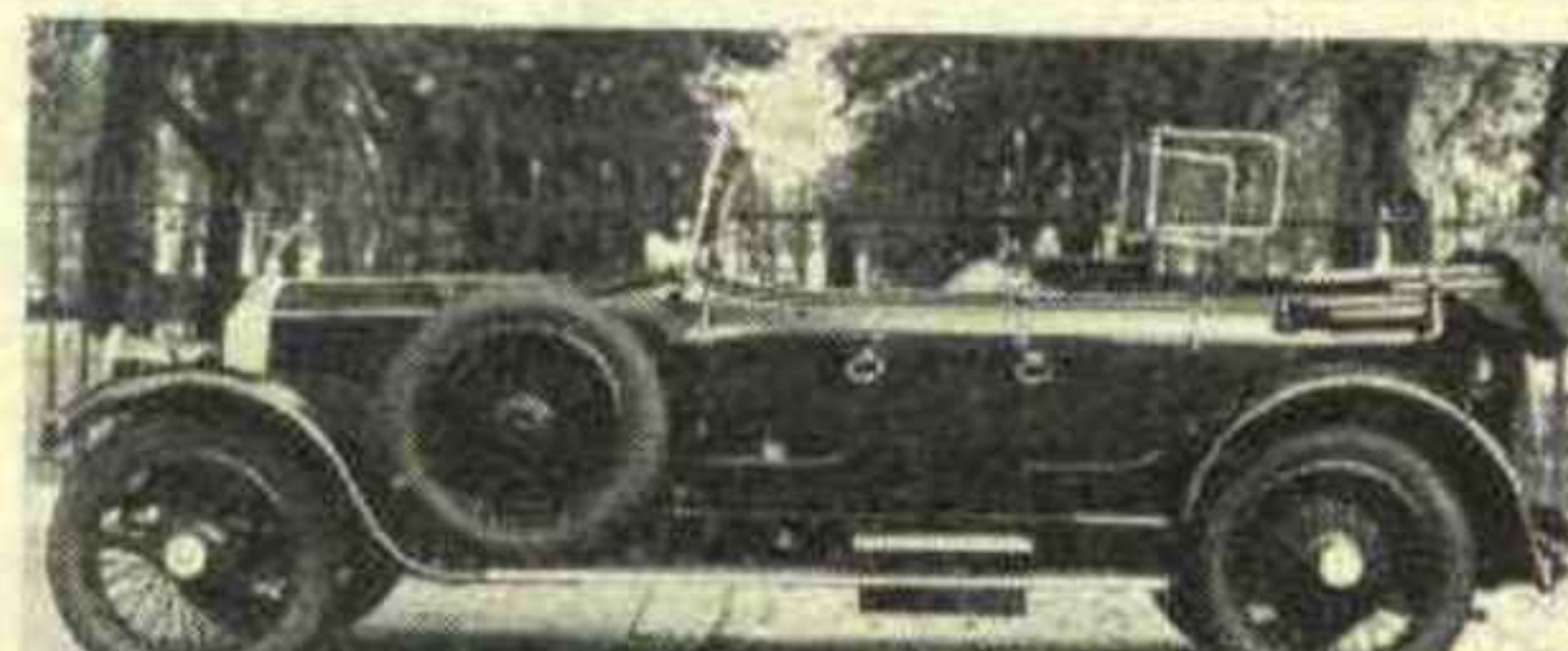
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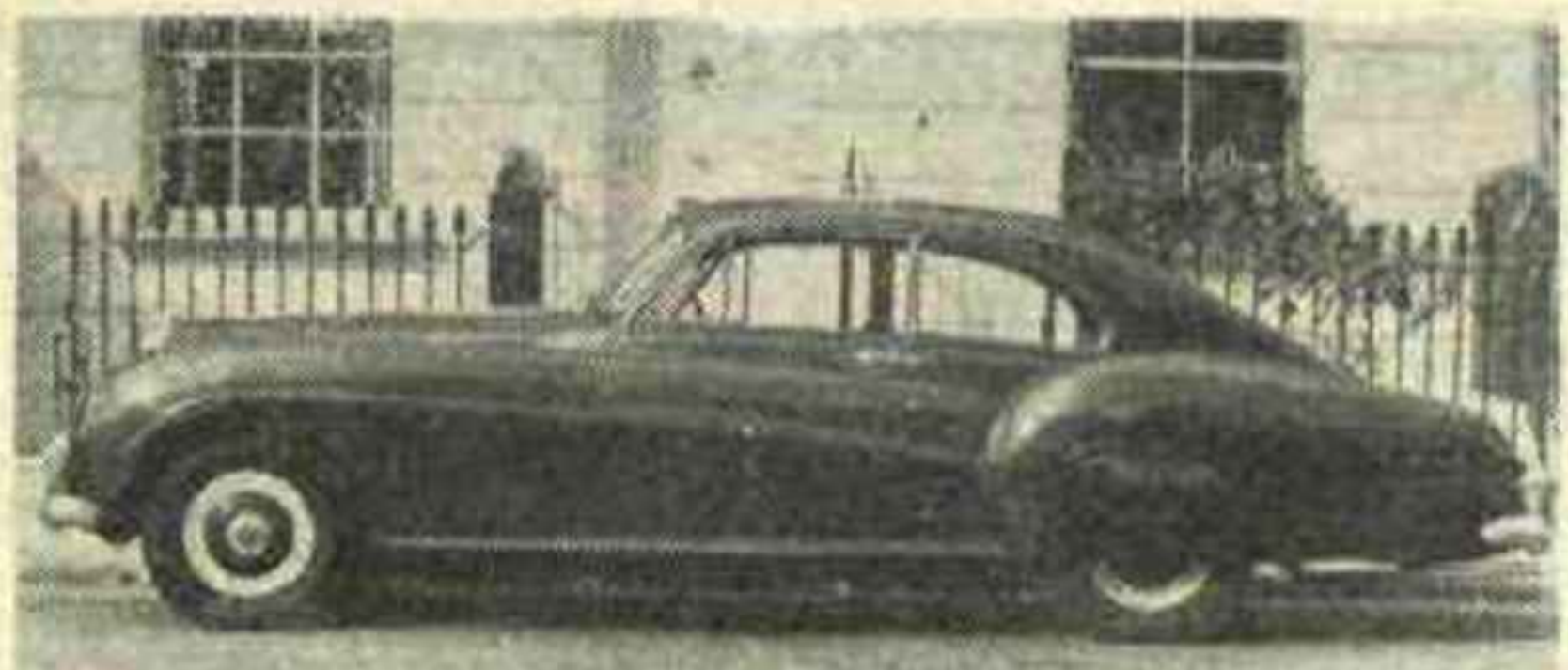
1954 ROLLS-ROYCE Silver Dawn by James Young. One owner, low recorded mileage. Pine over metallic green; in pristine condition.



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BENTLEY Mk. VI convertible by Park Ward. Newly re-finished in burgundy, re-upholstered in mid tan hide. New hood and carpets.



1961 BENTLEY S2 saloon. Webasto roof, reclining seats. Velvet green over shell grey.

1935 ROLLS-ROYCE 20/25 sports saloon by Hooper. One owner from new, believed 100,000 miles from delivery. Excellently maintained. Sage with green hide.

1938 ROLLS-ROYCE Phantom III limousine by Rippon. One owner; described and illustrated last month.

1949 ROLLS-ROYCE Silver Wraith limousine by H. J. Mulliner. Black, electric divider, face-forward occasional. In very good order.

1959 (late) ROLLS-ROYCE Silver Cloud I. Black with light tan hide.

1948 BENTLEY Mk. IV convertible by Park Ward. Dawn blue over shell grey, newly trimmed in blue hide. Side-mounted spare.

1956 BENTLEY S.I saloon, with left-hand drive and P.A.S. Sand and sable, cream hide; ex-Embassy car.

1956 BENTLEY 4.9 Continental fastback by H. J. Mulliner. Sand, with excellent pale green hide interior. Recommended.

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1960 ROLLS-ROYCE Silver Cloud II saloon. Ming blue, Webasto roof, removable divider. Very carefully maintained.

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1965 ROLLS-ROYCE 2-door fixed-head coupé by Mulliner-Park Ward. The rare "Continental"-shaped. Shell grey with black hide and black vinyl roof. Superb.

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