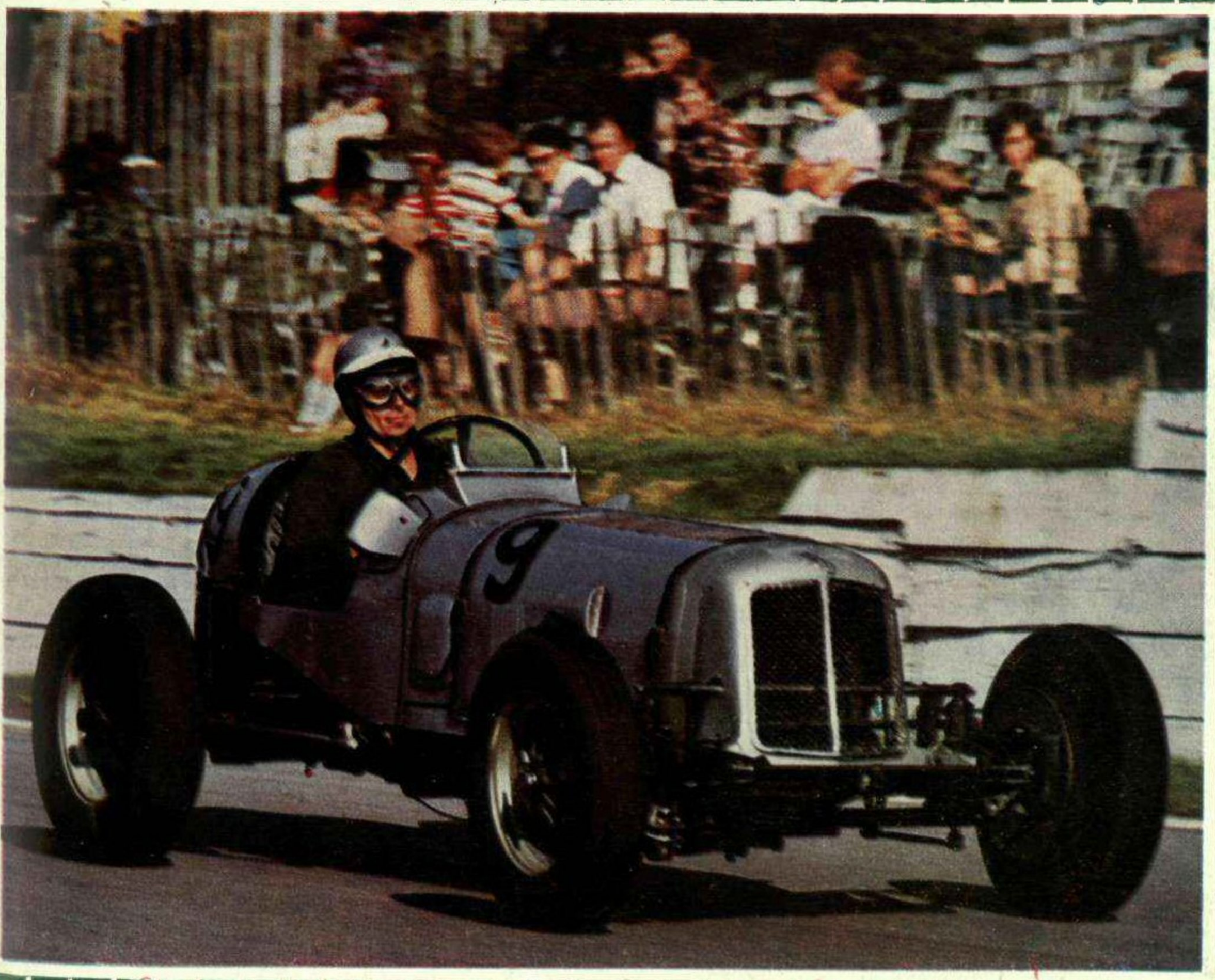
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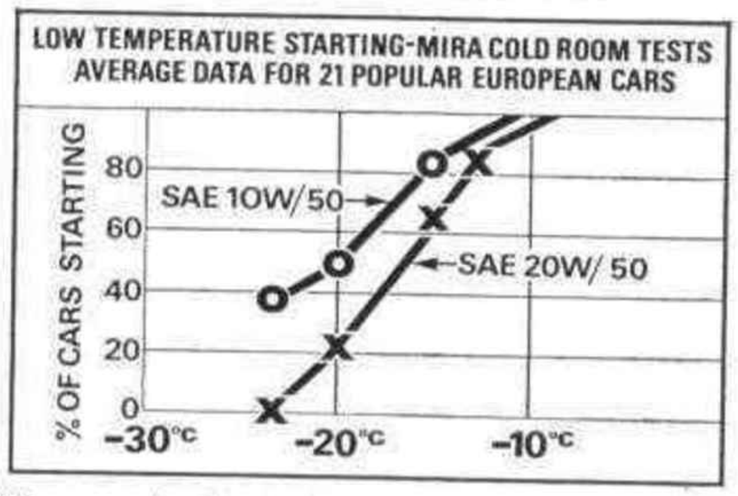
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Uniflo is officially rated SAE 10W/50, which is a better rating than 20W/50. It means that Uniflo not only protects hot engines as well as any 20W/50, but also – because it is a 10W/50 – circulates faster in a cold engine, gives 100% 'cover' of the moving parts much sooner than any 20W/50, and actually helps the engine to start.

And now, Esso have made Uniflo even better. New-formula Uniflo is here, bringing improved performance figures in all these important areas: impressively lower oil consumption; improved hot-engine protection against pre-ignition and power-loss; and less component wear. All this, with fully maintained dispersancy, detergency and cold-start properties.

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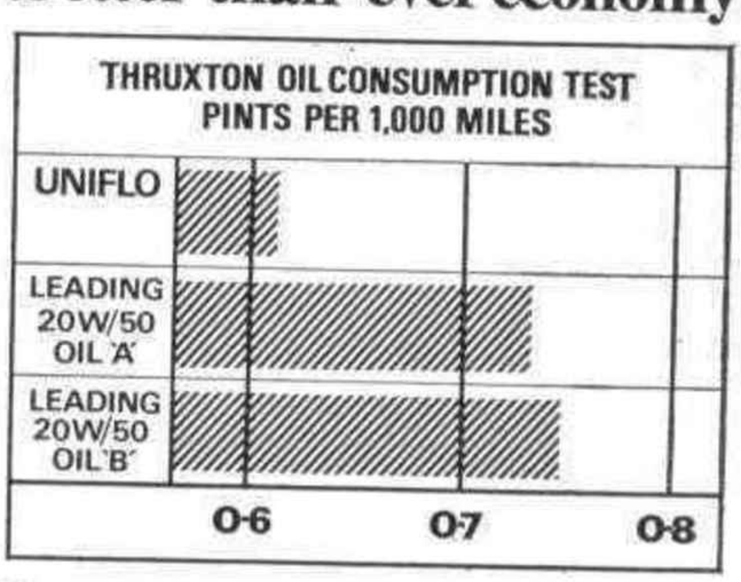
These graphs clearly show how SAE 10W/50 Uniflo actively encourages engines to start when cold. The tests – against leading 20W/50 oils with *low* viscosities – were carried out at the Motor Industry Research Association's laboratories.

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'I've had no engine trouble in any rally this season. Uniflo is a great oil' ROGER CLARK, RAC Rally Champion, 1972.

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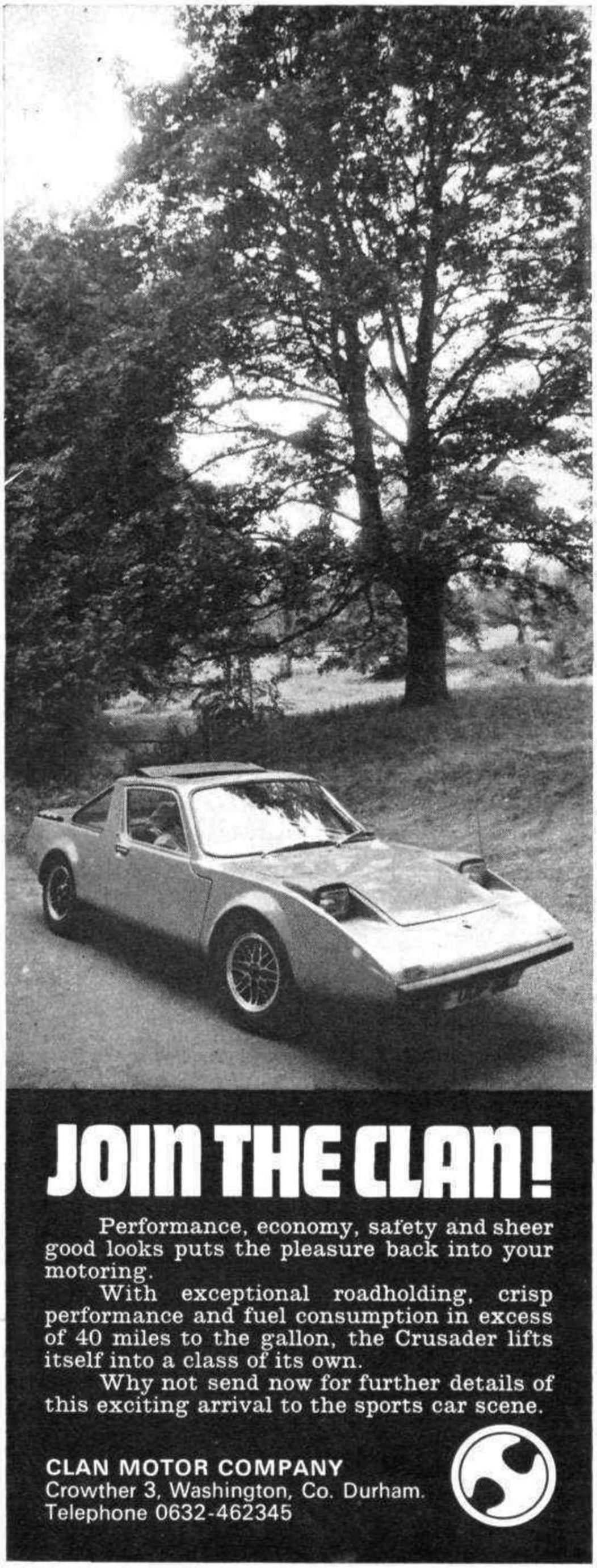
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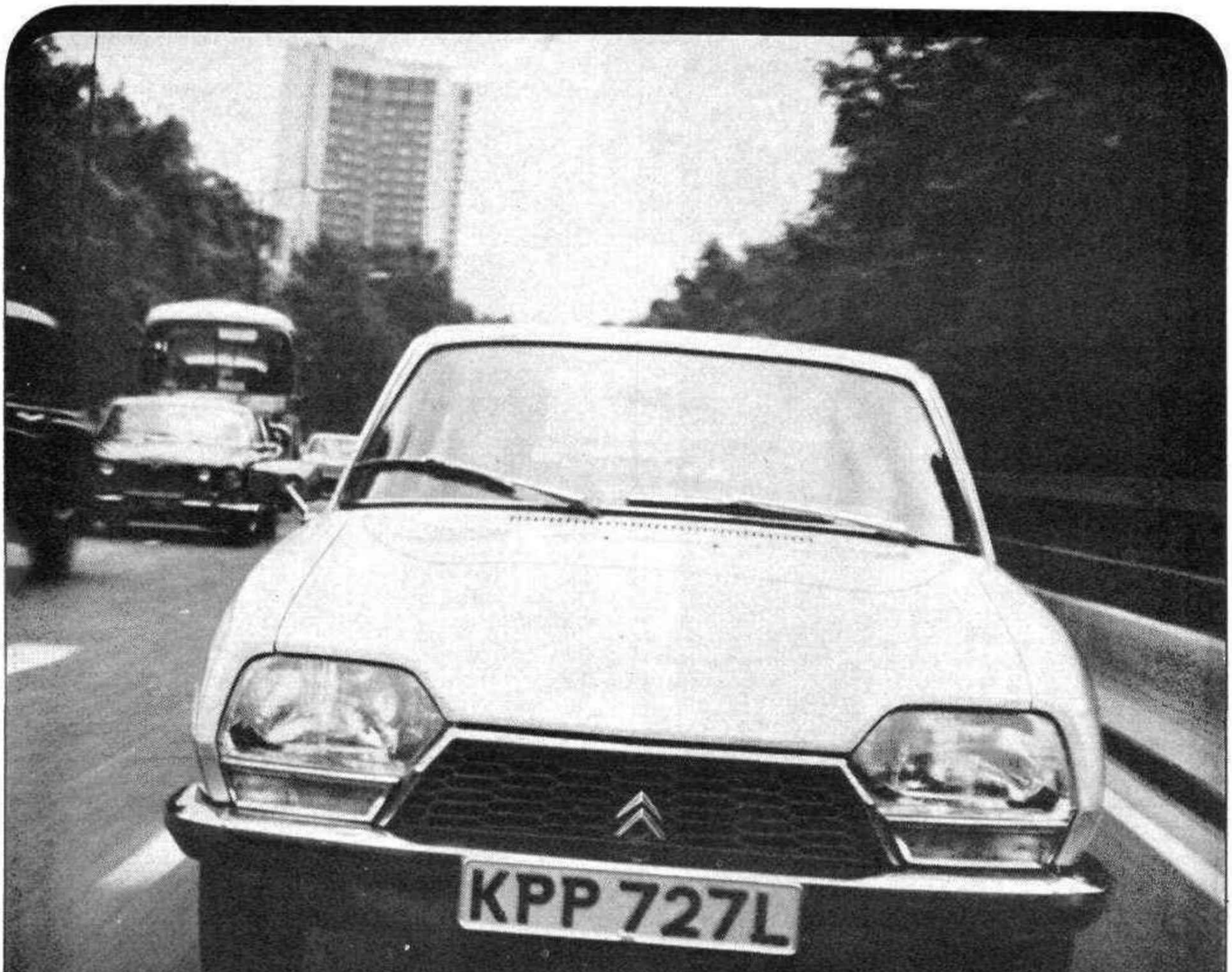
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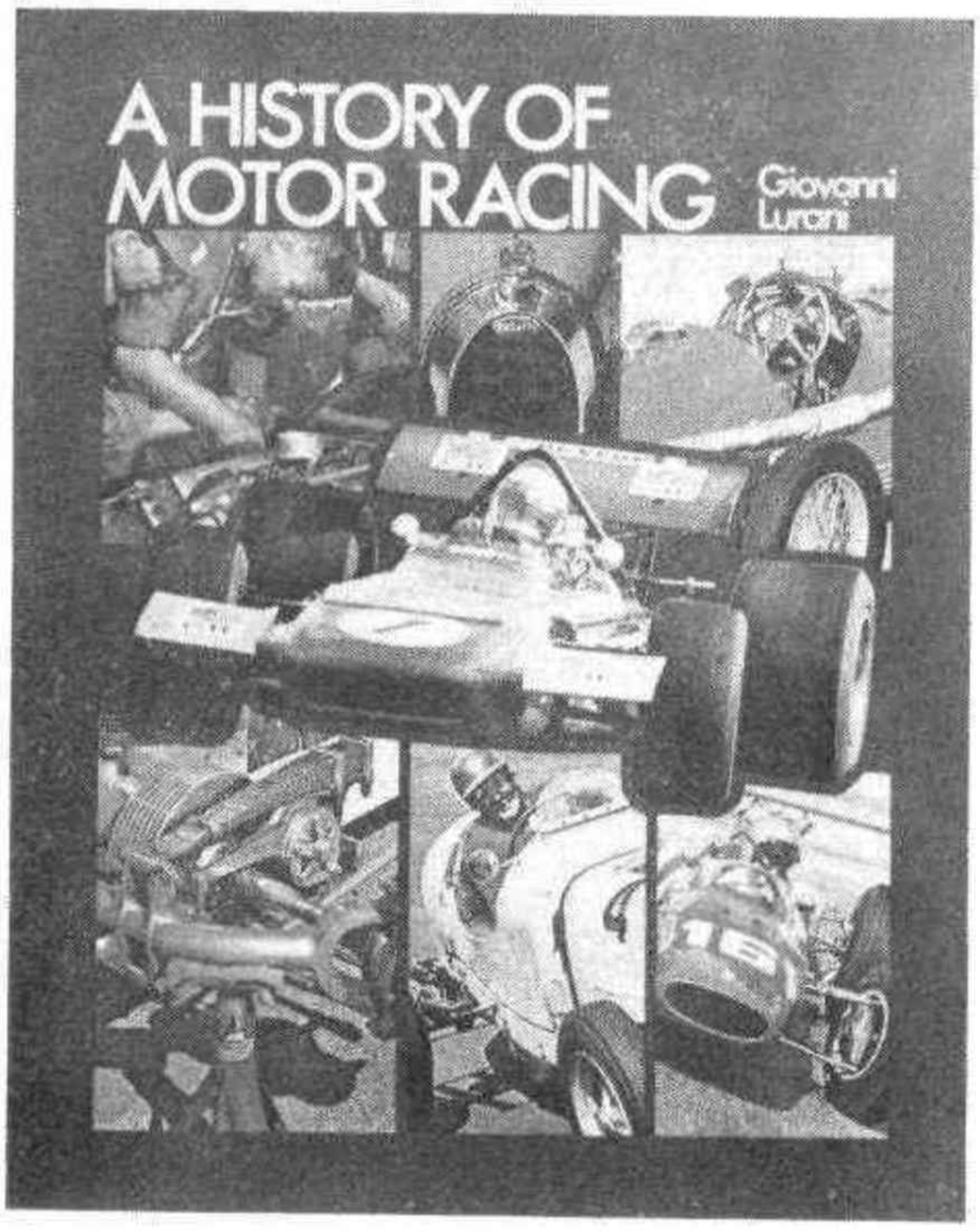


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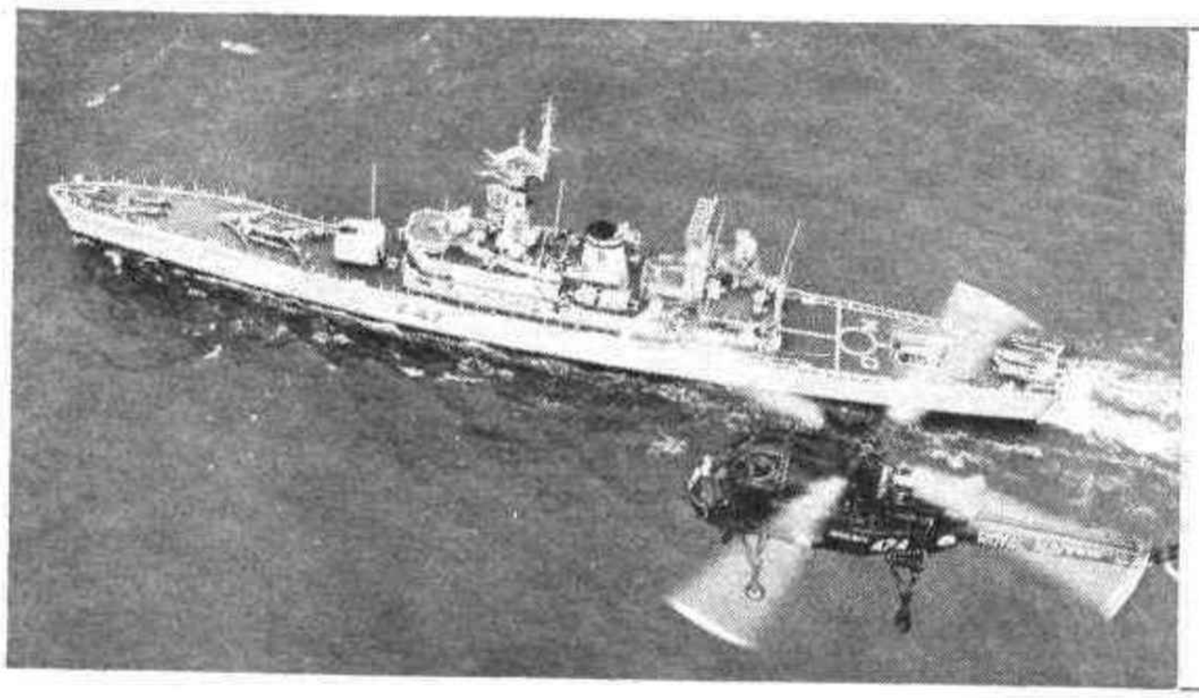
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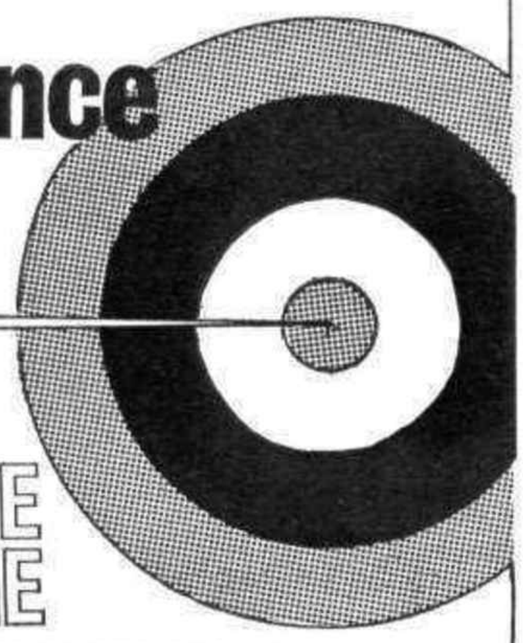
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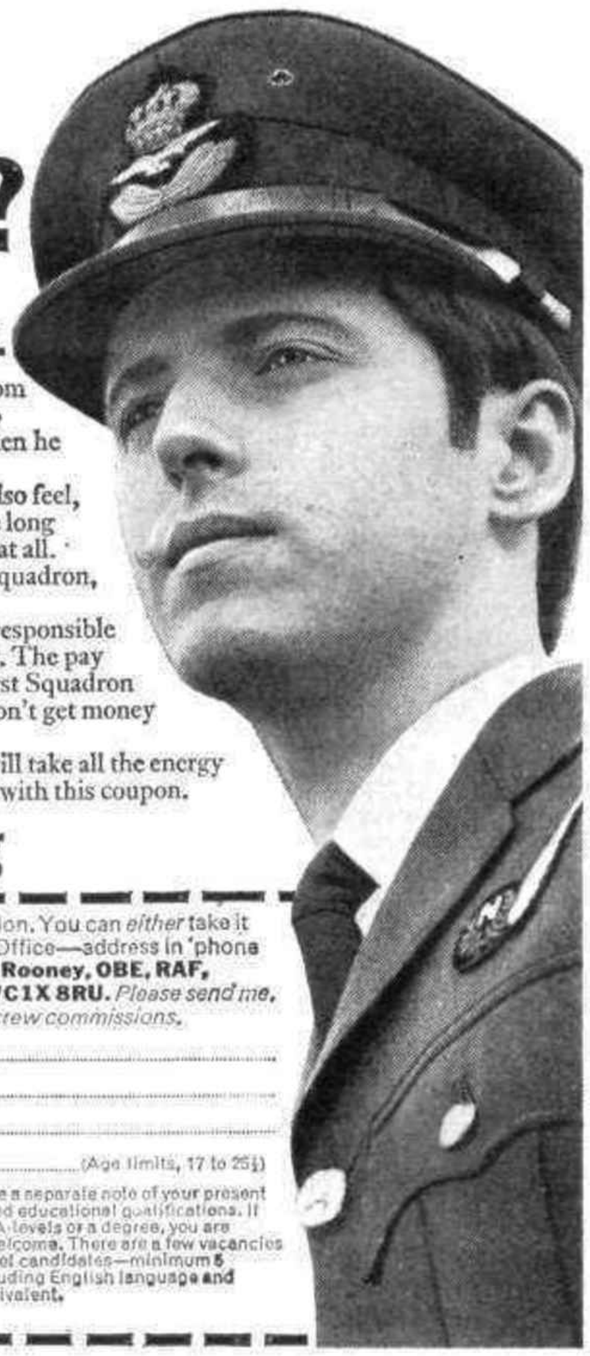
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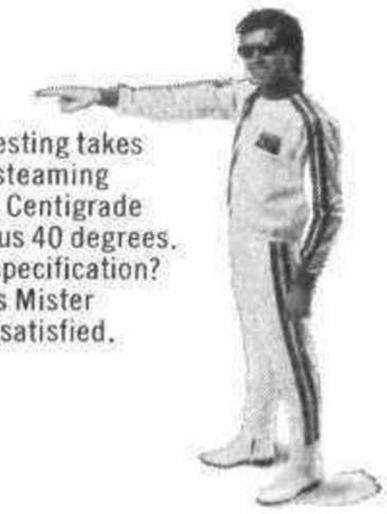
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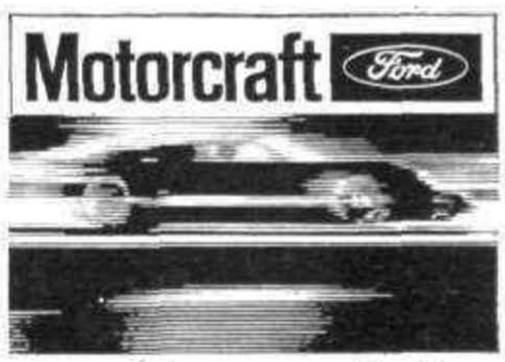
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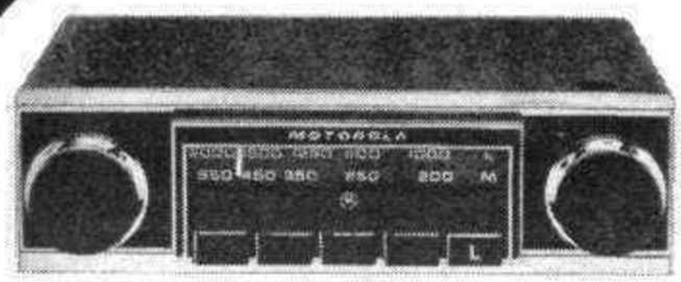
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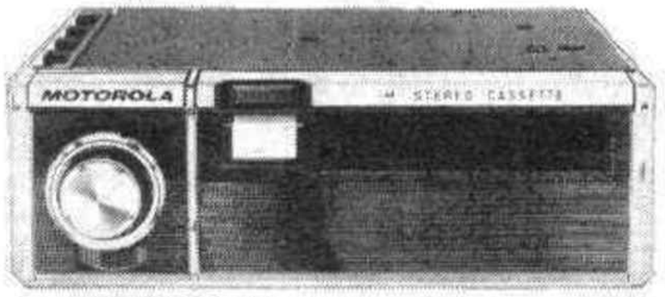
PURE NEW WOOL

Peter Scott

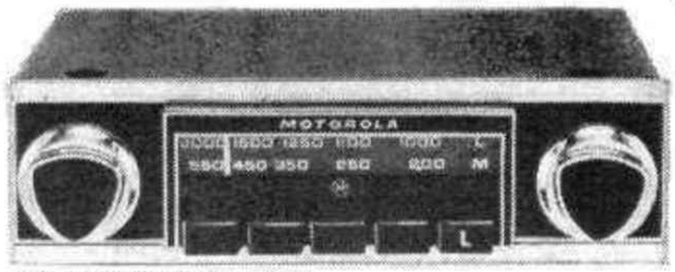
PETER SCOTT & CO. LTD. BUCCLEUCH STREET, HAWICK, SCOTLAND. TD9 OHJ. TELEPHONE HAWICK 2311.



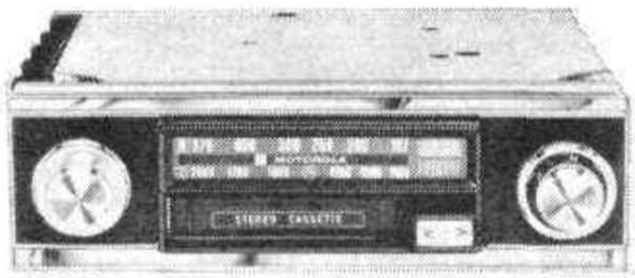
112 Deluxe push-button tuning radio 5 watts output



241 Super stereo cassette player.

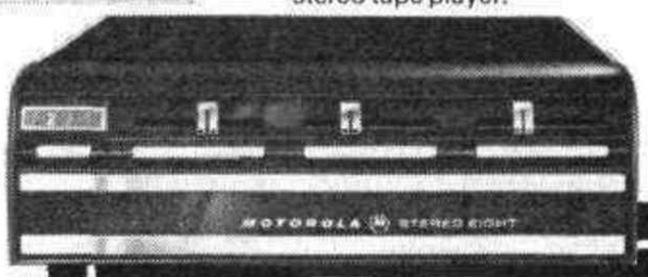


114 Push-button tuning at the right price!



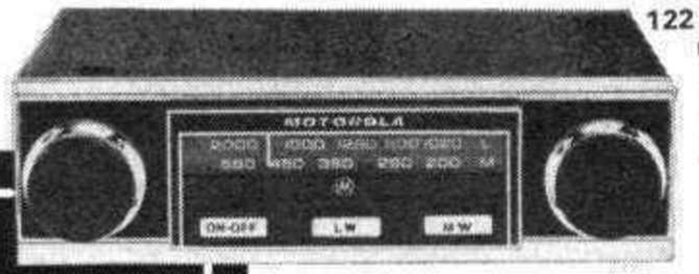
252 Combined stereo cassette player and 2 waveband radio.

231 Super 8-track stereo tape player.





124 Manual tuning radio. Motorola quality for less than £20.

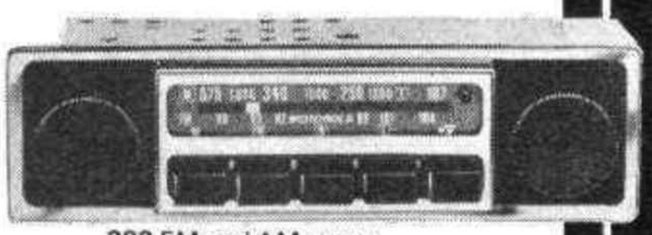


122 Deluxe manual tuning radio 5 watts output.

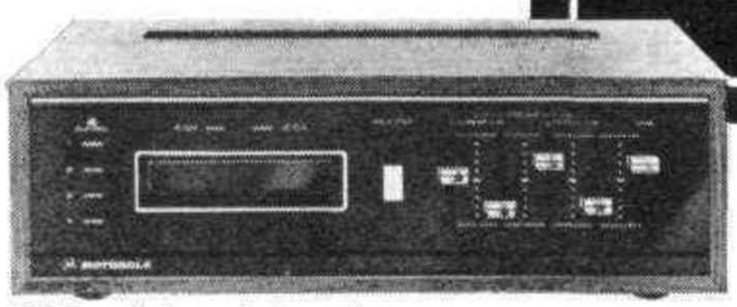
More to choose from MOTOROLA



251 The best of both worlds – combined 8-track player/radio.

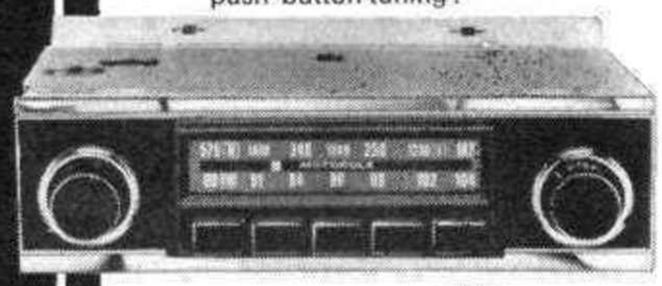


282 FM and AM wavebands with manual tuning.



262 Superb home 4-channel tape player.

281 FM as well as AM in your car – and push-button tuning!





160 Home/portable 8-track tape player.

170A The greatest sound of all Motorola Quadraline.



Motorola gives you more choice–more radios and tape players for your car than any other U.K. manufacturer. Motorola's quality is now there for the choosing – whatever your taste or price : manual and push button tuning AM and AM/FM car radios, 8-track stereo or stereo cassette tape players, units combining radios with 8-track or cassette tape players, and the fabulous Quadraline 4-channel tape player – the most comprehensive range of in-car entertainment products available.

You can also enjoy your 8-track 2-channel and 4-channel cartridges in the comfort of your armchair with Motorola home units.

All units are backed up by the technical expertise gained in Motorola's 44 years experience of in-car entertainment.

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Taylors Road, Stotfold, Hitchin, Herts. SG5 4AY.
Telephone : Hitchin 730661.

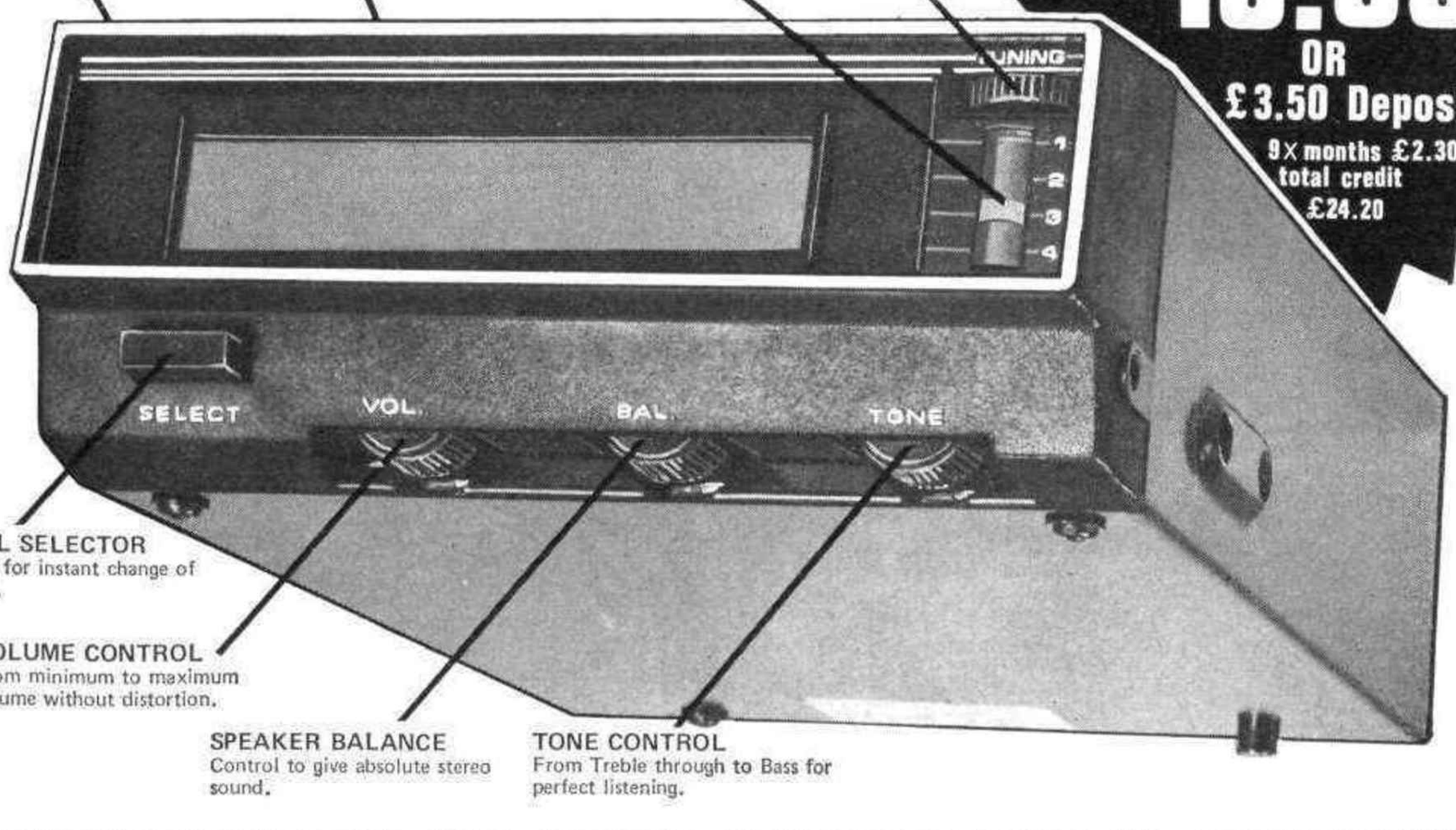
in-car entertainment leaders for over 40 years

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Eliminates annoying crosstalk.

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SPEAKER BALANCE
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TONE CONTROL
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SAVE NEARLY £20 ON THIS BRAND NEW 8 TRACK CAR STEREO SYSTEM!!

Only following a special deal are we permitted to make this unprecedented offer, saving nearly £20.00 off retail price. The brand is known for quality, the factory is famous & the opportunity is yours whilst we have stocks!

A GUARANTEED UNIT

This superb fully guaranteed 8 track stereo unit is one of the most famous made. Normal retail value is £40.00 for the same complete unit. With dimensions of 2" x 5" x 7" deep it will fit the radio aperture of almost any car, or can be mounted in any other position required. Cartridge tapes slot in with finger tip ease with no winding back — select the channel you require, push the button and that wonderful deep stereo sound fills your car AUTOMATICALLY. The most advanced car stereo system, the most compact and by far the best value even at double our offer price!!

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This offer can by special arrangement only last for a limited period at our near half price offer. This superb car stereo unit, made to fit into expensive exotic cars, can be yours for just £19.95 or £3.50 deposit (speakers extra), fully guaranteed, if you order from this advert — ONLY WHILST LIMITED OFFER STOCKS LAST.



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NO OBLIGATION TO BUY

Unlike some firms we do not tie you down to buying 12 tapes at full price, to qualify for a discount on a car stereo player! In fact we don't say you must buy any tapes at all! But we offer you just about the largest selection of tapes available in the UK. Some as low as £1.59 each! All brand new, guaranteed perfect and almost every label available to choose from. Our tape catalogue is mailed to every customer free. Order today and avoid disappointment. At this price stocks cannot last!

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CHOOSE FROM OUR SELECTION OF SUPERB QUALITY SPEAKERS!!!



CONSOLE SPEAKERS
Highest fidelity 5 watts per channel output, beautifully designed speaker consoles which give truely deep rich stereo reproduction. Usual retail price over £5.00.

OUR OFFER PRICE £4.50

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Styled to fit into door panels or flushfit on rear window shelf, without loss of stereophonic sound reproduction. This quality usually sold in the shops over £5.00.

OUR OFFER PRICE £4.50

14 DAY FREE IN-CAR TRIAL OFFER!

Please mail car stereo unit immediately. I understand if I am not entirely satisfied I may return it within 14 days for a full refund.

Car Stereo Unit £19.95 post etc. 50p ☐

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Total Cash price incl. speakers, post etc. £25.05. Credit price for complete unit incl. speakers, post etc. £3.50. deposit and 9 monthly payments of £2.90.

NAME _____

ADDRESS _____

MS3

CLUB CHRONOSPORT
(AUDIO DIVISION) 1&2 Queens Parade Place, Bath.

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.

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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 jute 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

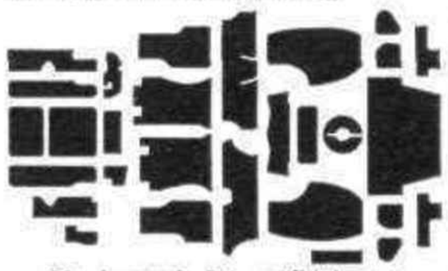
by the largest manufacturer of sound insulation kits for vehicles in the U.K. Sold all over the world, backed by 11 years experience in the car insulation field. The parts are specially cut to fit every area of your car that will benefit from treatment.

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.



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"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			Avenger	£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	£8.50	Super Minx	£2.00	£9.70	Vogue '67 on	£2.80	£10.00
A60	£2.50	£9.00	Minx Pre '67	£2.00	£9.70	**Sunbeam**		
Healey Sprite II	£3.40	£8.90	Minx '67 on	£2.80	£10.00	Alpine '70	£3.00	£9.80
Maxi	£2.70	£9.40	Hunter	£2.80	£10.00	**Triumph**		
Westminster 110	£2.60	—	Minx Est. '67 on	£2.80	£10.20	Herald	£4.00	£9.50
1800	£2.70	£9.20	**M.G.** 1100/1300	£2.50	£8.60	Vitesse	£4.00	£9.50
B.M.W. 2002	£2.90	£9.50	**M.G.B.** & GT	£3.50	£9.00	Spitfire	£4.50	£9.30
Citroen Ami 8	£2.60	£9.20	M.G. Midget	£3.40	£9.00	G.T. 6	£4.50	£9.20
" Dyane 6	£2.50	£9.00	Magnette (Farina)	£2.50	£9.00	Toledo	£2.80	£9.50
Daf 44 & 55	£2.50	£9.50	**Mini**			1300	£2.70	£9.40
Daf 33	—	£9.50	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
Fiat			Saloon	£2.00	£8.00	**Vauxhall**		
128	£2.50	£9.00	Traveller	£2.00	£9.00	Viva H.A.	£3.00	£9.50
124	£2.60	£9.20	Van	£2.00	£8.50	Viva H.B.	£2.70	£9.80
124 Sports Coupe	—	£9.60	Pick-up	£2.00	£6.30	Viva H.B. Est.	£2.70	£10.00
500 D, F, L	—	£7.00	**Morris**			Viva H.C. & Est.	£3.00	£9.50
850 Sport Coupe	—	£8.30	1100/1300	£2.50	£8.60	Victor 2000 '68 on	£3.50	£10.00
Ford			1000	£2.80	£8.50	Victor 2000 Est.	£3.50	£10.50
Anglia 105E	£2.70	£8.60	1000 Trav.	£2.80	£8.80	Victor F.B.	£2.30	—
Anglia Est.	£2.70	£9.00	Oxford (Farina)	£2.50	£9.00	Victor 101	£2.30	£9.80
Capri '69 & 3000	£2.80	£9.20	Marina (all mod)	£3.30	£10.50	**V.W.** B'tle '67 on	—	£8.80
Cortina Pre '67	£3.00	£9.80	**N.S.U.** 1200	—	£9.00	V.W. 1302S '71	—	£8.80
" Est. Pre '67	£3.00	£10.00	**Renault** 4	£2.80	£8.60	**Volvo**		
Cortina '67 on	£3.20	£10.00	Renault 6	£2.80	£8.60	164	£3.50	£10.50
" Est. '67 on	£3.20	£10.30	Renault 12	£2.80	£9.00	144/5 Est.	£3.50	£10.00
Cortina '70 Mk. 3	£3.00	£10.00	Renault 16	£2.30	£9.00	121/122	£3.00	£10.50
Corsair	£3.20	£10.00	**Range Rover**	£3.80	£9.80	**Wolseley** 1100/		
Escort	£3.00	£9.50	Rover 2000	£2.70	£9.20	1300	£2.50	£8.60
Escort Van	£3.00	£9.80	**Riley** 1100/1300	£2.50	£8.60	Wolseley 16/60	£2.50	£9.00
Escort Est.	£3.00	£10.00	Riley 4/72	£2.50	£9.00	**Commer**		
Zephyr III	£2.70	£9.80	**Saab** 96 V4	£3.00	£8.30	Autosleeper	£3.70	—
Zephyr Ser. 4	£3.50	£10.50	**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. MS22) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester 0905 421260

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.....

..... MS22

CAPS. PLEASE

ACOUSTIKITS The silent revolution in motoring

Spitfire hardtops and bonnets

ASHLEY

- Tough, light glass-fibre, self-coloured in standard manufacturers' colours.
- Triplex safety windows and headlamp covers.
- New bonnet catches, boot-lid hinges etc. fitted as standard.
- Price includes fitting or free packing and delivery with £4 reduction for self-fitting. Absolutely no hidden extras!



Spitfire Fastback for Mk. 1, 2 and 3



Lightweight G.T. Bonnet for Spitfires Mk. 1, 2 and 3

Fastback hardtop for MGB/C (Triplex Hotline rear window as standard.)



The Ashley range also includes hardtops and bonnets for Sprite, Midget and E-Type, and bonnets for TR.6. Send 2x3p stamps to see them all in our new colour brochure!



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Tel: Nelson 68221

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COUNTY..... MS

What makes Semperit the off-the-peg tyre good enough to win rallies?

When we tell you that the Semperit radial tyres you see belting around on rally cars are exactly the same as the ones you can buy for your car, you might scoff in disbelief.

But take a closer look at the Semperit Safety Belt tyre with us now, and we promise you'll end up a believer.



When Mr. & Mrs. Peter Highwood won the British Expert's Trial Championship last year, Semperit radials on the rear wheels gave them the grip to win with.

Take the built-in safety belt as a starting point. Four layers of the toughest fabric that braces the tyre and re-inforces the tread so there's minimum distortion. Even on sharp bends the whole tyre stays in contact with the road.

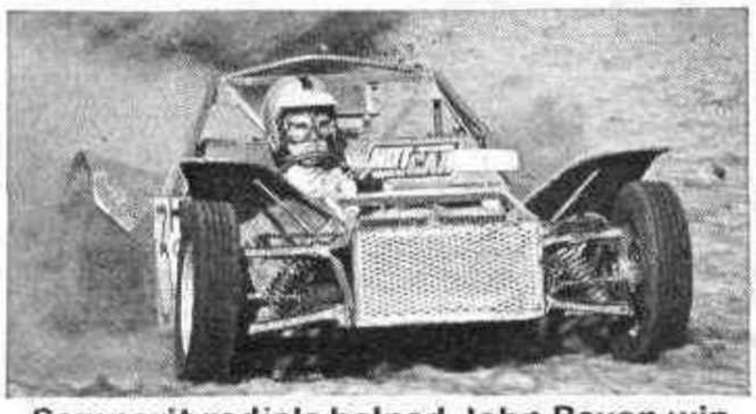
Then there's the tread itself, big and chunky. It gives you the kind of grip, wear and traction that'll keep you on the road where a lesser tyre won't.

And when you get down to the carcass, you'll find a tough rugged brute there that makes blow-outs virtually impossible.

So why do Semperit take so much trouble to make their off-the-peg tyres so tough you might well ask. The reason is, that being an Austrian Company they *have* to make tough tyres to survive those hard Austrian winters. And when you learn you can get all that extra toughness at no more than you pay for an ordinary high quality radial, it really makes you think.



Chris Coburn testing the Dealer Team Vauxhall Firenza fitted with Semperit radials.



Semperit radials helped John Bevan win the National Autocross Championship in 1970 and 1971, RAC/Players title and the British Trials and Rally Drivers Association Series.

You might never need a tyre as tough as the Semperit Safety Belt Tyre to help you win rallies, but someday you might just need it to save your life.

A Skoda driven by Colin Taylor and Richard Hudson Evans came 1st in its class in the Scottish International Rally and 3rd in its class in the International Circuit of Ireland. The radials?—Semperit, who else?

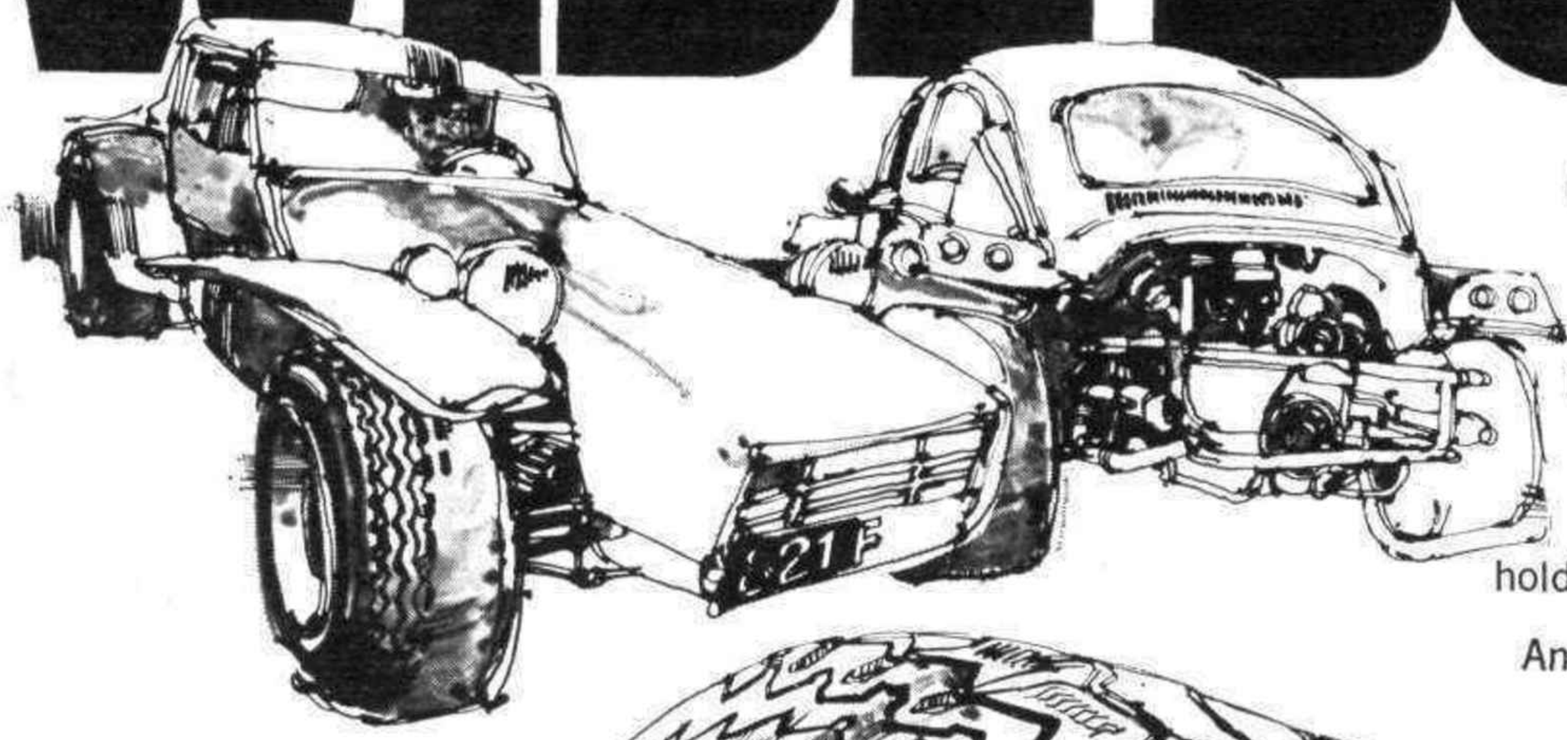


SEMPERIT
The Safety Belt Tyre

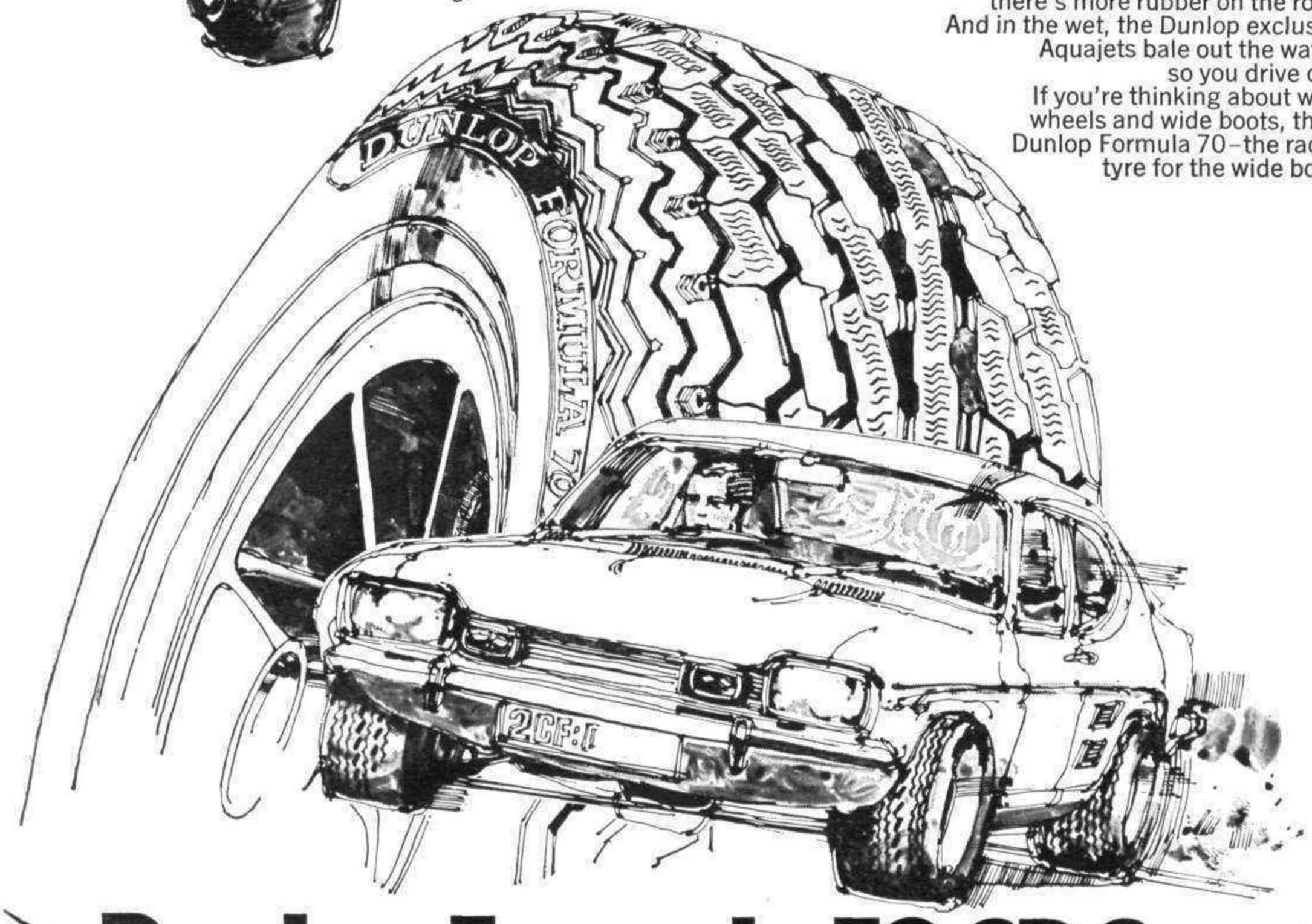


SEMPERIT (UK) LTD., ST. PAUL'S AVENUE, SLOUGH, BUCKS. SL2 5EP SLOUGH 31737

FOR THE WIDE BOYS



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

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL XLVIII No. 11 NOVEMBER 1972

FORTY-EIGHTH YEAR OF PUBLICATION
PUBLICATION DATE FIRST OF THE MONTH

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FRONT-COVER PICTURE: COURAGEOUS MARTIN MORRIS, ERA exponent, driving his well-known 2-litre B-type at the very last race meeting to be held at London's own race circuit, the Crystal Palace, where he won the Pre-1940 Racing Car event at 74.46 m.p.h. from a number of other ERAs. This gave him the JCB Historic Racing Car Award with 21 points—a well-deserved *finale* to a season of racing in events of this kind.

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MATTERS OF MOMENT

■ SHOWTIME SOLILOQUY

Another Earls Court Show is over and it is time to take stock of the motoring outlook. Although it gets ever more expensive, in respect of the price of cars, the cost of servicing, repairs, petrol, insurance, spares, fines and almost everything connected with it, motoring thrives, in spite of those who regard the private car with doom in their eyes and a wish to control expensively its speed, pollution, crushability and its very convenience. They are perhaps a trifle late, with the population explosion balanced against ever more destructive atomic and chemical weapons . . .

Tradition still governs motoring evolution, with engines at the front of many cars, driving the back wheels, and pistons and poppets remaining universal. But this year Earls Court departed from tradition by opening on the Sunday, presumably to boost attendance, the decline in which had given rise to the suggestion of a bi-annual Exhibition.

This was the last London Motor Show before we become part of the European Common Market, so it is now less a case of fearing competition from the better French, Italian and German cars, more a matter of whether Europe can compete against the Motor Industries of America, Japan and other continents. America's automobiles are improving, but her latest compact cars are still strangers here and her bigger models more suited to US vastnesses than to our lane-like highways and by-ways. Japanese threats are more troublesome; for instance, the Datsun 160B we drove on the eve of Earls Court turned out to have an alloy-head o.h.c. engine and trailing-arm i.r.s., and to be a well-contrived and finished, if rubbery, family saloon, priced at £1,154.31. Germany is, however, in a very strong position, with the wide range of so-excellent BMW cars, including the latest 520, and the new twin-cam Mercedes-Benz, the latter engines retaining tappet-fingers between cams and valves like all the pre-war M-B racing engines after the Hispano-Suiza direct method of attack, used for the 1922 and 1924 Targa Florio Mercedes, had been abandoned by Dr. Porsche. As for France, she has the Citroën SM, about which, as a sort of pre-Christmas treat, D.S.J. will write next month; he has been driving one in this country and says it is as good as a Dino Ferrari.

Looking back on the year of which Earls Court marks the end, it has been one in which Fittipaldi proved so convincingly that he was the top racing driver that there is no need to count up World Championship points, in which Lotus was the top F1 car (so that one is aghast to find Colin Chapman saying that he thinks racing may seriously damage the Lotus image when his intended entry into the luxury-car field matures) and in which Stewart and Tyrrell returned to form rather late in the afternoon. It was also the year in which Ian Breach chose the eve of the Motor Show to proclaim, via the *Sunday Times Magazine*, that motoring journalists are a nasty lot of bribed, biased and corruptible folk who drive about in borrowed cars with free cameras, vino bottles and other free gifts hung about them, but who destroyed his argument by quoting two instances in which well-known writers published critical accounts of the Viva and Cortina in spite of the alleged hospitality they had enjoyed at the manufacturers' expense . . . Surprising, though, that Breach's body was not found in one of the Earls Court aisles with a Guild of Motoring Writers' tie-pin through its gullet . . .! What did interest us about his piece was the alleged cost of promoting a new model, Rootes being quoted as spending £650,000 in parties alone when launching the Avenger.

What was significant about Showtime was the announcement that British Leyland had sold 26% more cars in France in the first nine months of this year, compared with 1971 sales, and that Leyland Innocenti in Milan and Leyland in Sydney, Australia, are doing very nicely, respectively with the Innocenti Mini Cooper 1300 and the Mini-Moke. Then there has been the advent of the splendid XJ12 in Jaguar's Jubilee Year, and the announcement that Daimler (if you overlook the badge-cobbling) has a top-prestige car in the new Double-Six Vanden Plas limousine. There is also the good news that BL is not abandoning sports cars, for the MG-B and MG-B GT are being continued with minor changes and at Earls Court a Special Tuning Stage 1 MG Midget and an "exploded" Stage 7 MG B engine were on show and the SCC of America Championship-winning Triumph TR6 had been brought over from the States to celebrate the 20th Anniversary of the TR (TR6 sales to the USA continue to increase). BL also exhibited their uprated Austin Maxi 1750 HL.

Also on the eve of Earls Court came BMW's timely reply to the Consumer Association's justifiable attack on the laxity of the Garage Industry, with Mazda saying that they, too, propose to change

Continued on next page

Motor Sport Fixture List For November

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 2nd/5th	**Sports Car Club of America**	**Detroit**	**Detroit, Michigan, USA**	**Press-on-Regardless Rally (INT)**	—
Nov. 3rd/5th	**ASAC de la Corse**	**Ajaccio**	**Ajaccio, Corsica**	**Tour of Corsica (INT)**	—
Nov. 4th	**South African MRC**	**Kyalami**	**Johannesburg, South Africa**	**Springbok Series Round 1 (INT)**	—
Nov. 4th	—	**Interlagos**	**Sao Paulo, Brazil**	**Formula Two Series Round 2 (INT)**	—
Nov. 4/5th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants	"Fireworks" Drag Race Meeting (C)	13.30
Nov. 5th	BRSCC	Snetteron	Thetford, Norfolk	Formula Ford Festival (R)	10.00
Nov. 5th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.00
Nov. 5th	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Wills Rallycross Meeting (C)	13.30
Nov. 11th	55 Car Club	Commodore Hotel	Stonehaven	55 Hackle Rally (N)	08.31
Nov. 11th	Wolverhampton & S. Staffs CC	—	Carmarthen	Castrol Timpson Rally (N)	09.00
Nov. 11/12th	Taunton MC	Technical College	Wellington Road, Taunton	Tyres-An-Wheels Taunton Rally (R)	19.00
Nov. 11/12th	Kirkby Lonsdale MC	Kirkby Motors	Kirkby Lonsdale, Westmorland	Uniflo Bullough Trophy (R)	22.31
Nov. 11/12th	Borough 18 MC	Mill Garage	Old Bexley, Kent	Moonraker Rally (C)	21.31
Nov. 11/12th	South Bucks MC	Smith's Garage	Liss, Hants.	Rally of the Autumn Leaves (C)	23.01
Nov. 11/12th	Birmingham University MC	Warmington Hill Garage	Banbury, Oxon	November Rally (C)	20.00
Nov. 12th	Thames Estuary AC	Brands Hatch	Dartford, Kent	Race Meeting (R)	13.30
Nov. 12th	Quinton MC	Henbrook	Wychbold, Worcs.	"BBC Golden" Autocross (R)	13.00
Nov. 12th	Darlington & DMC	Croft Autodrome	Darlington, Co. Durham	Martin/Texaco Rallycross Championship (R)	13.30
Nov. 18th	**Western Province MC**	**Killarney**	**Cape Town, South Africa**	**Springbok Series Round 2 (INT)**	—
Nov. 18/19th	CSMA (S. London)	Little Chef Restaurant	Nutley	Autumn Rally (C)	22.01
Nov. 19th	—	**Cordoba**	**Cordoba, Argentina**	**Formula Two Series Round 3 (INT)**	—
Nov. 19th	Sevenoaks & DMC	Brands Hatch	Dartford, Kent	Race Meeting (R)	13.45
Nov. 19th	Crane Valley MC	Normandy Hill	Ash	Duckhams Production Car Trial (R)	10.30
Nov. 25/26th	South Wales AC	Bishop's Meadow	Brecon	Robert James Rally (R)	23.01
Nov. 26th	—	**Buenos Aires**	**Buenos Aires, Argentina**	**Formula Two Series Round 4 (INT)**	—
Nov. 26th	—	**Lourenco Marques**	**Lourenco Marques, Mozambique**	**Springbok Series Round 3 (INT)**	—
Dec. 2nd	—	**Goldfields**	**Welkom, South Africa**	**Springbok Series Round 4 (INT)**	—
Dec. 2/7th	**Royal Automobile Club**	**Royal Station Hotel**	**York**	**RAC Rally (INT)**	—
Dec. 3rd	Thames Estuary AC	Lydden	Canterbury, Kent	Wills Rallycross Meeting (C)	13.30

MATTERS OF MOMENT—continued from previous page

the character and reputation of car servicing in the UK and, a sign that design diversity is still wide, the news that Wartburg in Britain are confident of selling 5,000 two-stroke Wartburgs in the UK next year. So those associated with motoring, in whatever capacity, must surely be smiling as happily as Mr. Heath?

THE MISSING SINGERS

The letters from readers who have expressed interest in buying the Singer cars described in last month's issue as possibly for sale have been forwarded to the owner. The matter is now closed.

FORD AND WATER SPORT

WE notified you some time ago about the advent of the ambitious 2,500-mile London-Monte Carlo Power Boat Race, so it is only right that we should record that it was won by "HTS", a 32-ft. Souter cabin-racer powered with twin 250 h.p. Ford Turboplus marine diesels. This boat won for Ralph Hilton the 1972 National Power-boat Championship. In another sphere, during the early days of the London Motor Show, Ford were at Lake Windermere in pursuit of the World's Diesel Water Speed Record with "HTS II", driven by Ralph Bellamy and powered like "HTS" with Ford engines. He had to beat the Italian-held record of 68.2 m.p.h.

PORSCHE 356 REGISTER

THE Porsche Club of Great Britain has published a register of the original Type 356 Porsches, which were in production from 1950 to 1955, and the register lists 23 of them, commencing with Betty Haig's l.h.d. divided-windscreen 1,086-c.c. 1951 coupé. The Porsche Club expresses the hope that their register will encourage the unearthing of more of these 356s, the model which first interpreted the Porsche concept of motoring, so that they can be properly documented and, it is hoped, used "in a manner appropriate to the manner for which they were designed". Data, if possible with a photograph, would be welcomed by the Club's President, H. M. Goodman, Hillfield House, Eldersfield, near Gloucester.

ERA of Dunstable have issued a brochure about the research and development work they carry out for the Motor Industry. They have added some 11,000 sq. ft. to their premises, where facilities include 12-engine test-beds able to cope with up to 500 h.p. and 7,000 r.p.m., gas-analysis equipment, a cold room and controlled-atmosphere test cell, pollution check apparatus, a Crypton rolling-road dynamometer, and so on. Staff number 85 and much work is done for the Zenith Carburetter Co. Ltd. It is interesting that the initials ERA, which once stood for English Racing Automobiles, now imply Engineering Research and Application.

* * *

The ACOC has compiled a Register of AC Cobras numbering 71, from 1962 to 1967 models. The Secretary of the AC Club is P. Woolf, 1 North Drive, Ruislip, Middlesex and there are registers for all the AC variants, as well as a duplicated magazine.

* * *

Vauxhall Motors have issued a booklet about their Bedfordshire Proving Ground, which embraces a 2-mile five-lane high-speed track with 15 ft. bankings on which cars can be driven at 100 m.p.h. hands-off (at Brooklands there was a high banking and you could do 120 m.p.h. hands-off) and all the usual test facilities, on a private 700-acre site which cost over £3½-million to build, a task which took more than three years.

* * *

The STA Register, which now caters for all Rootes' Talbots, Sunbeam-Talbots and Sunbeam Alpines of the 1936-1957 period, has a new Secretary—R. Hardey, 18 Gilmore Crescent, Ashford, Middlesex.

SPORT AT EARLS COURT

NO, not that! We mean the competition cars—the Lotus 72 on the Lotus Stand, Duckham's 1973 Surtees TS14, an ex-Stewart 1970 March 701 on the big National Motor Museum Stand, the Barclays Bank Lola T290 (with "driver" on a day's stint!), the Gerry Marshall racing Firenza on Vauxhall's Stand, and the Safari Rally RS 1600 on Ford's Stand, the Maserati 250F GP car, etc. And what about the Wartburg veteran? Of normal sporting cars, top marks went to the BMW 3.0 CSL lightweight coupé. Meanwhile Lord Stokes was so impressed with the American Group 44 racing Triumph TR6, on show on one of his stands, that he saw fit to mention it on a late night television show.

CONTINENTAL NOTES

Porsche

TO THE motor-racing enthusiast it is always very satisfying when a manufacturer brings out a new production model that has been directly derived from racing experience. To see a factory experimental car taking part in a motor race and then later to see the identical thing being offered for sale as a production machine, makes everything fit into place and makes sense of motor racing. This is one of the interesting facets of long-distance Sports Car racing, especially when proper manufacturers take part and factory prototypes are run. It also makes a nonsense of any suggestions about holding Sports Car classic races for production cars. By all means have your classes for production machines, but there must always be an experimental category for one-off prototypes.

At the Austrian 1000 Kilometre race last June there was a special Porsche 911 taking part, under the entrant Paul Strahle; it was clearly a factory car, with factory engineers, drivers and mechanics with it, and it was running in the prototype class. It's main departures from standard homologated GT were an engine of 2.7-litres, wider wheel rims, a spoiler on the tail, and an anti-lock braking system. Obviously, it was no match for the pure prototype 3-litres, such as the 312P Ferrari or the Lola T280, and it was not meant to be, but it was being run to prove Porsche's latest development work on the 911 series. At the recent Paris Motor Show a new Porsche for 1973 was exhibited, called the Porsche Carrera RS (Rennsport). The flat-six-cylinder engine of 90 x 70.4 mm. gives 2,687 c.c. capacity and it develops 210 horsepower (DIN) at 6,300 r.p.m. giving this special 911 a top speed of close on 150 m.p.h. It uses Bosch fuel-injection and runs on 91 Octane petrol. The light alloy wheels are 6J x 15 and the rear engine hatch has a spoiler incorporated in it, being made of fibre-glass. The only thing missing that was used on the prototype car in Austria is the anti-lock braking system, cost and complication not yet permitting this to be put into production. During practice for the Austrian race two different engine compartment lids were being tried, one with the spoiler just below the rear window and in front of the entry for the engine cooling air, and the other with the spoiler half way down the lid, behind the air entry. It is the latter one which has been put into production.

The name Carrera dates back to the mid-fifties, in the days of the old 356 Porsche series, and comes from the Carrera-PanAmericana, or Mexican Road Race, a marathon event that lasted a number of days, running the whole length of Mexico. It was an event with a brief and glorious history, cut short by the world repercussions that followed the 1955 Le Mans accident. It was in this Mexican race that Porsche race-proved their first own designed and built engine. This was their air-cooled flat-four with twin camshafts to each bank of cylinders, driven by shafts and bevel gears. Up to this point Porsche car engines were all derived from Volkswagen engines (themselves a Porsche design anyway). The four-cam engine was known as the Carrera, and when it was put into production in the 356 Coupé and 356 Speedster, the model was called the Carrera. The racing had been done with the open Spyder RS with mid-engine layout. Some people think that Porsche have done the wrong thing calling their new 2.7-litre car the Carrera, feeling that the name belongs to the past and to history, and to a landmark in Porsche development in which the name had some substance. That is all a matter of opinion. What is significant is that the new Carrera follows Porsche overall policy of development through racing, which is the thing that all motor racing enthusiasts applaud loudly, and when 500 have been built it will be homologated for GT racing.

* * *

Ferrari

Enzo Ferrari does occasionally get caught out, like under-estimating the ability of Keith Duckworth and the Cosworth-Ford V8 Grand Prix engine, but it is rare. Where he is seldom caught is in being ready, and once again he has demonstrated this by running a 1973 sports car in a race already. In the 500-Kilometre race at Imola, held the weekend after the Italian GP, Ferrari entered two cars, one was a normal 1972 model 312P driven by Merzario, but the other was a prototype for 1973. Basically it was the same layout as the existing 312P but it incorporated various minor detail changes, in the light of lessons learnt during 1972, and showed that Ferrari was all ready for the first long-distance Sports Car race of 1973. During the 500 Kilometre race the new car had a few teething troubles, notably with the brakes, and Merzario won with the older car, Ickx being second with the 1973 prototype. For the record the results were as follows:

IMOLA 500—Two Heats and Final of 204.9 kilometres

1st : A. Merzario (Ferrari 312P—1972)	..	1 hr. 7 min. 56.2 sec.—180.414 k.p.h.
2nd : J. Ickx (Ferrari 312P—1973)	..	1 hr. 9 min. 01.1 sec.
3rd : A. de Adamich (Alfa Romeo 33TT/3)	..	1 hr. 9 min. 04.3 sec.
4th : R. Jost (Porsche 908/3)	..	1 lap behind
5th : M. Casoni (Lola T280)	..	1 lap behind
6th : H. Galli (Lola T290)	..	2 laps behind

Fastest Lap : A. Merzario (Ferrari), 1 min. 40.1 sec.—187.207 k.p.h.

* * *

Uniformity

The relentless march towards overall uniformity envisaged by George Orwell in his classic book "1984" and pursued with vigour by Governments and Authorities everywhere, has some keen followers within the CSI and the GPDA. One relentless onward charge, with little thought other than the ultimate goal is in the matter of motor racing circuits. It won't be long now before it will be a case of "when you have seen one, you will have seen them all" and the races on these uniform circuits will be just as uniform. At a recent meeting of the Circuit and Safety Sub-Committee of the CSI a list of circuits due for the "chop" was drawn up. Officially these circuits are to undergo an official inspection, with recommended modifications to bring them in line with 1973 circuit specifications. Two of these circuits are on public roads and are only used once a year, so the chances of the organisers being able to afford all the necessary alterations to satisfy the CSI are pretty remote. The two circuits concerned are Chimay, in Belgium, and Brno in Czechoslovakia and in the GPDA News-sheet their death-knell is sounded. The rather pompous communication from the GPDA says "Both circuits have regrettably taken their toll of human life during 1972 and must be extensively modified before permits for races are issued in 1973. Having laid down safety specifications for permanent race tracks it is simply no longer possible to excuse other circuits on the grounds that they are only used once a year and in consequence it is not practical for them to be up-dated to the standards laid down by both the CSI and ourselves".

In this communication there is no mention made of circuits that do comply with their safety requirements that have also "regrettably taken their toll of human life" to quote the GPDA's own words. The last part of their quoted statement more or less sweeps away the circuits of Chimay and Brno, saying "We have decided that they are no longer wanted". The GPDA is crying out desperately for new members in order that the subscription fees will fill their coffers and keep them in business, and are probably wondering why very few Formula 3 or Saloon Car drivers are showing an interest in joining. The last time a Formula One car raced at Chimay must have been about 1952, and I cannot even remember when a Formula One car raced at Brno, yet the Grand Prix Drivers Association have condemned these two circuits as unsafe, in the interests of protecting Formula Three and Saloon Car drivers who have been racing on these circuits continuously for two decades or more.

A little while ago there was some agitation by racing motor cyclists over the way the CSI/GPDA combine were making circuits safe for cars, which automatically made them unsafe for motorcycle racing. The motorcyclists suggested that they ought to get together with the car drivers and see if there was not some way both parties could be satisfied. Nothing came of this suggestion, for with the pressure of the racing season both parties were more than fully occupied. However, at one point the GPDA more or less pushed the idea to one side by saying that "conditions today made it virtually impossible for cars and motorcycles to be raced on the same circuits, with equal safety measures". They did not say as much, but it was quite obvious that all circuits were being made safe for car racing and the motorcycle racers would have to go somewhere else and play. This selfish attitude has come to the surface again in the matter of Chimay and Brno. They are more or less saying that racing can only take place on permanent circuits, designed, built or modified, to the overall master plan. Uniformity, here we come, with our CSI/GPDA banner held high, waving in the uniform breeze.—D.S.J.

ELF TEAM TYRRELL

What went wrong with the 1972 Season?

WITH THE 1972 Grand Prix season ending at Watkins Glen everyone was praising Colin Chapman and his John Player Lotus team, with the new World Champion driver Emerson Fittipaldi. It was praise that was fully justified for Fittipaldi won five Grand Prix events, and some smaller races, and the Lotus Team have been impressive all the year. However, while Lotus fans were happy to see the Norwich team back on top, with the driver/constructor combination approaching the glorious days of 1965, the Champions of 1971 were often found wanting. The 1971 season was the Tyrrell/Stewart year, in which the team from Ripley in Surrey could hardly put a foot wrong. They finished that season on top of the world and all set for another clean sweep in 1972, but somewhere along the line things went wrong. It is not possible to lay the finger on any one thing, and 1972 was not a complete disaster, but the 1971 domination was missing. It started off alright in the Argentine Grand Prix, but then they stumbled and went downhill to a disastrous low point at the Italian Grand Prix when the whole team was gone by fifteen laps. After that they recovered and finished the season in a powerfully dominating position, sweeping the board at the United States Grand Prix.

While the season is still fresh in the mind it seems a good idea to look a little closer at the activities of the ELF Team Tyrrell, and at what went wrong with the 1972 season. For many teams the 1972 results achieved by Ken Tyrrell and his group of workers would have been heralded as a major success; they introduced a brand new car, which won two races after initial teething troubles had been cured, and won two more races with one of their 1971 cars, as well as three resounding second places. The manufacturers and drivers Championships being their principle aim, the Tyrrell team restricted their activities to the Championship Grand Prix races, but even so time and man-power caught up with them, so that victories in the Grand Prix races of Argentina, France, Canada and the United States can hardly be considered a disastrous season. However, it was not as good as was expected, for 1971 had seen them win seven Grand Prix events, six by Stewart and one by Cevert, and the royal blue cars were beginning to demoralise the opposition on all counts. When the 1972 season began in Argentina and Stewart won for Tyrrell it looked as though the team were beginning the new season where they had left off the old one; right on top of the scene. There was one slight blemish, when Cevert retired after 59 laps with the second Tyrrell car because of reported gearbox trouble. This was not the fault of Hewland as was supposed at the time, but the fault of a new type of oil pipe union, being used by Tyrrell, which broke and let all the oil out of the gearbox, to the detriment of the internals. The design of the union was promptly altered and no further trouble was experienced all season. For this first race Stewart was using Tyrrell 003 and Cevert had 002, while the latest of the 1971 cars, which had been on display at the Earls Court Motor Show, was in S. Africa ready for some tyre-testing with the Goodyear Tyre Company, which took place immediately after the Argentine race.

All appeared to be set for another dominant season for the Tyrrell Team, still with the financial backing of the French ELF petrol firm and Goodyear tyres, and the smooth and unflurried organisation of Tyrrell and Stewart to master-mind the world-wide movements of the team and to ensure that they were always that little bit ahead of their rivals, as they had been in 1971. The South African Grand Prix looked to be following the accepted pattern, with Stewart making fastest practice time and leading the way, driving 003. Then fate stepped in, and a stud in the gearbox worked loose and fell out, letting all the oil escape and the internals broke up and Stewart was forced to retire. Whether the engine or the car developed an unusual vibration which loosened the stud, will never be known, but it was a "one-off" trouble that has never happened before or since. Cevert was also in trouble, while lying in 9th position and made a pit stop when the engine started misfiring to have the ignition unit changed. He restarted in 22nd position and worked his way back to 8th place, in spite of having an inoperative third gear. Although South Africa had not produced any results, neither drivers nor cars had been found wanting, and the new car 004 had done plenty of good running as a test and training car.



"Man behind the ELF Team Tyrrell, Ken Tyrrell, and his number one driver Jackie Stewart".

A completely new design of Tyrrell car was well under way, incorporating a number of radical changes, and the plan was to have two of the new models ready in time for the Monaco Grand Prix in May. In the meantime the Spanish Grand Prix took place at the Jarama circuit near Madrid, in freezing cold weather, and either the cars were off-form or Stewart was, for he was only fourth fastest in practice with 003, and in the race he did not shine in his usual manner and eventually spun off on a corner and damaged the front of the car. As the new Tyrrell cars were expected pretty soon, it was assumed by some onlookers that the 1971 cars were obsolete and Stewart was having to try too hard to keep up, for he was not in the habit of spinning off the road. As Cevert was not very impressive either, being back on the fifth row of the grid, it did look as though the Team really needed their new cars. In the race Cevert's engine ran badly due to an electrical fault and he finally retired. The Monaco race was only two weeks after the Spanish event, and time and man-hours defeated the plan to have new cars for the Monogasque event, so that Stewart and Cevert had to rely on the 1971 cars, and this time Stewart gave 004 its first race. With 8th and 12th positions on the grid for the two drivers the Tyrrell Team dominance was sadly lacking and in the torrential rain of the race both cars suffered from water getting on the sparking plugs. Cevert stopped to have things dried out, but Stewart carried on with misfiring and finished 4th. No real explanation could be found for this miserable failure, and as Ken Tyrrell pointed out, the team have been protecting Cosworth V8 engines from water on the plugs since 1968 without any trouble, and were using the same system of rubber covers and grease as they have always used. In addition to their misfiring troubles Stewart once again had an uncontrollable spin, luckily without hitting anything, and it looked as though he was either losing his touch or getting desperate.

From Monaco the team went to the new Belgium circuit at Nivelles for some pre-race testing, but torrential rain for two days prevented them doing any running so they returned to England and Stewart went home to Switzerland. They returned to Nivelles at the beginning of race week to try once more, but word came from Stewart that he was feeling rather under-the-weather and would like to be excused from the test session, so Cevert did the driving. Tyrrell went to Switzerland to see Stewart, for this complaint of feeling off-colour was most unlike the Scot, who is normally 100% fit. Tyrrell found his driver looking very seedy and after talking to Stewart's doctor decided that the Belgium race should be given a miss and he should take a month's rest. Looking back on events it can be seen that the rare mistake Stewart made in Spain, and the un-characteristic performance in Monaco were more than likely caused by the beginnings of this "seediness", which was put down to a stomach ulcer caused by over-doing things in the spheres of travel, business commitments, organisational worries and so on, but not from driving for he had only driven in two races before the Spanish Grand Prix.

The morale of the team in Belgium was taxed heavily, for not only had they temporarily lost their number one driver, but they still did not have the first of the 1972 cars finished. Cevert had to carry the team's fortunes on his own, using his old car 002 for the race and

running 004 for a while in practice. 003 was at the circuit, and had been since the beginning of the week, but was not used, although Tyrrell did start negotiations for Brian Redman to drive it, but they fell through. Cevert rose to the occasion well and finished in a rousing second place, but it was not quite like having Stewart in the winning car.

With a month before the next Grand Prix, which was the French event at Clermont-Ferrand, the team were able to catch up a bit on their programme and the first of the 1972 cars was completed. This was 005 with its completely new aerodynamic shape and front brakes mounted "inboard". Cevert tested it at Silverstone and it was presented to the motoring press at Le Mans, all part of the ELF side of the Tyrrell Team, a pleasant and amicable sponsorship that gives the team enormous support without making any great demands on their time and facilities, leaving them to concentrate on the job of winning races. Stewart returned to racing for the French Grand Prix, the first of the new cars was ready, and for this event a third Tyrrell was entered for local driver Patrick Depailler and it looked as though Team Tyrrell were in control again. All told they had four cars at the race, 002, 003, 004 and 005, greatest interest being in the last one, especially when Cevert drove it in the first official practice session and made fastest time. Stewart was getting back into the swing of things with 003, intending to try the new car in the second practice session, but once more the team suffered a setback for having made fastest lap. Cevert's enthusiasm got the better of him and he overdid things and spun off into the barriers, bending 005 too badly for instant repair. Although he injured a hand he was able to drive 002 in the race and finished a creditable fourth. Meanwhile Stewart demonstrated that he was back on form by making third best practice time and winning the race, so that Team Tyrrell were justifiably elated after their various set-backs. Depailler finished in a lowly twentieth position after a pit-stop to say that something was wrong with the handling of 004, during which time a tyre was changed, but it made no improvements. At his next stop it was found that a "Rose" joint on the front suspension was broken and he had a long wait while it was changed.

The new Tyrrell was repaired in time for the British Grand Prix at Brands Hatch two weeks later, but this work naturally stopped progress on the second new car, for which Cevert was waiting. This time Stewart drove 005 in the first practice and in the second-half he repeated the French Grand Prix story, making fastest practice lap and then crashing. This time it was not over-enthusiasm but a broken "Rose" joint in the rear suspension, and once more the car was damaged beyond immediate repair. When Cevert had driven the car he had complained about bad vibrations under heavy braking, arising from the inboard mounted front brakes, and though Stewart was not worried by them, he agreed that they were unpleasant and not right. During practice and before the crash it was seen that the front suspension sub-frame was flexing and cracking the paint on the square-section tubing. For the British Grand Prix Stewart returned to 003 and finished in a strong second position, but Cevert crashed when a tyre punctured and damaged 002 on the left side, against the Armco barriers. Before the end of the race the car suffered some more damage when it was hit by Peterson's March. With only two weeks before the German Grand Prix the team had plenty to keep them busy, with the rebuilding of 002 and 005, and investigation into the brake vibrations on the new car, and preparations for the next race, plus the one after that, as there was no point in returning to base between the German race and the Austrian race, especially as shipping across the Channel was in a shambles, thanks to the dock-workers. It began to look as though the second of the 1972 cars was never going to be finished, let alone that the first would ever become race-worthy, and Germany saw the team back to square one with the three 1971 cars.

Practice at the Nurburgring saw Stewart in second position with 003 behind Ickx and he was one of three drivers who stood head-and-shoulders above the rest of the world on the mountain circuit, and one began to wonder if the 1971 car was as obsolete as it was supposed to be. During practice Cevert had an almighty prang in 002, when he landed all wrong after a jump, and though he got away unhurt he was very shaken and the car was badly bent. While he practiced in 004 the Tyrrell mechanics straightened out 002 as best they could, and though it was not absolutely right Cevert drove it in the race, finishing a dispirited tenth. Meanwhile Stewart ran third until the last lap when he tangled with Regazzoni's Ferrari and came off second best, so once again the team were left with nothing in the way of results and more bent motor cars. The new car had undergone some stringent testing back in England, and the front wishbone mountings were reinforced while the decision was taken to mount the front brakes outboard on the wheel hubs. This was done in time for the Austrian Grand Prix where Stewart was very happy with the new car during practice and did not use 003 at all, though it was always on hand ready for use. Cevert was distinctly off-form at this race, probably as a result of delayed reaction to his Nurburgring crash, and while Stewart was a competitive third fastest in practice, Cevert could only manage twentieth.

At last the new Tyrrell started in its first race, exactly three months later than intended, while there was no sign of the second new car for Cevert, which added to his mental troubles. While there were numerous reasons for being so far behind schedule Tyrrell blames no-one, putting it down to the team's own inefficiency to get the job done properly, pointing out that everyone has their troubles, but that if one of the opposition has a trouble-free run while you are having trouble, they become very hard to catch. From the start of the Austrian race Stewart rocketed away into a fantastic lead, but it was short-lived as the car started to handle in an unpredictable manner and he had to ease his pace and let everyone go by, finishing in a poor seventh place. Cevert did not add to the team's morale by driving slowly into ninth position. Having risen up to the top briefly the Tyrrell team were down again. Investigation after the race showed that there was nothing basically wrong with the new car and work proceeded apace to get 006 completed to the same specification in time for the Italian Grand Prix at Monza. Once again time defeated them so Cevert had to remain content with his old car 002. Stewart drove 005 once more, and was third fastest in practice, but Cevert was a poor fourteenth. For this race Stewart's car was fitted with an abnormally high first gear, so that he could use this gear instead of using second gear for the "chicanes" that had been introduced into the circuit. This arrangement was fine for practice but when he made the start, with a full load of petrol on board, it was too much for the clutch and it burnt out within 100 yards of the start. He had not made a practice start with full tanks and the high gear ratio and Tyrrell puts this down to "our own inefficiency, we should have done". This race really was the low ebb for the ELF Team Tyrrell, for on lap 14 Cevert stopped with a badly broken engine, so bad, that when it was dismantled afterwards there was so much damage that it was impossible to see what broke first. With the race barely began both Tyrrell cars were out and it prompted me to write "What a lot of people would like to know, including Ken Tyrrell himself, is what has gone wrong with the all-conquering ELF Team Tyrrell that we knew in 1971". When Tyrrell read that comment his reply was simple. He knew exactly what had gone wrong and he put it all down to one thing, "inefficiency".

For the final two races of the year, in North America, the team not only caught up with themselves but ended on the highest possible note. The second new car was completed in time for the Canadian Grand Prix and was driven by Cevert, while Stewart had 005, now fully race-worthy. He proved the point by winning the race, and repeating the performance in the United States Grand Prix, two weeks later. In the Canadian race Cevert's new and untried car required adjustments and re-setting of the suspension to suit the circuit and while he was "learning" the new car he became a bit rough with the gearbox, and during the race the engagement dogs suffered and he was forced to retire. At Watkins Glen it was a different story, the new car was right and he finished a strong second to Stewart, giving the ELF Team Tyrrell a most dominant 1-2 victory. This was the result that everyone had expected to see the royal blue cars achieve throughout the season, and Tyrrell was certainly hoping for by the Belgian Grand Prix, when his 1972 cars should have been in race-winning form. It was not the season they had hoped and planned for, but it was not the disaster that it appeared to have been at first sight, and their result of four major victories compares well with the five of Fittipaldi, which gave the John Player Team Lotus the Manufacturers' Championship. McLaren, BRM and Ferrari with one victory each were hardly in the running, while March, Surtees, Williams, Tecno, Brabham and Matra, with not a single victory between them in the Grandes Epreuves must wish they could have had just a little of the Tyrrell Team's comparatively "poor" season.

Having finished the 1972 season back on top Tyrrell's plans for 1973 are quite simple. "No changes, except to win more races". Jackie Stewart and François Cevert remain as the drivers, Derek Gardner continues with the desgn work, ELF and Goodyear retain their support in money and worthwhile commodities so essential to motor racing, and Ken Tyrrell is still the "boss man".—D.S.J.

CALIFORNIAN TALES

The Assistant Editor is let loose in the USA



A.R.M. and the Jensen which got him into trouble with the Highway Patrol pictured at Laguna Seca Raceway near Monterey in California.

CALIFORNIA Interstate 5 joins Los Angeles and San Francisco. It is a fast Freeway with little traffic and the Jensen Interceptor III was gobbling up 90 or even 100 miles each hour. The cotton fields flashed by; we would be back in San Francisco by 4 p.m. Lazily I looked in the mirror and there it was. Both red lights flashing and about three feet off my bumper—the Highway Patrol. Apparently the siren was wailing as well but the Lear stereo in the Jensen was belting out Rod Stewart at full volume. Well, I suppose, St. Quentin would be an experience! I pulled onto the hard shoulder and waited for the red necked Patrolman to frogmarch me off. But it wasn't like that at all. He was extremely polite, explained there was a 70 m.p.h. limit, we discussed the relative merits of cars—"the 1969 Dodge now they *were* fast"— he gave me a ticket, and we parted best of friends.

Motor racing journalism has its rewards and for me the trip I always look forward to most is in late September/early October when the Canadian and United States Grand Prix take place with two weeks in between. Flying back to Britain and out again in the intervening period, as I did one year, is a costly business; it is literally cheaper to stay over. I find the USA a tremendously invigorating environment in which to stay for two or three weeks. Professionalism is the key word which describes the life style. It is probably all too much of a good thing but, anyway, I enjoy it.

The two weeks between the Grands Prix obviously offer countless opportunities, both motor racing and otherwise. Last year when posed with the problem I chose to go to the Edmonton Can-Am race which was on the middle weekend. Canada's Alberta is getting cold by that time of the year and the Can-Am contest warmed things up only slightly. But the possibility of an intense Penske Porsche versus Gulf McLaren battle tempted me again but, then, I thought of sun and California.

As a youth in the upper fourth I had sat at my desk, put calculus at the back of my mind, and dreamed of going to California. The image builders of Hollywood had done their job well. San Francisco had a special ring about it and that TV series about 77 Sunset Strip made "downtown" Derby seem deadly dull. Last year my ambition was fulfilled and I went to California. I saw Los Angeles airport, I saw Ontario Motor Speedway, I saw the Holiday Inn at Ontario (which could be a Holiday Inn anywhere) and I sneaked off to a drag strip one evening. The appetite was whetted.

So Edmonton and the Can-Am series was forgotten. There was so much that I could do and see in California. Particularly there was the Vel's Parnelli team of USAC cars which now has former Lotus man Maurice Phillippe as a designer. Also, I was sure there would be a host of motor sporting events in the Los Angeles area and I wasn't wrong. So the planning started. A former colleague from Standard House, now in the press and public relations business, wanted to come too and then somehow a racing driver friend, who also draws very funny cartoons in a magazine I daren't mention, also joined in. The whole thing was in danger of becoming a Page Tours trip so there we drew the line.

The plan was to fly from Toronto to San Francisco, spend about a week including driving to and from Los Angeles, and then jet back, jumbo style, to New York. Maurice Phillippe wrote back to say he would be pleased to see us and suggested we book in at a hotel in Redondo Beach which sounded very romantic and anyway that's where Peter Revson lives. Jensen's public relations man, Gethin Bradley of Good Relations, said he could organise a motor car with his opposite number in San Francisco and we also gathered there was an important motor cycle race at the Ontario Motor Speedway. In case you are confused Ontario is a town in California as well as a state in Canada.

We arrived in San Francisco (never call it 'Frisco) on schedule and the first thing we did was buy a map which seemed fairly essential. I noticed that a place called Lafayette was not far up the road and that was where the American weekly publication *Autoweek* was based. I had met the Editor a couple of years ago so we gave him a ring hoping he would help us get our bearings. An hour later we were having "the Cooks tour" of the magazine's offices and two hours later we were eating barbecued steaks in his back garden!

Wednesday was the day earmarked for sight-seeing San Francisco and collecting the car from British Motors, the firm run by Kjell Qvale. This company sells Lotus, the sporting British Leyland models especially Jaguars, Rolls-Royce and Jensen. Qvale is now a major share holder in Jensen in Britain and we wrote two months ago of how he played a leading role in the Jensen-Healey story. It was disappointing to note that Qvale hadn't yet received his first Jensen-Healey but the first batch was expected almost any day. The company's vice-president, Forrest Faulkner, was full of praise for the British products he sold although he complained about XJ6s overheating which was interesting in the light of Andrew Whyte's letter elsewhere in this issue. While we were waiting for the road test Jensen to be checked over he sold another one on the phone to a middle-aged lady who had a passion for fast cars!

Soon we set off in style to see the sights of San Francisco avoiding collisions with the famous cable cars which grind up the steep slopes like Hyde Street. Dating back from the turn of the century, these cable cars are kept in immaculate condition and while they are a tourist attraction the three remaining lines still provide a valuable day to day service. Incidentally the streets are much steeper than I had ever imagined even from those shots in the film Bullit. We were so fascinated by the two (or was it three?) tier Bay Bridge which joins San Francisco to Oakland, via the man-made Treasure Island, that we made several runs across this miracle of civil engineering—and at 50 cents a time too.

After exploring the fascinations of Fisherman's Wharf (later that evening we ate there at a superb fish restaurant) we motored northwards round the Bay area and over the Golden Gate bridge which, to our disappointment, was shrouded in mist. Later in the route we spotted an imposing yellow maze of buildings and, as we came nearer, we saw the watch towers. A couple of miles further on and we were at the gates of San Quentin State Penitentiary. Hurrying on, we returned over the Richmond Bridge, where we saw a broken down vehicle literally being pushed to the end of the bridge by a breakdown truck, and back to Lafayette. That evening we rode back to San Francisco in Knepper's road test rotary-powered Mazda RX3 which impressed us all tremendously, particularly as it seemed able to blow off all the American V8 machines despite it had five occupants.

Our itinerary for Thursday scheduled the drive down to Los Angeles via the coast route called Highway 1. This narrow road wiggles along the coast for 200 miles or so often perched at 1,000 ft. above the sea. Unfortunately a sea mist obscured much of the view for mile after mile but we saw beautiful and almost deserted sandy beaches as we motored south. We stopped at Monterey and said hello to Bob Hugell of SCRAMP, who found time to see us although the Can-Am race at nearby Laguna Seca was only two weeks away. Bob directed us to the circuit which was a few miles inland and the circuit manager was delighted for us to put a few laps in. They certainly weren't at speed because I was finding the Jensen's power assisted steering rather unhelpful and was ill at ease in the car. Laguna Seca is only 1.9 miles in length but is a tremendous circuit with some very difficult combinations of corners.

A few miles out of Laguna we found out three more things about the Jensen. Firstly its fuel consumption was in the region of about 12 m.p.g., secondly one eighth full on the gauge meant, in reality, empty and thirdly, after expeditions with cans, we found that it took 23 US gallons to fill. This however proved to be a far less costly operation that it would have been in Britain. After this trouble we were way behind schedule but it was no use hurrying as the mobile homes and campers along Highway 1 proved difficult to overtake. We passed through Big Sur where the Hippy movement started, then later through a little village called Harmony, and as dusk approached we lost little time traversing places with fascinating names like San Luis Obispo. After stopping at a Dennys restaurant (nothing to do with D. Hulme) we pulled in for "gas" at Santa Barbara. By this time it was 10 p.m. and we were all rather weary. Then I remembered that an American journalist, by the name of Jack Brady who often visits Europe, had once said "if you ever visit Santa Barbara call me up". I took the offer at face value but he did seem a little surprised to hear my voice not three miles away on a telephone. "Well we haven't got room for you here but we can go up the hill" he told us. That is exactly what we did and stayed in an amusing household of which, I think, he was the landlord. We stayed up to 3 a.m. listening to Peter Ustinov's Grand Prix of Gibraltar record and were woken at 6.30 a.m. by a visiting donkey which my cartoonist friend insisted on riding. When the animal ran straight for the cliff face, over which the houses perched, it didn't seem such a good idea and we expected to see him rolling the 1,000 feet down to Santa Barbara. Fortunately the donkey stopped just in time.

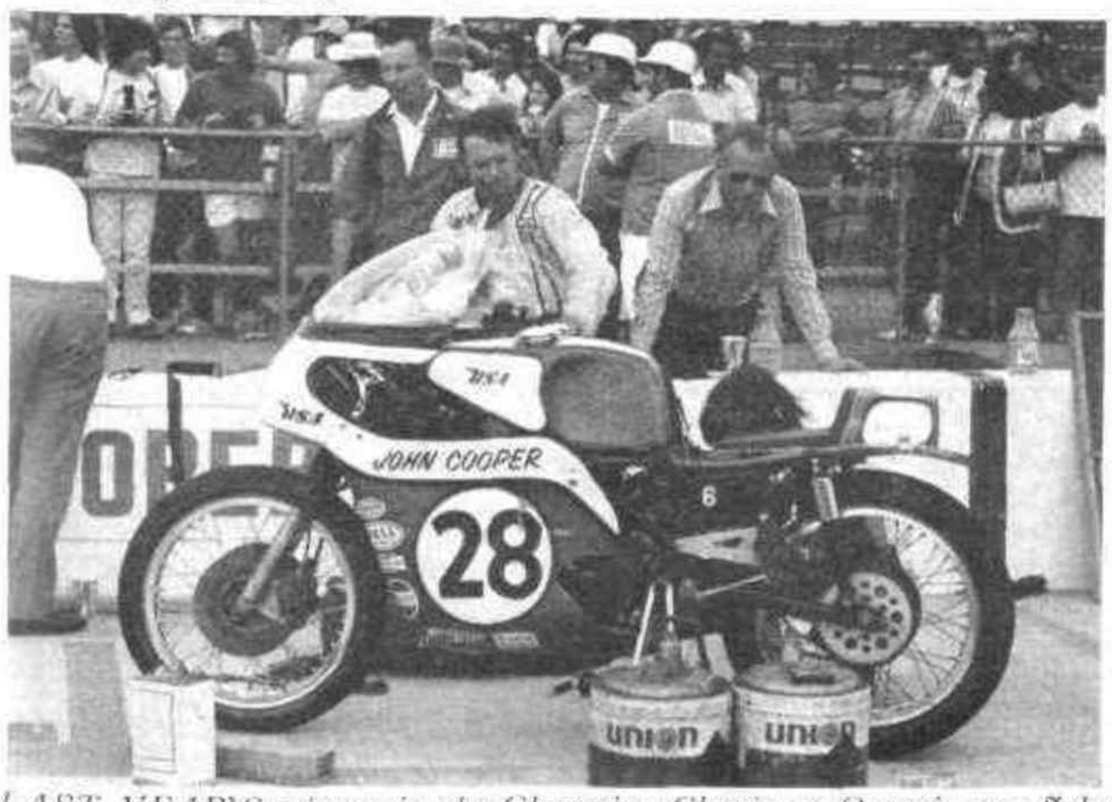
Seriously, Santa Barbara is the most beautiful place we visited. The architecture is Spanish influenced and, in the summer, the resort is very popular with tourists. We all resolved to make our fortunes and come back and live there one day. But it was Friday and we had an appointment with Maurice Phillippe at noon at the Vel's Parnelli headquarters at Torrance, which is on the southerly part of the Los Angeles conurbation. The rest of the journey was on Freeway and we arrived a little late after getting rather lost in the suburbs.

The Vel's Parnelli Racing Team and Parnelli Jones Enterprises is another story (see next month) but suffice to say here that Maurice and his British assistant John Baldwin gave us a tremendous welcome. On the radio coming down we had heard an advertisement for drag racing at Irvindale and some big names would be there. We mentioned this to Phillippe who had never been to a drag meeting but he knew where Irvindale was and off we all set that evening in his Ford Torino Grand Sport which looked good but seemed to have most of its power strangled by the strict Californian anti-pollution devices. Digressing for a moment, I would say that, having seen and breathed the smog in Los Angeles, such measures are entirely necessary although it is about time the US automotive engineers found ways of producing cleaner engines without restricting the power so severely. Lotus have proved it can be done with their new Type 907, 16-valve unit.

Friday's show at Irvindale was mainly qualifying for the following day and we had intended to go to a Sprint race at Ascot, which was only just down the road from Torrance, that night. Incidentally this popular oval track is owned by J. C. Agajanian and has shows of one form or other of motorised sport three or four days a week. Soon they are having a demolition day with a new Rolls-Royce, new Cadillac and the like! But the shattering speed and spectacle of the dragsters brought us back to Irvindale next day too. The meeting was titled the 7th Annual Grand Prix of Drag Racing and the main highlight were the Top Fuel Dragsters. Thirty-two of them had qualified for the big show. Don Garlits wasn't there but Jerry "The King" Ruth was, as so was 19-year-old Randy Allison who has been making a big name for himself lately and World Champion (whatever that means) Gerry Glen. The rails, most are now rear-engined, all had fascinating names but by far the best was the one called "Blood, Sweat and Nitro". As well as the AA fuellers there were the funny cars—really rails but with plastic imitation bodies. There were eight of these and, as well as the eliminators, there were "grudge matches" for those knocked out. All eight were top names in this sphere. The funny car final was a spectacular end to the evening when Ed McCulloch, in a device called the Hawaiian, just beat Tom "The Mongoose" McEwan by the merest fraction, after these fire spitting monsters roared their ear shattering way side by side down the quarter-mile. I can still smell the Nitro. Earlier McEwen had beaten his team mate Don "The Snake" Prudhomme in a grudge match. But we will find space to expand more on the Californian drag scene in the future. It is a very special branch of motoring sport and if you are in California don't miss it.

Earlier on Saturday we had done the real tourist bit by visiting Sunset Boulevard and spent most of our time in Tower Records. "The

Continued on page 1237



LAST YEAR'S winner in the Champion Classic at Ontario was John Cooper. This year he finished fifth and looks rather glum between the two heats.



NO.—Kjell Qvale hasn't had a road named after his American branch of Jensen. This photograph was taken on Highway 1 as a huge truck roars by.

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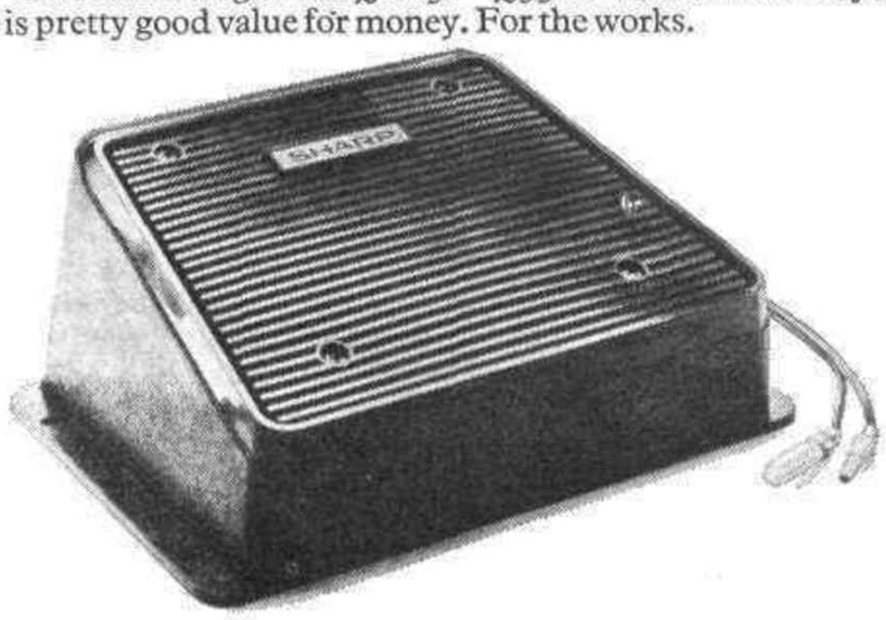


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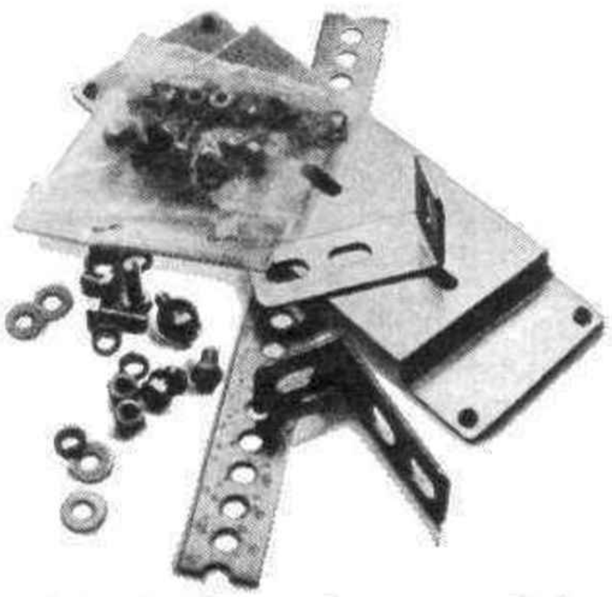
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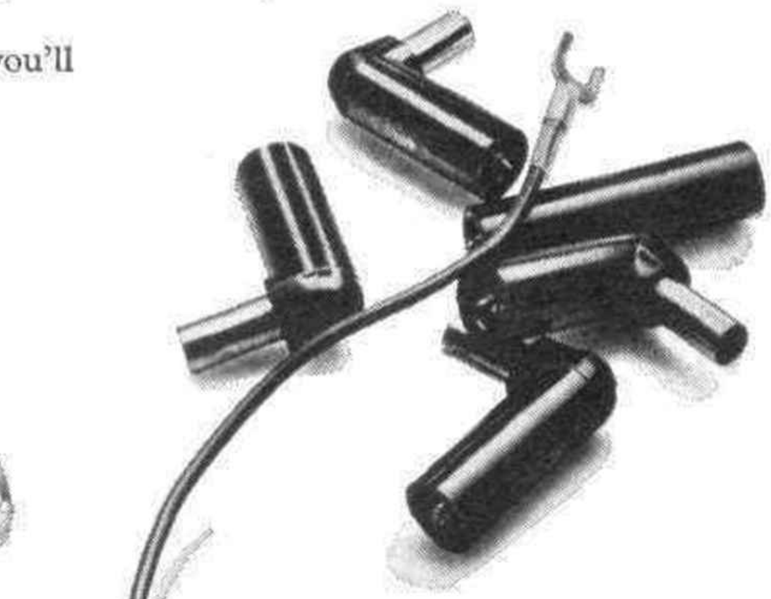


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AROUND AND ABOUT

Comment on the Racing and Club Scene

Rondel F2 Car Announced

SEVERAL months ago in this column we announced the news that the go-ahead Formula Two team, Rondel Racing, had formed an alliance with Denys Dobbie and that with his backing they would construct and race their own Formula Two car and, possibly, also a Formula One. Since then Rondel have recruited Ray Jessop from Motor Racing Developments to design a car for them and the prototype was finished in time to be unveiled in October. Just a week before, Denys Dobbie had withdrawn his support from the programme following "policy disagreements with other members of the Board over the company's areas of involvement in the future". As Rondel seem to be doing exactly what they said they would when Dobbie joined them this is all rather difficult to understand, unless Dobbie has changed his mind —something he is rather prone to do. Meanwhile he has announced plans to back a works GRD sports car next season which will be driven by John Miles. Last year Miles led Dobbie's two-car Chevron B19 sports car team and collected the now defunct British Sports Car Championship.

Meanwhile back at Rondel things still look good as the City group businessmen, led by Tony Vlassopulos who were instrumental in helping working directors Ron Dennis and Niel Trundle get the whole project off the ground in early 1971, have increased their involvement.

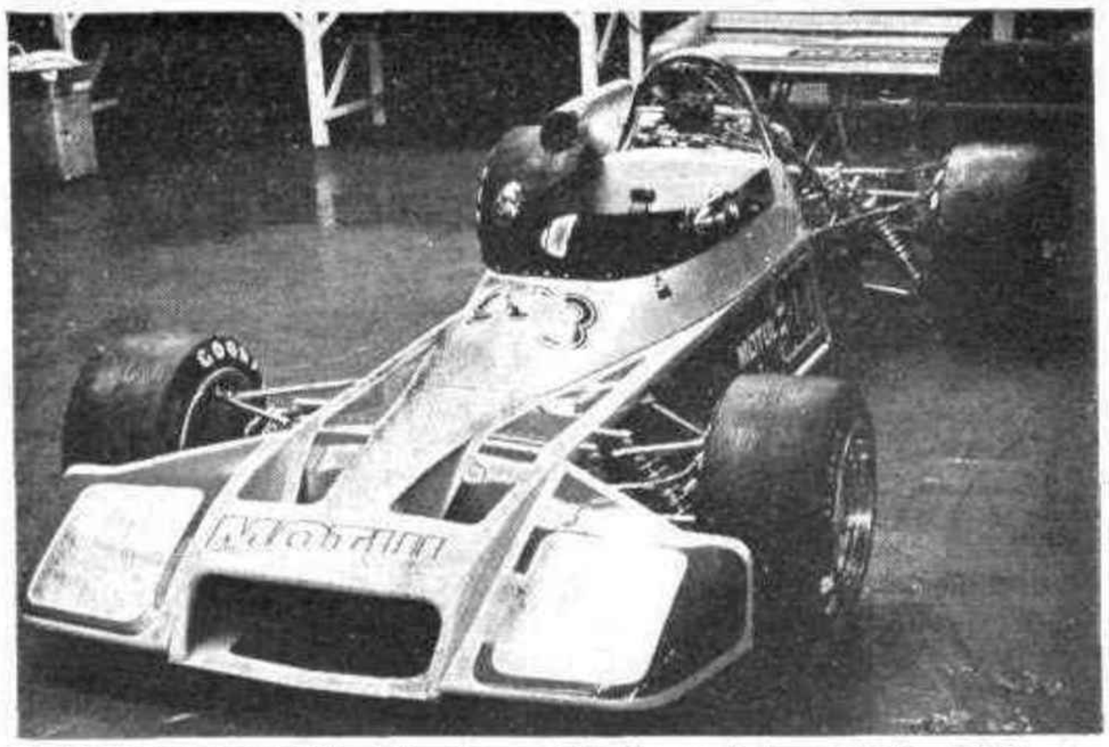
Until the advent of this new F2 car, Rondel have run Brabhams and while relationships with the Weybridge firm were very close, when it was run by Ron Tauranac, things haven't gone so smoothly this year. Building their own racers was a natural step and, as well as manufacturing cars for their own needs (there will be a three-car works team) further examples will be built for sale. The new car is known as the Motul M1 in deference to French oil company which helps sponsor Rondel Racing. Although the M1 is fairly "British Standard F2" Jessop has paid special attention to safety and ease of maintenance. Extra protective sections are included in the cockpit to protect the drivers legs and, with regard to maintenance, an engine change should be possible in half-an-hour. Tell that to your local garage! The chassis is a full alloy monocoque with a tubular engine bay. Front radiators are employed and an interesting feature is the upper rear suspension mountings which are located on a removable cross member so that changes, that may be necessitated by varying tyre diameters, can be carried out by fitting alternative cross members.

One of the three works cars will be shared by graded drivers Tim Schenken and Henri Pescarolo whilst two non-graded drivers, yet to be announced, will drive the other two Motuls. One could well be Bob Wollek who has driven for the team this year, but Carlos Reutemann is leaving the team although he may well be seen in Formula Two but in a works Brabham BT40.

Grovewood Award Winners

■ The annual Grovewood Awards, which carry a great deal of prestige, were awarded on Tuesday, October 31st. The Guild of Motoring Writers panel adjudged that Britian's most promising young racing driver was Formula Two man Dave Morgan who has raced Ed Reeves' private Brabhams this year. Morgan has been a controversial figure in British racing for some time. He originally started racing in Minis for fun and then progressed on to various uncompetitive Formula Three cars. But in 1970 he found a sponsor and raced a March 703 Formula Three car with considerable success and a lot of cut and thrust. He was involved in the now infamous Crystal Palace "punch-up" with James Hunt following an accident within yards of the finish, and was briefly banned from racing. Last year he did occasional races in Formula Three and Atlantic without much success but it was in March of this year that he really hit the headlines. He pulled off a surprise victory in the first F2 race of the year driving a 1971 Brabham backed by a friend, Ed Reeves. Since then he has had a later Brabham to race and, although he hasn't repeated the early success, he has continued to be one of the front runners in Formula Two. Morgan receives the £1,000 award.

Taking the £500 award was another Formula Two driver and someone else who has shot back into the limelight after looking as if he had been forgotten. That man is John Watson, the bearded driver from Ulster who has raced the Tui and latterly Chevron F2 cars, and has just signed a three-year contract with Brabham. Watson, the first driver from Ulster to win such an award, has been racing for six years.



THE NEW MOTUL M1 pictured in the workshops of Rondel Racing. The team will race three such cars as well as sell replicas to customers.

starting when he was 18. He progressed from sports cars to Formule Libre cars in Ireland and then in 1970 and 1971 had seasons of International F2 which was punctuated by a very bad accident at Rouen in 1970. All this was sponsored by his father, a former racing driver himself, but this year the kitty ran out and after the season started with Watson out of a drive things got better and towards the end of the season he has started to fulfil the promise that has been there for some while. He even briefly drove the Eifelland Formula One car at Phoenix Park in Dublin, setting a new lap record.

Third, after a tremendous season in Formula Ford including cleaning up the big British Oxygen Championship as well as that sponsored by the *Daily Express*, is Dulon driver Ian Taylor. The Berkshire man who has been around in Formula Ford for four seasons now got it all together this year and has been consistently the fastest in Formula Ford. The award should help him make the overdue move into Formula Three. The new commendation scheme which was started last year is continued and the winners are two of Taylor's closest rivals, Derek Lawrence who drives a Titan and Bob Arnott who has raced a Merlyn all year. Grovewood Securities, whose varied interests include ownership of the Brands Hatch, Mallory Park, Snetterton and Oulton Park circuits, are to commended for continuing this scheme.

Quiz Time

It has come round to Castrol Quiz time again and this popular competition, which keeps motor clubs entertained all winter, commenced its first rounds last month. The 1972/73 version has no fewer than 382 motor clubs competing in the twelve different areas. The area finals will take place in mid-February and the final will be in April. Expect to see Liverpool Motor Club (winners in 1969/70 and 1970/71) back in the last three again this year. Their resident wizard, Liverpool solicitor and part-time motoring journalist Ian Titchmarch, has come out of retirement following a year as an area chairman. The quizes provide good entertainment for spectators—more details from the Quiz press officer, Derek Hill, at Wolverhampton 31970 or 36140.

Pit Stops

● Wolverhampton driver Trevor Scarrett has won the extremely closely fought Monoposto Championship with his Brabham BT18. Scarrett is a sales manager with GKN's Eslok division and has been racing Monoposto for three years. He clinched the championship with a round to go but second, third and fourth places were still in the balance as we closed for press.

● Both Vic Elford and Alex Soler-Roig have announced their retirements from motor racing. Elford, a one-time top line rally driver who turned to racing with great success in sports cars and also looked promising in Formula One for a while, will continue in the sport in a managerial position. He has been appointed a European agent for March sports cars and is currently establishing a base in Dijon. Backed by the French fuel concern Antar and by Scuderia Filipinetti he will run a team of March-BMWs in 2-litre Championship events next year. Soler-Roig, who has raced Formula One and Two cars without much success but sports-cars with rather more in the last few years, has decided to give up racing and concentrate on running the clinic his father founded in Barcelona.—A.R.M.

UNITED STATES GRAND PRIX

Stewart Collects the Dollars

WATKINS GLEN, U.S.A., *October 8th.*

JACKIE STEWART completed the 1972 World Championship with one of the most convincing wins of his career. Driving the Derek Gardner-designed Tyrrell he was in a class of his own and led from start to finish in a tremendous demonstration of speed and skill. Just as in Canada two weeks earlier, no one could stay with him, but this time he led from the drop of the starting flag and was never headed. The trials and tribulations of the Mk. 2 Tyrrell are obviously over for François Cevert made it a great day for Team Tyrrell by finishing a convincing second in 006, and the team's "trainee" driver, Frenchman Patrick Depailler, toiled well for seventh place. The result did not go unrewarded. In total Ken Tyrrell picked up just a fraction under $100,000, which must constitute some kind of record for road racing.

In terms of numbers of cars the United States Grand Prix is always the biggest and the best in the World Championship. Since the organisers extended the track and completely modernised the pits and facilities last year they have had a track to live up to the big fields and big money—this year the prize fund available was at a record of $275,000. How is this done? For a start, the event is superbly promoted and attracts a far larger crowd than almost any European GP apart, perhaps, from the Nurburgring. Secondly the American race spectator will pay more to watch his motor racing and will probably stay longer, camping at the circuit so that he can take in practice as well.

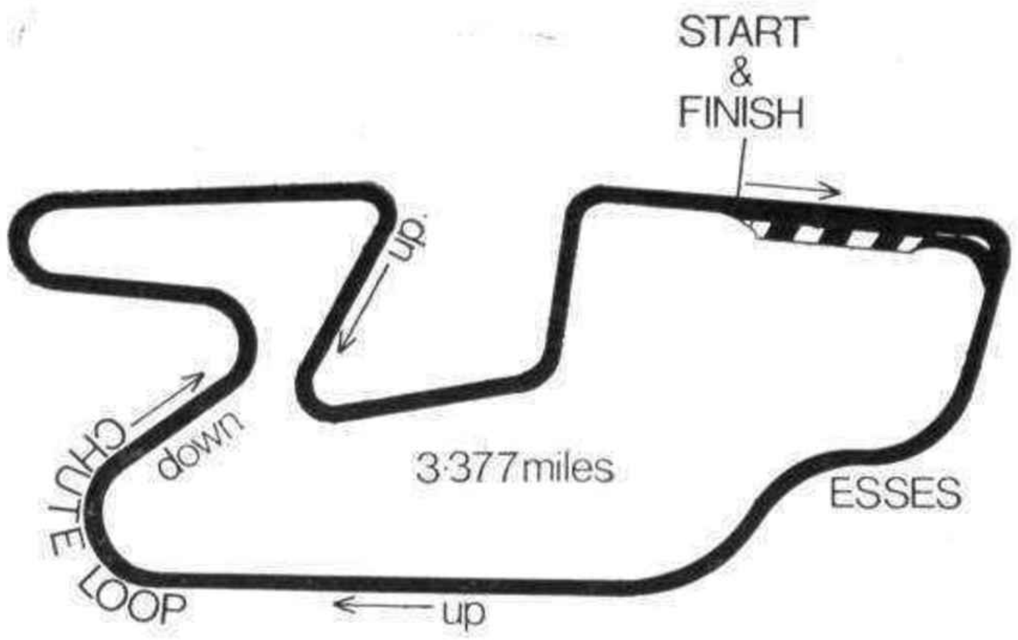
The Watkins Glen Corporation is a non-profit-making organisation so that, as well as giving money to local charities, they can also plough the profits back into the track. Motor racing could undoubtedly do with more such philanthropists. This year race director Malcolm Currie had hoped for 35 cars, although he only had 31 cars at the final count. Twenty-three of these were seeded entries and automatically received $6,000 starting fee, there were two additional amounts of $6,000 for the fastest two qualifiers excluding the nominated 23. The remaining runners had to race for the generous prize money. Most of the cars came direct from Mosport Park, the journey taking only a short time for, although there is a national border between Watkins Glen and Mosport Park, the distance is relatively short and everyone had plenty of time to bring their cars back up to scratch.

Practice for the race was scheduled in three sessions, one long four-hour stint on Friday plus sessions of 1½ and 2½ hours the following day. American weathermen seem to be far more accurate in the USA, the reasons for which meteorological friends would no doubt be able to explain, and they were predicting rain for Saturday. They were correct too, and both sessions were drastically affected, not only by a slippery surface in the morning session but by a thick mist which gradually blew away in the freezing winds. Many a member of the Grand Prix circus was heard to remark that they were glad they were sleeping in local motels and not camping out with the 25,000 enthusiasts. Thus Saturday's two sessions had no bearing on the grid at all, save for the fact that Schenken qualified the new Surtees on the back of the grid.

Perhaps in anticipation of the predicted bad weather, the teams mainly seemed to get down to business very soon. One exception was John Player Team Lotus, for Emerson Fittipaldi wasn't sure whether to race 72/7 or the older 72/5. Meanwhile Dave Walker had to wait around for the Brazilian to make up his mind. Once a decision was made and Walker was about to go out and attempt to find some of that confidence that brought him so much success in Formula Three in 1971 when Fittipaldi came in with a rear upright which was starting to fracture. So Walker again had to give the car up to Fittipaldi, and finally fitted eight laps in when 72/5 was repaired at the end of the session.

One fact was obvious from the first quarter of an hour and that was the superiority of Goodyear tyres over Firestone. That very morning the engineers from Firestone had been told that the decision to close down the European Racing operation had been reversed and so they tackled their tasks with renewed enthusiasm, if not bewilderment at company decisions. But in the interim period they had certainly lost out to their rivals and the Goodyear-equipped cars all had an appreciable margin.

By the end of the first hour this was plain to see, with the Nos. 1 and



2 drivers from both Team Tyrrell and McLaren Racing setting the pace and, for that matter, the No. 3s were not very far behind either, particularly Jody Scheckter who was handling the spare McLaren like a veteran.

When the four hours were over there were seven Goodyear runners in the first eight. Stewart had been fastest throughout the session except when he stopped for the mechanics to fit a different set of gear ratios. All timing at Watkins Glen is to one-thousandth of a second, which seems unduly complicated, and Stewart's best was given as 1 min. 40.481 sec., well under his last year's pole position time here of 1 min. 42.642 sec. But it was slower than the fastest Can-Am time of 1 min. 39.187 sec. set in practice in July by Peter Revson. Readers may remember that the nearby Corning University was consulted when the track was extended, and when various factors were fed into its computer it told us that a bogey lap times for Watkins Glen, assuming the driver was perfect and driving the machine on the limit everywhere, was 100 seconds. So Stewart was approaching "the perfect" although it should be remembered that since then the grip of the tyres has increased (the computer was given 1.6 G sideways force) and perhaps the latest Tyrrell's aerodynamics and engine are improved over last year although not a great deal.

Following his pole position at Canada, Peter Revson again made the front row, this time being just fractionally off Stewart's best with a 1 min. 40.527 sec. Interestingly this would have made him equal fastest on Brands Hatch-type watches but, as it happens, Stewart had recorded the time first so his pole position was fully justified. The McLaren team was looking strong once again, for Denny Hulme was third fastest just under half a second slower than his team-mate but, in turn, a similar amount in front of Tyrrell No. 2 François Cevert who loves his new 006. Right up near the front was Carlos Reutemann with his Brabham BT37 although once again the talented Argentinian was new to the circuit. He was fifth fastest and shared row two of the grid with Cevert.

Fastest of the Firestone runners was Clay Regazzoni although all three drivers were fairly close. Regazzoni lapped in 1 min. 41.951 sec. to share the third row with Chris Amon's temperamental Matra, which seemed to be working well, and South African Jody Scheckter. This was a remarkable performance for Scheckter's only previous experience in a Formula One car was one afternoon at Silverstone and some laps earlier in the week at Watkins Glen. He was taking the whole thing very much in his stride and it seems hard to believe that it is just two years ago since he had his first ever Formula Ford race.

So Scheckter found his mirrors on the starting grid full of World Champion Emerson Fittipaldi, whose Lotus was on Firestones of course and was almost two seconds slower than pole position. He shared the fourth row with Mario Andretti's Ferrari, the American "superstar" going well but overshadowed by fellow countryman Revson.

Not only did McLaren have their trainee No. 3 well placed but so did Team Tyrrell, for Patrick Depailler, having his second ever drive in Formula One (the first was at the French GP), was eleventh fastest overall in the older Tyrrell. He shared the fifth row of the grid with Jacky Ickx's Ferrari which had a few minor problems and yet another No. 3 driver coming to the fore, Emerson's older brother Wilson Fittipaldi, who seems to be getting the hang of Formula One very nicely now. The two special $6,000 awards of course went to Scheckter and Depailler.

All this must have been very depressing for some of the other experienced Grand Prix drivers taking part, particularly those on

Firestone tyres. On row six was Mike Hailwood's Surtees TS9B and Carlos Pace with the Williams March 711. Hailwood briefly tried the new TS14 but didn't seem to fit very well so decided to carry on with his own car while Surtees persevered with sorting out the new car. Through all this, Schenken sat on the pit wall and watched, because his regular TS9B had mysteriously been handed over to the American Sam Posey (runner-up in the US Formula 5000 series with a Surtees), leaving Schenken miserable and unemployed.

While Surtees fortunes have been higher, BRM's have rarely been lower. Last year at Watkins Glen the team entered five cars and finished all five. Of course, Howden Ganley, in particular, was competitive enough to pick up World Championship points. This was one of the reasons cited for the massive Marlboro team this year, and we seem to remember their joint Managing Director saying at the announcement press conference that he "saw no reason why we shouldn't run eight or nine cars in America". Well, in fact, there were only four and Ganley in a P160 (despite a wheel breakage which threw him into a fence) and Beltoise with a P180 shared row seven with Reine Wisell's Lotus, which was interesting as Wisell has been driving a BRM until recently. Apparently the BRM engines are simply not as powerful now as they were twelve months ago and the drivers have been told to use less revs. in an attempt to keep the V12s in one piece. Of the drivers, Gethin was particularly peeved as his car was on 11 cylinders in the Canadian GP and was still doing the same for most of practice. On one occasion he came into the pits and revved it loudly in front of Tim Parnell in an attempt to get the message home. Redman, who was driving for the team for the first time, commented the engine "wouldn't pull the skin off a rice pudding". There is a lot of work to be done at Bourne over the winter.

On row eight were de Adamich with his Italian-sponsored Surtees and Skip Barber's private March, this being a good effort by the American. Then came Beuttler, happier than ever before with his March, Pescarolo and Posey followed by the remainder of the grid. Peterson's lowly position was explained by the fact that his first engine blew within minutes of the start of practice and the second one, which was fitted in time for the end of the session, did likewise. This left March low on engines so a deal was done with Tyrrell to borrow the engine that had come out of Stewart's Canadian GP winning car.

As explained earlier, the Saturday's sessions did not help towards the grid. The morning period was effectively reduced to little more than half an hour and only 14 hardy souls ventured out. Peterson naturally wanted to make sure his third engine actually worked for more than ten minutes and proved this conclusively with fastest time of the session at 2 min. 05.288 sec., including a desperate display of opposite-lock motoring out on the course. Ickx was not far behind, while the only other two to better 2 min. 10 sec. were the Brabhams of Reutemann and Hill, the latter unable to explain his poor time from the previous day with any tangible reason.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday a.m.	Saturday p.m.
1	J. Stewart	Tyrrell 005-Cosworth V8	**1. 40.48**	—	1. 59.08
2	F. Cevert	Tyrrell 006-Cosworth V8	1. 41.45	—	2. 07.62
3	P. Depailler	Tyrrell 004-Cosworth V8	1. 42.52	—	2. 11.88
4	R. Peterson	March 721G/3-Cosworth V8	1. 46.14	**2. 05.29**	2. 00.09
5	N. Lauda	March 721G/4-Cosworth V8	1. 45.29	2. 11.89	2. 09.85
6	M. Beuttler	March 721G/1-Cosworth V8	1. 44.37	2. 26.27	2. 09.57
7	J. Ickx	Ferrari 312B2 No. 5—flat-12	1. 42.60	2. 06.69	2. 00.24
8	G. Regazzoni	Ferrari 312B2 No. 7—flat-12	1. 41.95	—	1. 55.88
9	M. Andretti	Ferrari 312B2 No. 6—flat-12	1. 42.48	—	1. 58.31
10	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 42.40	2. 24.86	1. 55.70
11	D. Walker	Lotus 72D/R7-Cosworth V8	1. 50.60	2. 22.11	2. 04.57
12	R. Wisell	Lotus 72D/R6-Cosworth V8	1. 43.54	2. 13.75	1. 58.59
14	P. Gethin	BRM P160C/01—V12	1. 46.60	2. 14.00	1. 57.51
15	B. Redman	BRM P180/01—V12	1. 44.93	—	1. 56.74
16	H. Ganley	BRM P140C/06—V12	1. 44.06	2. 16.24	2. 08.42
17	J-P. Beltoise	BRM P160/06—V12	1. 44.24	—	1. 55.81
18	C. Amon	Matra-Simca MC120D/07	1. 41.98	—	2. 53.32
19	D. Hulme	McLaren M19C/1-Cosworth V8	1. 41.08	—	2. 15.83
20	P. Revson	McLaren M19C/2-Cosworth V8	1. 40.53	—	1. 56.48
21	J. Scheckter	McLaren M19A/1-Cosworth V8	1. 42.06	—	2. 07.83
23	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 43.20	—	1. 57.58
24	T. Schenken	Surtees TS14/01-Cosworth V8	—	—	1. 57.67
25	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 44.28	2. 33.84	2. 00.03
26	H. Pescarolo	March 721/3-Cosworth V8	1. 44.43	—	2. 02.75
27	C. Pace	March 711/3-Cosworth V8	1. 43.32	—	**1. 55.37**
28	G. Hill	Brabham BT37/1-Cosworth V8	1. 46.31	2. 09.77	2. 06.25
29	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 41.69	2. 08.27	2. 05.18
30	W. Fittipaldi	Brabham BT74/1-Cosworth V8	1. 42.77	—	2. 04.18
31	D. Bell	Tecno T005—flat-12	1. 47.02	2. 18.41	1. 58.82
33	S. Barber	March 711/5-Cosworth V8	1. 44.28	—	2. 08.20
34	S. Posey	Surtees TS9B/006-Cosworth V8	1. 44.53	—	2. 00.70
11T	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	1. 42.90	—	—
24T	M. Hailwood	Surtees TS14/01-Cosworth V8	1. 48.03	—	—
24	J. Surtees	Surtees TS14/01-Cosworth V8	1. 45.23	2. 13.52	—

The fog cleared away for the afternoon session and the damp track started to dry out towards the end, making it as much as ten seconds faster. Fastest overall in the session was Carlos Pace's in Williams' older March, while Emerson Fittipaldi and Regazzoni were only slightly slower. Redman was remarkably well up the list compared with the previous day and Revson looked good again.

Towards the end of the session a few competitors started to try slicks instead of the grooved rain tyres. This was the undoing of Peterson who, after a pit stop to have a new rear slick fitted, promptly forgot about it and lost control at a slight kink and finished up with the March looking very sorry against the Armco. The left-hand side radiators had been wrapped neatly against the side of the monocoque, denting it, and the rear radius rod pick-up points, quite badly. The rear suspension was also knocked about and, on first appearance, one would have said the car was not immediately repairable. But Peterson's mechanics set about the task and, not only did they give the Swede a runner, but a car that was to enable him to give a superb display.

Starting with a slow trickle early in the week the crowd had been building up and by the end of practice it was estimated that there were more than 25,000 resident at the circuit, it looked like the scene of a pop festival. Many were in the comfort of mobile homes and caravans but the majority were in tents ranging from tiny ones, with hardly enough room for a sleeping bag, to those of near marquee proportions. Everyone seemed to be enjoying themselves without causing very much trouble but we would wager some had such sore heads after Saturday night that watching the race was agony! Schenken finally got a go in the TS14 and, although he wasn't within the 110% regulation, was allowed to start.

By Sunday morning the nasty weather had blown away and there was a beautiful crisp autumn morning. The Watkins Glen circuit is set in beautiful wooded country in the Finger Lake region and everything looked ready for a fitting *finale* to what has been, in the main, an excellent year of Grand Prix racing. So heavy was the traffic that the drivers and team managers, etc., came in twos and threes by helicopter from the hotel where they were staying.

Sad to relate, but by midday it was cold and overclouded once again, with a hint of rain in the leaden sky. A longer warm-up session was arranged so the time-table was put back 50 min., causing some National newsmen to panic. Everyone was able to practise for half an hour or so just an hour before the off. There were no supporting events although, prior to the practice, there had been some dancing (or were they prancing?) girls, and the drivers had been paraded in Chevrolet Corvettes of various ages. Some sat on the back waving to the crowd, others huddled inside not wanting to get cold and remaining almost as anonymous as they are in their all-enveloping helmets. Bad marks those men.

That final warm-up session all but put paid to the chances of Amon's Matra and Bell's Tecno, which didn't have much chance anyway. The Matra went on to 11 cylinders, which was thought to be caused by a worn or damaged cam lobe, and there was no time to change the engine. Amon, who must be used to such disappointments by now, elected to start on the back of the grid alongside Schenken. Bell's Tecno blew a head gasket and became little more than a starting-money special. It must be a new experience for Team Manager David Yorke, connected with so many successful combinations, to run a back-marker entry. But the hope is that Tecno will have learned from this year and will come back bigger and stronger in 1973.

Peterson's March appeared to be handling satisfactorily following its bump but there were still worried faces in the STP pit as the engine was playing up and not running smoothly, but this was fixed. At the end of the warming-up lap the cars assembled on the grid and first Ken Tyrrell, and then a mechanic, brushed the path in front of Stewart's car. This shows the absolute thoroughness of the team and, as the getaway path was off the usual line, it was very dusty because earlier in the morning, the crowd had been allowed to swarm over the track. There was a gap on the grid between Scheckter and Regazzoni where Amon should have been and he was alongside Schenken at the back.

When the flag fell Stewart made what he later described as one of his best ever starts and streaked into the lead. Behind there were all sorts of antics, partcularly at the first corner when a Ferrari came charging through under late braking and clashed with Reutemann, while Revson also got involved. By the time the field had completed a lap, the order was considerably different to that of the grid. Stewart was in the lead and had three clear seconds on Denny Hulme—and that was the nearest the rest ever got to him. Fittipaldi had also made

STARTING GRID

19 D. Hulme (*McLaren-Cosworth V8*) M19C/1 1 min. 41.08 sec.	20 P. Revson (*McLaren-Cosworth V8*) M19C/2 1 min. 40.53 sec.	J. Stewart (*Tyrrell-Cosworth V8*) 005 1 min. 40.48 sec.
29 C. Reutemann (*Brabham-Cosworth V8*) BT37/2 1 min. 41.69 sec.	2 F. Cevert (*Tyrrell-Cosworth V8*) 006 1 min. 41.45 sec.	
21 J. Scheckter (*McLaren-Cosworth V8*) M19A/1 1 min. 42.06 sec.	*	8 G. Regazzoni (*Ferrari flat-12*) 312B2 No. 7 1 min. 41.95 sec.
9 M. Andretti (*Ferrari flat-12*) 312B2 No. 6 1 min. 42.48 sec.	10 E. Fittipaldi (*Lotus-Cosworth V8*) 72D/R5 1 min. 42.40 sec.	
30 W. Fittipaldi (*Brabham-Cosworth V8*) BT34/1 1 min. 42.77 sec.	7 J. Ickx (*Ferrari flat-12*) 312B2 No. 5 1 min. 42.60 sec.	3 P. Depailler (*Tyrrell-Cosworth V8*) 004 1 min. 42.52 sec.
27 C. Pace (*March-Cosworth V8*) 711/3 1 min. 43.32 sec.	23 M. Hailwood (*Surtees-Cosworth V8*) TS9B/005 1 min. 43.20 sec.	
17 J-P. Beltoise (*BRM V12*) P180/02 1 min. 44.24 sec.	16 H. Ganley (*BRM V12*) P160C/06 1 min. 44.08 sec.	12 R. Wisell (*Lotus-Cosworth V8*) 72D/R6 1 min. 43.54 sec.
33 S. Barber (*March-Cosworth V8*) 711/5 1 min. 44.28 sec.	25 A. de Adamich (*Surteees-Cosworth V8*) TS9V/004 1 min. 44.28 sec.	
34 S. Posey (*Surtees-Cosworth V8*) TS9B/006 1 min. 44.53 sec.	26 H. Pescarolo (*March-Cosworth V8*) 721/3 1 min. 44.43 sec.	6 M. Beuttler (*March-Cosworth V8*) 721G/1 1 min. 44.37 sec.
5 N. Lauda (*March-Cosworth V8*) 721G/4 1 min. 45.29 sec.	15 B. Redman (*BRM V12*) P180/01 1 min. 44.93 sec.	
14 P. Gethin (*BRM V12*) P160C/01 1 min. 46.60 sec.	28 G. Hill (*Brabham-Cosworth V8*) BT37/1 1 min. 46.31 sec.	4 R. Peterson (*March-Cosworth V8*) 721G/3 1 min. 46.14 sec.
11 D. Walker (*Lotus-Cosworth V8*) 72D/R7 1 min. 50.60 sec.	31 D. Bell (*Tecno flat-12*) To/05 1 min. 47.02 sec.	
	18 C. Amon (*Matra-Simca V12*) MS120D/07 1 min. 41.98 sec.	24 T. Schenken (*Surtees-Cosworth V8*) TS14/01 1 min. 57.67 sec.

* Elected to start at rear of grid.

a good getaway and was in third place, followed by "rookie" Scheckter, then the three Ferraris in convoy with Ickx leading Regazzoni and Andretti. Reutemann was eighth with his nose cone looking crumpled. Cevert, Wilson Fittipaldi, Ganley, Hailwood, Pace, Beltoise, Barber, Revson (rushing down the pit road to have a nose wing straightened) followed in a blur of colour. Then came Peterson (already up to 17th place and obviously about to make up more), Pescarolo, Depailler, Wisell, de Adamich, Beuttler, Gethin, Lauda, Schenken, Posey, Redman, Walker and Hill completed the healthy runners, then there were Bell and Amon. Revson was out of the pits again before Stewart appeared for the second time but now with an incredible 5-sec. lead, while Scheckter had simply had the audacity to pass Fittipaldi. At the end of lap 2 Reutemann had stopped at the pits for a new nose cone and resumed a lap down, but after that the handling was never too good and he was just starting to pick off the back-markers when his engine blew up after just over 30 laps.

Fittipaldi continued in fourth place but had dropped back from Scheckter and almost into the clutches of the Ferrari trio. They soon had Cevert mixing it with them, the Frenchman soon finding out why his throttle was sticking and how to stop it. A piece of upholstery padding from the side of his monocoque had come un-press studded, slipped down into the cockpit and was tangling with the pedals. Many drivers would have stopped but the Frenchman is a charger and he was having to hook the throttle back. It all sounded rather dangerous but he had the hang of it and, by lap five, he was fifth and looked as if he would soon be challenging Scheckter. Meanwhile Fittipaldi had passed the pits at the start of the fifth lap at reduced pace and had to complete the lap slowly as a right rear tyre was going flat and chunking badly—a soft experimental compound had been chosen. The wheel was changed and he continued in last place completing nine more laps before he came in again with the same problem but this time it looked as if a wheel was damaged as well. He went out again but made a third and final pit stop three laps later. There was obviously something amiss with the rear suspension and the car was retired. Fittipaldi was the second retirement, Bell had already stopped, the Tecno boiling away all its water as expected. Lauda had made a couple of stops to have attention paid to the metering unit and was never in the running again and then Schenken brought the new Surtees in when a wishbone locating lug in the rear suspension broke.

That was on lap 23, and by then Stewart had increased his lead to a huge 21 secs, opening out almost a second a lap on Hulme who now had Cevert starting to close on him ominously. Scheckter had settled down to fourth place and was some 25 secs ahead of Ickx. Meanwhile Peterson was on top form and his charge through the field was one of the most exciting aspects of the race. He had just disposed of Andretti, whose Ferrari's handling had deteriorated, his decision of different compounds for each side proving the wrong one, and was now after Ickx. Regazzoni's Ferrari had lost considerable power as its exhaust system had started to fall apart and he was now in 11th position behind Wilson Fittipaldi and Hailwood who were having quite a battle. A superb effort by Revson had already moved up to thirteenth place and he was challenging Pace whose March was handling badly. The rest, including all the BRMs, were out of it, Ganley showing up better than the rest but then de Adamich tripped over him. The Surtees was out and the BRM made a pit stop for a flat tyre. He later stopped with engine problems, probably a slipped liner, and to complete the BRM sadness Beltoise had his throttle return springs break and then his distributor followed suit, Redman, who never looked the same man as he did when he drove the occasional McLaren earlier in the season, had his BRM throw a rod and Gethin's engine also did something fairly drastic inside.

Just on half distance Cevert managed to find a way round Hulme's McLaren so the order was now Tyrrell, Tyrrell, McLaren, McLaren with Peterson now fifth but with Ickx hanging on well and certainly not letting the Swede get away. A few laps later there was the odd spot of rain and then, on lap 40, a sudden two minute shower just on turn 1, a tight 90 degree right, which made it very slippery. Scheckter, who had just worked his way through the happy little group dicing for sixteenth place led by Beuttler, was the first to arrive and spun round and up onto the earth bank and was promptly followed by Beuttler and Hill who actually touched the McLaren which didn't want to fire up again. If the truth be known he was push started by the marshals and resumed having lost the best part of two laps in fifteenth place just behind Posey. A couple of laps later Wilson Fittipaldi retired when his engine blew up. He was lying sixth and still doing a great job of holding off Hailwood. Meanwhile Ickx had re-passed Peterson and Andretti's tyre problems seemed to be helped by the shower of rain and he started to lap much quicker.

All this time Stewart had just been opening out his lead and worked it up to 40 secs at one stage but, with Cevert his nearest rival, he was able to relax. Dave Walker retired from an uninspiring drive at the back of the field when his engine, which had been blowing out oil for a while, stopped altogether and Pace retired when his throttle linkage fell part and there were no spares to fix it.

Thus it was left to Stewart to complete the remaining laps although he didn't slow down too much as the sooner he got his hands on all those dollars the better. Cevert followed just over half a minute behind while Hulme was third for the third Grand Prix running. The fourth place battle wasn't decided until a couple of laps from the end. Ickx's Ferrari started to throw off an exhaust which dragged on the ground showering sparks for a lap. Probably more out of gamesmanship rather than anything else, Peterson pointed at this when he was almost alongside Ickx and finally beat the Ferrari to the line by a scant 0.4 sec.

Sixth man Andretti had been lapped, although he actually carried on to complete all 59. Tragically Revson, who had passed Andretti with nine laps to go and then a lap later took Hailwood, did not make the finish. Five laps from the end an ignition wire broke off behind the dashboard and the car would only run when the starter motor button was depressed. Hailwood didn't finish either. Three laps from the end he got involved with a spin Mike Beuttler was having and in which Lauda also participated. Both the Marches continued but Hailwood made for the pits with his rear suspension links snapped. Hailwood was all set for sixth place at the time and wasn't very happy about it.

Patrick Depailler finished an excellent seventh, steadily working his way up the field after a slow start which had left him 19th at the end

of lap 1. During the slowing down lap all three Tyrrells closed up and came to the pits to receive the accolades in formation. A nice touch. Regazzoni's almost exhaust systemless Ferrari was a sick sounding eight ahead of Scheckter. Reine Wisell's Lotus finished tenth, two laps down, losing fourth gear towards the end while Graham Hill led home Posey, Beuttler, Pescarolo, Amon (whose Matra ran roughly throughout but finished) and Barber who had hung onto de Adamich early on until his brakes start to fade away. Hailwood and Revson were classified 17th and 18th and Lauda was the remaining finisher with 49 laps to his credit.

Results :

THE UNITED STATES GRAND PRIX—Formula One—59 laps

320.65 kilometres—Cold and dry

1st	J. Stewart (Tyrrell 005)	1 hr. 41 min. 43.35 sec.—185.22 k.p.h.
2nd	F. Cevert (Tyrrell 006)	1 hr. 42 min. 22.78 sec.
3rd	D. Hulme (McLaren M19C/1)	1 hr. 42 min. 28.08 sec.
4th	R. Peterson (March 721G/3)	1 hr. 43 min. 07.87 sec.
5th	J. Ickx (Ferrari 312B2 No. 5)	1 hr. 43 min. 08.47 sec.
6th	M. Andretti (Ferrari 312B2 No. 6)	1 lap behind
7th	P. Depailler (Tyrrell 004)	1 lap behind
8th	G. Regazzoni (Ferrari 312B2 No. 7)	1 lap behind
9th	J. Scheckter (McLaren M19A/1)	1 lap behind
10th	R. Wisell (Lotus 72D/R6)	2 laps behind
11th	G. Hill (Brabham BT37/1)	2 laps behind
12th	S. Posey (Surtees TS9B/006)	2 laps behind
13th	M. Beuttler (March 721G/1)	2 laps behind
14th	H. Pescarolo (March 721/3)	2 laps behind
15th	C. Amon (Matra-Simca MS120D/07)	2 laps behind
16th	S. Barber (March 711/5)	2 laps behind
17th	M. Hailwood (Surtees TS9B/005)	3 laps behind*
18th	P. Revson (McLaren M19C/2)	5 laps behind*
19th	N. Lauda (March 721G/4)	10 laps behind

* Classified but not running at finish.

Fastest Lap : J. Stewart (Tyrrell 005) on lap 33, in 1 min. 41.644 sec.—192.49 k.p.h. *(new Formula One lap record).*

Retirements : D. Bell (Tecno To/05) on lap 9, overheating; F. Fittipaldi (Lotus 72D/R5) on lap 18, suspension; T. Schenken (Surtees TS14/01) on lap 23, suspension; A. de Adamich (Surtees TS9B/004) on lap 26, accident damage; C. Reutemann (Brabham BT37/2) on lap 32, engine; B. Redman (BRM P180/01) on lap 35, engine; J-P. Beltoise (BRM P180/02) on lap 41, ignition; W. Fittipaldi (Brabham BT34/1) on lap 44, engine; D. Walker (Lotus 72D/R7) on lap 45, engine; C. Pace (March 711/3) on lap 45, engine; P. Gethin (BRM P160C/01) on lap 48, engine P. Revson (McLaren M19C/2) on lap 55, ignition; M. Hailwood (Surtees TS9B/005) on lap 57, accident damage.

NOTES ON THE CARS AT WATKINS GLEN

THE 31 cars in the superb Kendall Tech Centre at Watkins Glen included all 30 that had been resident at Mosport Park plus the Surtees TS14. Since Monza some work had been done to improve the fuel system and the brakes, and although Surtees did most of practice in it and Hailwood tried it briefly, it was finally raced by Schenken who was making his last appearance for the team. All the T cars, at Mosport Park now had full time drivers. The 22 year old South African Jody Scheckter, who has raced the single McLaren F2 this year, was given his Formula One chance and joined the M19Cs of Hulme and Revson in the older but still competitive M19A a car he had briefly tested at Silverstone a couple of months earlier.

Tyrrell 004 was handed over to the French F2 driver Patrick Depailler whose previous Formula One experience was restricted to his home town Grand Prix at Clermont Ferrand. Mario Andretti took up the vacant seat in the spare Ferrari 312B2 No. 6 while Ickx and Regazzoni stayed with their Canadian cars. Hailwood was driving his usual TS9B which he had forsaken in Canada in an attempt to clinch the Formula Two Championship at Albi. In fact he wasn't successful but the following week at Hockenheim he made it certain. Meanwhile Schenken's TS9B was passed over to the American Formula 5000 driver Sam Posey who soon had his name and that of his sponsors Norris Industries, painted on the car although it was actually entered by Champcarr Inc. It ran on its regular Firestone tyres on Friday but switched to Goodyears for Saturday and the race.

Although BRM turned up with the same two P160s and P180s they had fielded in Canada, Brian Redman took over Bill Brack's paid place in the older P180 with a view to joining the team next season. The others remained as they were. Tony Southgate's successor Mike Pilbeam was in attendance for the first time.

The John Player-Team Lotus camp had drivers for all three of their Lotus 72s for the first time since they were painted black with gold. Emerson Fittipaldi had the choice of his two regular cars with Dave Walker, racing for the first time since the Austrian Grand Prix, and the last time for Lotus, had the cast-off while Wisell continued with the car he drove last year and which Walker drove this year up to and including Austria. Ron Tauranac was back with Frank Williams so presumably the "trial marriage" (see Canadian GP report) didn't work. Everyone else remained put in their regular cars and the only mechanical innovation could be found on Ronnie Peterson's car. A quick glance in the cockpit revealed two gear levers—one either side! The right hand one, with a knob on it with the word March set in, worked the gearbox. The intriguing lever on the left with a four speed gate embossed on it was for working the hydraulic rear roll bar adjuster. This device was first promised by March when Peterson's 721G first appeared at Clermont-Ferrand. It failed to appear at Brands Hatch because a mechanic had managed to break it in the workshop and hasn't been seen since until Watkins Glen. The idea is that by pumping the lever backwards and forwards Peterson operated a ram which altered the roll bar setting to accommodate for changing fuel load or other factors which might occur. This was the same sort of principle as the dirt Sprint cars we reviewed a few months ago when they altered their torsion bar settings, while USAC Eagles have also tried the device. Robin Herd was going to show us how it all worked and our photographer was going to be at the ready but then Peterson managed to damage it in his Saturday accident. It was not fitted for race day.

CALIFORNIAN TALES—continued from page 1231

largest record store in the known world", they claimed and we wouldn't dispute it. We came out staggering under the weight of our purchases—good job they accepted Barclaycards!

On Sunday we were off to Ontario Motor Speedway and the 2nd annual Champion Spark Plug Motorcycle Classic which had the largest ever prize fund offered in motorcycle racing. Ontario is easily reached, for it is alongside the San Bernadino Freeway (Interstate 10) 40 miles east of Los Angeles. Last year this 250-mile (two 125-mile heats) event was won in a photo finish by Britain's John Cooper. All the top American riders were competing, as well as several British entrants including the John Player Nortons of Peter Williams and Phil Read. In the first heat there was a tremendous ride up the field by the Canadian Yvon DuHamel who was on a works-backed Kawasaki of Team Hansen. However, DuHamel later collided with a slower rider, when lapping him, and the heat was won by Kel Carruthers on a Yamaha. But he struck trouble in the second heat and this and the event overall was won by DuHamel's team-mate, the cheerful Londoner Paul Smart who divides his time between European and US racing. Is was Smart's biggest victory of his career. Incidentally his bike had a Seeley frame, this firm now being part of Motor Racing Developments which are better known for Brabham racing cars. The best all British bike was the BSA of John Cooper, which finished fifth while the Player Nortons were very disappointing.

The 23,000 crowd looked completely minute in the huge Ontario stadium and the bikes also looked rather lost on the road course which uses part of the banking. Actually the same lay-out as utilised in the Questor Grand Prix was used. But the dismal jimmies who predicted that the vast Ontario stadium complex would be broke within twelve months have been proved wrong and the recent California 500 USAC race attracted 160,000 spectators.

We spent the evening with an ex-Team Lotus Grand Prix mechanic who now looks after Al Unser's Parnelli and rejoices in the name of "Joe 90". He finds California rather more attractive than Hethel and only seems to miss the English beer and Grand Prix racing. Indianapolis and USAC racing just isn't the same as far as he is concerned although the pay, hours, and working conditions more than outweigh the disadvantages. We finished off the evening in a club which featured music by a tremendous group called Beserk. With a bit of luck they could be superstars one day.

The final part of the Californian travels took us reluctantly back to San Francisco and this time we decided to take the quick route up Interstate 5. Our map showed the road to be incomplete but it proved to be finished for the whole distance. As related earlier, our attempts to put 100 m.p.h. into an hour were halted by the Highway Patrol and we took it steadier after that. By this time I was far more in tune with the Jensen which proved to be one of the most comfortable high speed luxury cars I have ever driven or travelled in. But I never did get the hang of the indirect feel of the steering and wasn't at all confident about throwing the car around. But, judging by the tyre wear on the front, the steering was out of track and the rear wheels were out of balance. Surprisingly, the engine with all its smog gear, didn't seem too happy over 125 m.p.h., which was probably a good job or I *would* have finished up in a jailhouse somewhere. We were sad to leave California and San Francisco behind as the TWA Boeing 747 speeded us to the completely different world of New York, and onwards to Watkins Glen.

A.R.M.

ROAD TEST

TOP FIAT

An Assessment of the £5,500 Type 130 Pininfarina Coupe, with overhead-camshaft V6 3.2-litre engine, automatic transmission, and all the luxury imaginable, allied to sufficient performance and tenacious road-holding.

FIAT OF TURIN is accepted as one of the World's most formidable producers of the nicer kind of automobile. Never mind the Global aspect. In this country alone, in the first six months of this year, Fiat disposed of 25,126 cars, the second largest importer after Volkswagen, who perhaps have some semi-commercial models which boost their total. Fiat's best-seller was still the 124, closely followed by the 128. Fiat have an all-embracing range which is to be envied, starting with the ubiquitous 500, which has sold some 4-million since its introduction in the summer of 1957 and which is about to be replaced by the new 126, which should make its *début* at the Turin Show and which, still with an air-cooled engine, will no doubt immediately become, like its predecessor, the small-car which everyone wants! Incidentally, the sharp eyes of Alfred Woolf detected an error in a recent obscure reference to the Fiat 600, the next-smallest model in the range, with water-cooled four-cylinder engine, for this Fiat was introduced rather more than two years *before*, not *after*, the highly successful 500; but this doesn't destroy my assumption that had Dr. Giacosa known how acceptable a foolproof air-cooled engine would be to the economy-car buying public, he might well have dispensed with water cooling for his older design. I am also informed that although the Fiat 600 is no longer manufactured in Turin, it has not faded away, being made by SEAT and Zastava, so it *is* still in production. However, only 40 were sold here in the last twelve month period for which statistics are available, against a total of 5,219 of the little beggars. It may or may not be true, as Alfred likes to dream, that the 600 is enjoying, as were October holiday-makers on British beaches, a kind of Indian summer. But as its sales from January to June were but one-seventh of those of the very exclusive and expensive Fiat 130 with which I am hereafter concerned, for all practical purposes the lovable 600 has gone from the British new-car scene.

* * *

Now let's look at the Fiat 130. It has been in existence for quite some time. I was met at Milan Airport in 1969 by a Type 130 saloon, which I subsequently drove in the heat of an Italian summer up the hills beyond Turin and I remember that it cruised comfortably at 180 k.p.h. but in the foothills a little more power would have been desirable for picking up speed out of the hairpins. This must have been agreed by the Fiat engineers, because since then two changes have been made to this top-model of the all-embracing Fiat range. In those days the engine was a 96 × 66-mm. (2,866 c.c.) V6 mated to a Borg-Warner Type 35 gearbox. By improving the breathing of the o.h.c. power unit and slightly increasing the c.r. power was increased by 20 b.h.p.(DIN), with peak revs. up to 5,800 r.p.m., or 200 more than wtih the original 140-b.h.p. power unit. Then, rather over a year ago, Fiat pushed the bore out to 102 mm., giving the present capacity of 3,235 c.c., and a very over-square engine, as the stroke remains at 66 mm. The gearbox was changed for a Borg-Warner Type 12, the facia was cleaned up, bigger tyres specified and the front MacPherson torsion-bar suspension somewhat stiffened up, while r.h.d. and a Pininfarina coupé body are now available.

It was in this form that the Type 130 was offered to me, a finely engineered, spacious yet compact, stylish motor car with coil-spring trailing-arm independent rear suspension and the V6 engine with a belt-driven camshaft over each alloy cylinder head, the vertical valves prodded directly by the cams, Hispano-Suiza fashion, except that Fiat uses ingenious shim adjustment of clearances instead of a screwed valve pad.

Except for the Isotta-Fraschini, Italy has seldom gone in for absolute top-bracket cars in the Rolls-Royce, Packard, Minerva, Hispano-Suiza idiom but there have always been available to her top citizens luxury versions of Fiat, Alfa Romeo and Lancia; it is in this category that the 130 falls today, a return by Fiat to the high-class quality-car market which the great Milanese manufacturer has neglected for some years, although from time to time Fiat has made such cars, from the great 6.8-litre V12 of 1922 onwards.

The Fiat 130 Pininfarina coupé is a very beautifully contrived car



indeed. Just consider it! The styling, with fluted waistline, is simple, clean-cut, classic. The interior is in the best possible taste, with upholstery of velvet cord, cut-pile carpeting, and a pleated headlining, ahead of which are recessed vizors. The driver's seat adjusts for reach, height and squab angle, the last-named having a knob for fine movements, a lever (at the inner side of the seat) for coarse settings or for dropping the squab to give access to the shaped back seats of this two-door car. There is a big movable arm-rest between the back seats but the 130 is virtually a four-seater car. Riding in this Fiat is more like being in a Victorian drawing-room than a West End club and I found the seat comfortable but as unresisting as a plush-covered sofa. There is every variant of ventilation and heating, including four cold/hot-air vents, a pair in the facia centre, two more at the back of the transmission console, and two others at the facia extremities, all of swivelling-type, controlled by left- and right-hand under-facia knobs. The body is naturally self-air-extracting, a knob on the left of the heater-control panel with its three horizontal quadrant-levers looks after the two-speed blower, and there is a recessed, knurled knob used for quickly de-misting the screen. The windows are lifted and dropped electrically, with the disadvantage that unless the ignition key is set correctly they don't function. The rocker switches for them are on a separate panel above the heater panel, bearing the "Fiat 130" label.

Above this again are the row of six press-down switches controlling, from l. to r., the wipers' speed, Sigla heated rear window, front courtesy light, town/highway control of the Fiamm horns, a spare switch, and erection and retraction of the radio aerial. Above these again are the symbols applicable to the switches. The central console carries the hand-throttle and choke quadrant levers and the T-handle control for the automatic transmission which selects accurately and easily, with a depressible section on the bridge-piece acting as a safety lock, the lever controlling "Hold-1", "Hold-2", "D", "N", "R", and "P" settings. The gear selector moves in a nylon-brush-protected gate. To the rear is a big lidded ashtray with inset lighter, and forward to the left the knob for location of the radio-speaker action. A rocker switch on the top of the steering column brings in side/headlamps and a tiny facia l .on the rheostat-varied panel lighting.

To the n/s of the driver is a lid for the shallow but long cubby-hole, in real wood, this being pulled open with a tiny leather tag. Below it is a more useful oddments' drop-tray, not fitted on the 130 saloon. Neither locks.

Although there is some wood-trim before the driver the instruments are very neatly set in black-hooded panelling. They comprise Veglia Borletti speedometer, with speed digits at 20 m.p.h. spacings, calibrated in k.p.h. as well as in m.p.h., with trip and total odometers, and the matching tachometer, with smaller Veglia dials for oil-pressure, (0-55-110 lb./sq. in.), oil temperature (blue-210 F), fuel-level (0-$\frac{1}{2}$-$\frac{4}{4}$ with warning-light), water-temperature (120-190-260 F) and state of the battery, each with its symbol window. The white needles of the speedometer and tachometer lie almost in the same plane when the car is doing 70 m.p.h. at 3,500 r.p.m., quite the old Bentley touch! And

when cruising on motorways the white needles of the small dials lie virtually upright, oil pressure at about 55 lb. (although at an alarming zero at idling revs.), water at 190°F, oil heat at 210°F. There are numerous warning lights, while the neat little Veglia electric clock is just to left of the instrument panel. The steering wheel is of sensible size, with a drilled cross-spoke and uncovered rim, the centre sounding the shrill horns. Three different-length stalk-levers control wipers/washers (the right-hand one), the turn-indicators (which have repeater lights), and lamps dipping/flashing. A plated lever releases the entire steering column if it is desired to adjust it for reach or rake, there is a rest for the driver's left foot, the front radio-speakers are incorporated with the "pulls" for the wide doors and the latter have neat plated interior handles-cum-locks, with flush-set external handles and key-holes. The steering wheel centre has a block-letters "FIAT" motif but the radiator grille carries the coin-type badge with the laurel leaves, as used on the aforesaid V12 luxury Fiat.

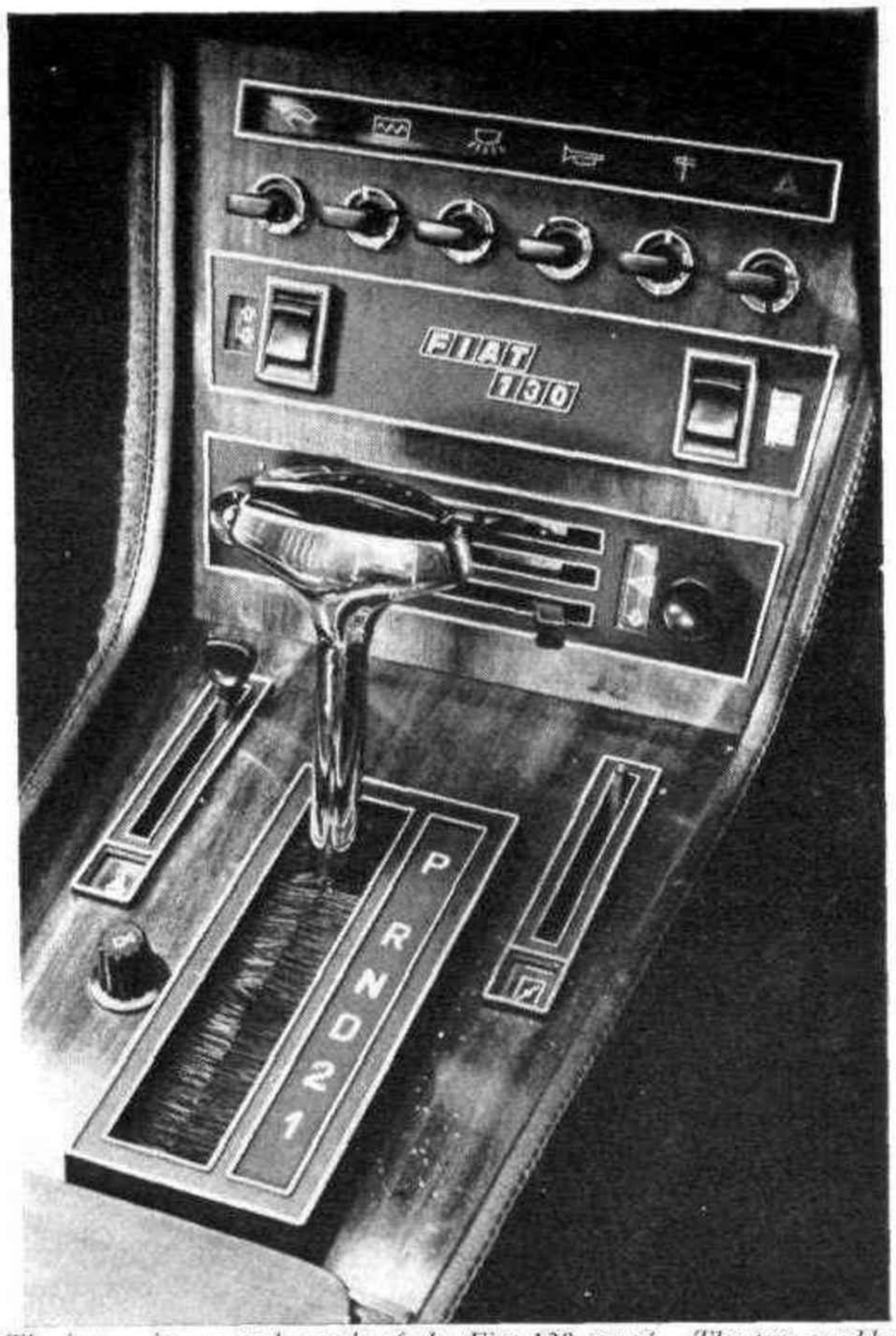
The whole aspect of the Fiat 130 coupé is that of the refined luxury car from any age but I must confess that I would have done better had I read the comprehensive manual before driving away. For instance, because I hadn't, I thought for some time that the screen wipers had packed up, because I mistook the two-speed facia switch for the main control (the latter gives full or an intermittant wipe), and then, thinking I was bringing in a heater fan to help demist the screen before I found out how the complex ventilatory arrangements functioned, I shot forward almost into a Herald ahead, having opened the hand-throttle, breaking off its plastic tip as I hurriedly closed it. This is no fault of the Fiat's for it is not a moron's shopping car. . . . The registration letters were LUV but for a moment I didn't luv it!

On the road it behaves in keeping with its expensive *décor*. The engine gives 165 DIN b.h.p., so there are faster and more accelerative cars of this class. But a Silver Shadow does not have to compete with sling-shots and for all practical purposes this 1,600 kg. (kerb weight) 115 m.p.h. Fiat behaves beautifully. The Borg-Warner gearbox jerks under stress but if left to itself or locked in "hold" there is smooth pick-up, and the light-throttle change-downs go through nicely. Kick-down can be held to peak revs, equal to about 53 and 80 m.p.h. Acceleration is adequate rather than sensational, and useful from the higher speed. It is not possible to kick into low gear if "Hold-2" is in use.

The suspension is on the firm side but absorbs almost all kinds of shock for maximum comfort, the use of enormous Pirelli Cinturato HS CN36 205/70VR 14 tubed radial-ply tyres means that it is almost impossible to get the car to breakaway in normal motoring, and roll when cornering is effectively controlled. It is difficult to suppress road noise with such chunky tyres but this had been very reasonably dealt with and wind noise is low. The engine is somewhat more audible than might be expected when accelerating, and there is the usual automatic transmission noise. It took a few moments to warm up or start from cold even using the choke.

The ZF worm-and-roller power steering is excellent, being firm instead of over-light, even slightly heavy, a good fault with this kind of steering, smooth and almost shock-free, but it could have been a little higher-geared, because as it is some 3¾-turns are needed from lock-to-lock without the benefit of anything unusual in turning circles. There is gentle castor return action. The brakes, which have ventilated discs all round, dual-line hydraulics, and Bonaldi vacuum-assistance, feel spongy under the foot but actually function very nicely with slight squeal under modest pressures. The right-hand brake lever is a curious affair, because it is badly placed if "on" when one wishes to slide from the driving-seat. Usually it isn't of course, as it falls to the floor unless its knob has been depressed, the car normally being restrained by the "P" setting of the gearbox. If, however, this stupid lever is left on, a noise like an egg-timer comes from it, causing driver irritation and any passing policeman to think you are making off in someone else's £5,500 motor car—as, indeed, I was. There are times when you want to run the engine in neutral on a gradient and have to use this brake if you leave the car, but isn't the warning light sufficient reminder?

Ground clearance presents no problems to the Fiat 130 owner, and he should get about 270 miles to a tankful of four-star fuel; the filler is of screw-type under a lockable flap. Petrol consumption came out at 17.0 m.p.g. in ordinary usage, but was considerably heavier when the car tried to emulate a Dino. Oil levels for engine and gearbox are checked with separate flexible dip-sticks (on opposite sides!), no lubricant being required when inspected after 450 miles. The easily-opened rear-hinged very light bonnet panel is self-propping, with a convenient lever-release on the o/s. Electronic ignition is available but the test-car had normal Marelli coil ignition. Perhaps a sign of



The impressive control panels of the Fiat 130 coupé. The two tumbler-buttons work the electric windows, the quadrants beside the gear selector, choke and hand-throttle.

the pending EEC, the battery was a Type 260 Exide Supreme, the safety-belts Britax inertia reel type. Carburation is by a single Weber 45DFC10, electrically fed. The wheels are the impressive Fiat Cromodora cast-alloy spoke type, with five uncovered fixing nuts. The various fillers are accessible, the heater is a Bonaldi and the head-lamps rectangular dual Carellos.

The plugs on the n/s bank of the engine are accessible, those on the o/s less so, especially no. 1 plug. The second of two small keys opens the very large boot, in which the spare wheel is angled on the n/s. The bumpers have long rubber tips but do not afford much protection for the front auxiliary lamps. There are twin exhaust tail-pipes, a front tow-hook, emergency handles for the electric windows, and amongst other discreet emblems the body proudly wears a Pininfarina crest.

In fact, it goes without saying that this Fiat 130 is splendidly appointed, even to two pull-out blinds for the back window, tinted glass and corner lamps in the back compartment. All the anticipated equipment and courtesy lights, etc. are naturally fitted and there are 16 fuses for the electrical system. The engine develops maximum power at 5,600 r.p.m. and the tachometer is yellow area-ed from 5,800 to 6,300 r.p.m., after which you are "in the red", although there is little point in using such high engine speeds. The test-car had a very neat Autovox MA754 Melody stereo-cum-radio, a laminated screen, and Thermosol safety-glass.

This Fiat 130 is a very excellent luxury car, beautifully engineered, with the taut "expensive" feel such cars used to have, although in view of what BMW, for instance, achieve in terms of performance from 2½-litres, it could do with still more power; Fiat's comment on that could well be that for the really press-on drivers they provide the Fiat Dinos! For comfortable, unostentatious fast motoring this top Fiat model is most certainly not to be denied but it is a very expensive car in this country, at £5,499.48. In the first six months of 1972, however, 108 Fiat 130s were sold here.—W.B.

RALLYING IN AFRICA

ALTHOUGH the AA of East Africa has announced with commendable, if rather obvious, diplomacy that the route of the 1973 East African Safari will pass through Kenya, Tanzania and Uganda, rally people who have experience of the event are not at all convinced that this will be the case. It has to be accepted that the organisers cannot take the risk of running the rally through areas of unrest. subjecting competitors, officials and followers to whatever perils there may be at the time. Two years ago an agreement was made between the three East African countries that the route would pass through all three territories provided the start/finish would be moved year by year between Nairobi, Dar-es-Salaam and Kampala, the Kenyan capital being used on alternate years and each of the other two every fourth year. On paper, a route will be planned to take in Kenya, Tanzania and Uganda, but whether that will emerge in practice remains very much to be seen. Needless to say, alternative routes and all their necessary documents are sure to be held in reserve.

Nairobi is on the route for the 1973 start, which gives the predominantly Kenya-based organisers an advantage inasmuch as they are subjected to less travel, they are on hand to organise the rather complicated start, finish and halfway arrangements and they are able to make route amendments without upsetting those arrangements.

We have always considered Nairobi to be the home of the Safari, and transporting the start/finish to either of the other capitals is a needless stretching of organisational resources. Furthermore, it creates unwarranted complications for competitors, particularly those from overseas who want to be based where communications and transport are at their best.

The three countries together have an alliance called the East African Community, and in theory there should be ease of travel, trade and communication between them. In practice it doesn't work that way at all, and crossing the border between one country and another is a formality infinitely more prolonged than crossing from a Western European country to another. The transport of spare parts to various service points along the route is by no means a simple job, and there have been cases of loaded vans being held up for whole days at border posts. Indeed, a team manager who runs his outfit efficiently in East Africa has really earned his salary by the time he is ready to leave for home.

The Safari is a sporting event, but it also happens to be the biggest and most publicised international occasion in East Africa. Although purists, ourselves included, may be offended by what appears to be unwarranted interference with the running of the event as a rally first and last, one cannot blame legislators for making use of the occasion for political purposes. Perhaps that is being too strong, but where three adjacent developing countries are attempting to strengthen the bonds between them it is natural that a sporting event which traverses all three should be put up as evidence that the bonds are firm and tight. Alas, recent happenings in East Africa indicate that the bonds are weaker than Safari visitors are led to believe, and perhaps it is now time that the rally organisers are given a free hand to run their event in the most efficient way possible with no governmental influence or pressures. It is a fine sporting occasion, and attempts by non-rallying people, no matter what their positions, to place their fingers in the pie should be resisted as vigorously as is dared. Continued influence by agencies outside the immediate circle of organisers could well bring about a decline in the event's popularity and its final extinction as an outstanding international competition and a fine test of man and machine. In truth, that would be a very sad day indeed for all concerned in East Africa.

As always, the next Safari takes place over the Easter weekend, usually on the fringe of the "long rains" so that it is always a matter of speculation whether the event will be dry and dusty or wet and muddy. The two conditions demand different skills; indeed, they favour different motor cars, and when the going is very sticky and punctuated by washaways and swollen rivers a small element of chance does enter into the proceedings. Next year the chances of a wet Safari are quite high for Easter falls about two-thirds of the way through April when heavy rains are almost certain.

* * *

The November issue of MOTOR SPORT is usually the one in which we give you some brief facts about the RAC Rally of Great Britain and tell you where you can obtain more detailed information. This year things have changed, for the rally takes place not in November but in December, a change made necessary by the possibility that a second London-Sydney Marathon would clash with the customary November date. When it became obvious that there would be no Marathon, it was too late to upset the international calendar by moving the RAC Rally back into November.

Last year violent snowstorms stretched the organisation of the rally to the limit, and at one point the whole thing was in danger of coming to a complete stop. The event is essentially a loose-road rally and no provision is made for snow—studded tyres are banned, for instance. This year snow is even more likely, so it remains to be seen whether there will be any difficulties as a result. As a safeguard, the route has been kept south of a line joining Glasgow and Edinburgh.

The event will be based in York, starting there during the morning of December 2 and finishing there during the evening of December 5—one day shorter than usual. The half-way stop on Sunday night will also be at York, and the two legs will form loops emanating from the City. More details concerning the route and the competitors will be given in next month's MOTOR SPORT.—G.P.

TAP RALLY

GENERAL CLASSIFICATION

1st	A. Warmbold/J. Davenport (BMW 2002 TI)	..	5 hr. 52 min. 03 sec.
2nd	B. Darniche/A. Mahe (Alpine-Renault)	..	5 hr. 59 min. 35 sec.
3rd	B. Waldegard/H. Thorszelius (Citroën SM)	..	6 hr. 10 min. 05 sec.
4th	T. Fall/M. Wood (Datsun 240Z) ..	..	6 hr. 11 min. 08 sec.
5th	A. Paganelli/D. Russo (Fiat 124 Spider)	..	6 hr. 26 min. 34 sec.
6th	G. Salvi/B. Gama (Porsche 911S) ..	..	7 hr. 14 min. 11 sec.

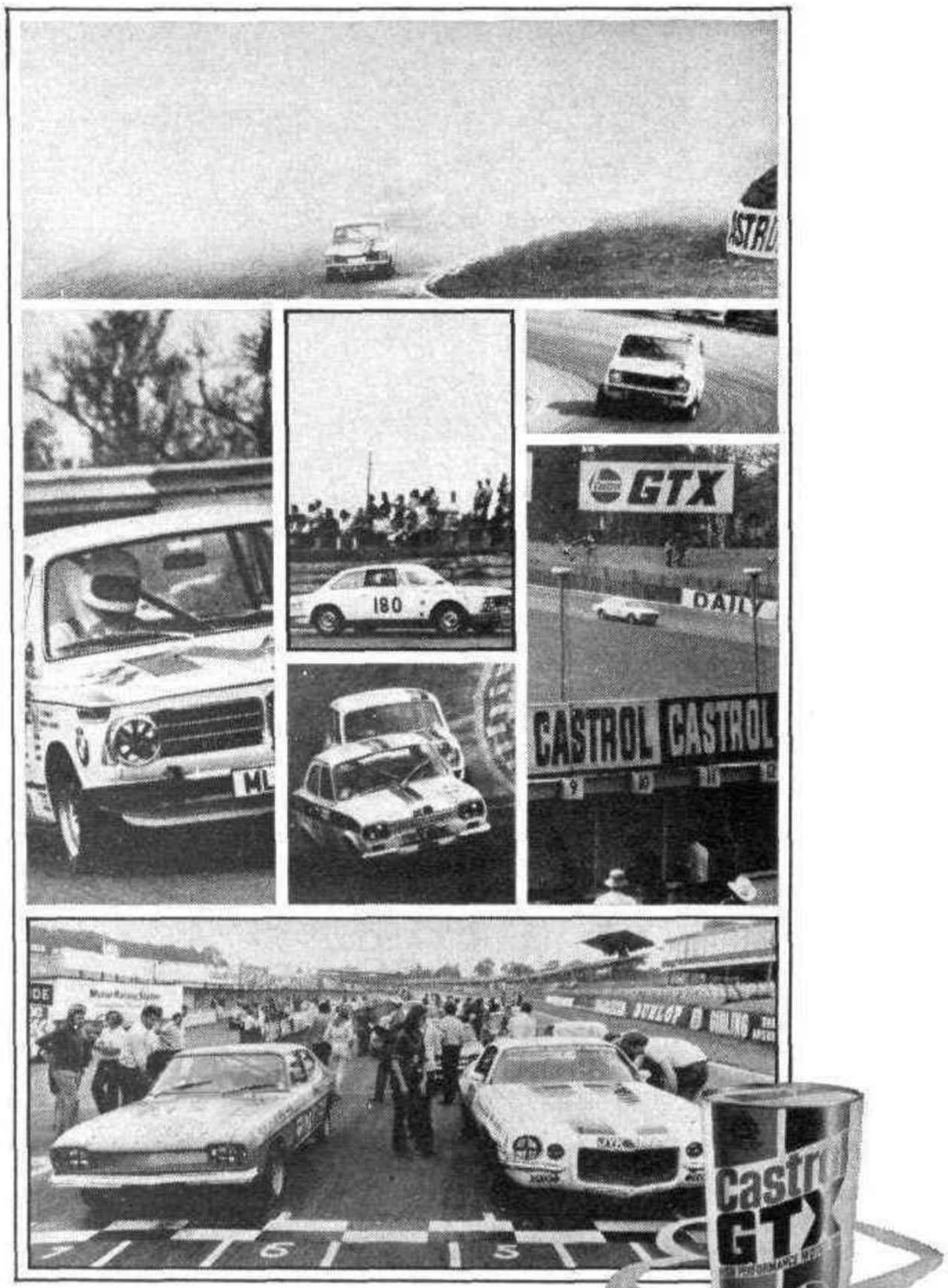
OF ALL the rally financiers in this world—and there are several who keep their chosen events alive by an annual subsidy exchange for publicity—the national airline of Portugal must come very close indeed to being the most generous. On second thoughts, the company contribution to the TAP Rally must top the poll, for in its six years as an International event its organisers have been given the financial power to attract a quality entry from all over Europe and even beyond. Factory teams have been given an incentive to take part, some of the attraction being the chance of creaming off a proportion of the publicity generated by TAP itself.

The rally has advanced rapidly in terms of International publicity, and is now knocking on the door of World Constructor Championship status for next year. The CSI had two observers in Portugal, although local opinion seemed to have jumped the gun rather, for the organisers were talking in terms of having been granted the status.

Although the event has an established style, it doesn't really fit into an established pattern. The rally is divided into a number of parts, including a concentration run from twelve starting points, and five competitive legs of varying lengths within Portugal. Between the stages, the road sections were extremely difficult and far more competitive than would be allowed in other countries in Europe Indeed, one wonders how long the Portuguese authorities will tolerate such a style of rallying which makes very little provision indeed for spectators and other traffic. At the moment, the organisers are able to run the rally with the competition partly on closed special stages and partly on open public roads, but it could well be opportune for the organisers to exercise a little restraint as far as the open sections are concerned; after all, it is far better to make one's own decisions than to wait for others to make them.

Throughout the first half of the rally, the French driver Jean-Pierre Nicolas was leading in his works Alpine; indeed, he held the lead until well into the second half when a broken gearbox stopped the car. Pushing him throughout had been Germany's Achim Warmbold in a works BMW 2002 TI, and when the Alpine was no longer in the lead Warmbold went on to a thoroughly deserved victory, his first—and the first for BMW—in an event of Championship stature. Making quite an impression was the 16-valve Dolomite driven by Brian Culcheth, but broken rear axle tie rods put the car out of the rally well after three-quarter distance.

Included in the rally as one of the special stages was a seven-lap race (totalling 15 km.) around the newly constructed Estoril Autodrome. This took place in 20-car heats, in the dark and in a torrential downpour which flooded the track and sent rivulets running across in all directions. Drivers were a bit edgy about tackling the test, but there was not a single suggestion that it should be stopped, and what transpired was the hairiest piece of racing that anyone there had seen for years. There were some pretty pointed comments afterwards about what the reaction of the GPDA would have been!—G.P.



What's a nice car like yours doing in a race like this?

One of the things we've tried to do at Castrol is help all you people who want to go racing, to go racing. Unfortunately, we couldn't give everyone a special car just to go racing in.

So we did the next best thing.

We gave everyone a special race to put ordinary cars in.

Called the Castrol Group 1 Production Saloon Championship, it's just about the only place you'll see bog-standard saloons having a go at each other. Apart from the North Circular Road, that is.

The only permitted tweaks are safety things, like roll bars and racing rubber. Otherwise they've got to be as shown in the glossy brochures. Almost the only way a driver can be different is by choosing a different oil from the next bloke.

So what do they do?

Most of them go and choose Castrol. Roger Bell for his BMWs, for example. Stan Clark and John Handley for their 2000 GTV Alfas. Or back down the grid, there's Jeremy Walton's Escort, John Rhodes' Opel Ascona and Andy Slaughter's Imp.

Of course, no-one *has* to use Castrol.

All we did was point out that they'd be wise to use the best.

Or things could get broken.

Next time you see a car like yours, in a race like ours, it's something worth remembering.

Put heart in your car with Castrol GTX.

Castrol Britain's biggest selling motor oil.

RALLYCROSSING A 4WD DAF



POWER ON.—The central-seat Camel-DAF looks hairy but the ride and handling are quite re-assuring.

IT SEEMS that there are only two branches of our sport that offer a good chance of winning with 4WD, namely hillclimbing and rallycross. After the failure of such systems to provide a competitive edge in Formula One, the principle of having four driven wheels seems to have fallen by the wayside in single-seater racing in favour of ever more sophisticated tyre and aerodynamic aids. Perhaps it is not fair to completely dismiss the idea though, for there was that wet 1971 Zandvoort when David Walker picked off many of the conventional cars in the Lotus 56 turbine 4WD, before succumbing to the safety fencing. Also there is the thought that 4WD might yet gain the chance to prove itself if the Firestone withdrawal proves permanent and Goodyear cannot cope with demand, *and* Dunlop do not return.

Whereas 4WD hasn't proved the ultimate answer in hillclimbing, for there are still plenty of 2WD exponents like Sir Nicholas Williamson capable of winning the Shell RAC Championship, 4WD cars from Ford, British Leyland and DAF have all been winners in rallycross, leaving conventional cars far behind in the process. On the hills Williamson has taken advantage of a nimble March 722 and 2-litres of alloy block Ford BDA power (engineered by Brian Hart at Harlow) to put devices like David Hepworth's 5.0-litre Chevrolet 4WD behind him.

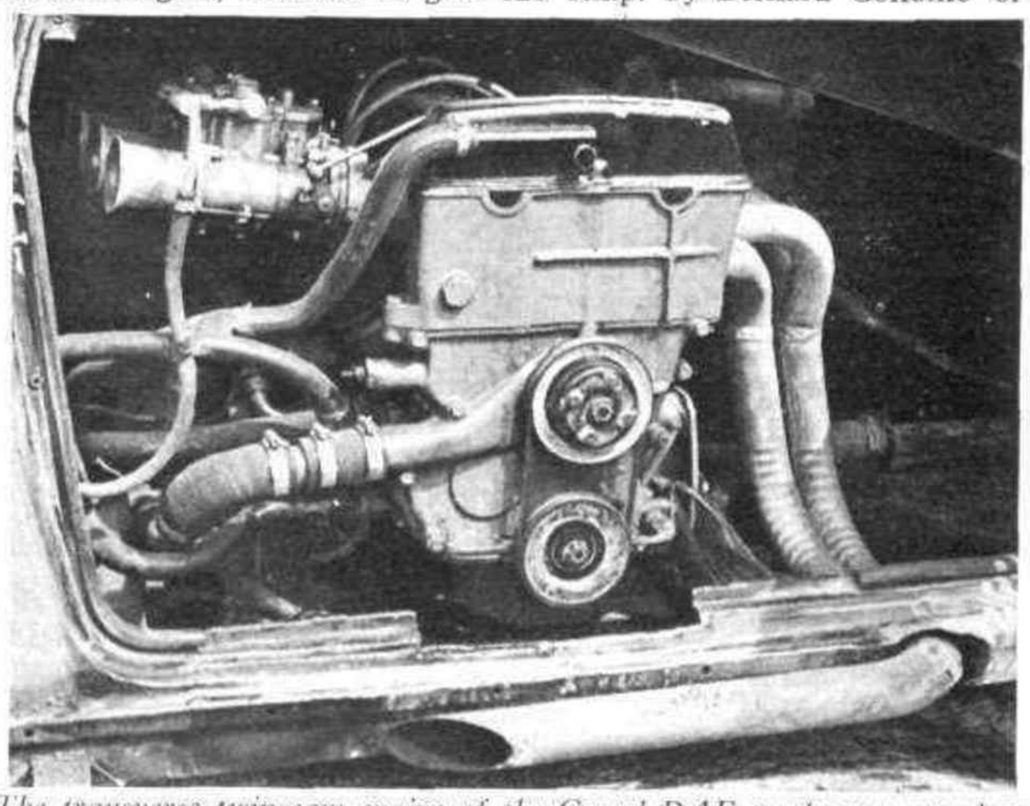
British Leyland were in at the beginning of the 4WD fashion in rallycross, during the 1968/9 season, when Brian Culcheth appeared at Lydden Hill in a Triumph 1300 and pulverised everybody in the snow. That racing Spitfire engined Triumph had been lurking at the factory for some time even then, its first public appearances put in at the BBC televised Autopoints of the mid 60s. The front end of the 1300 was very much as the maker intended, but to take the drive to the rear end this engineering feasibility project made great use of Triumph 2000 parts, including that model's gearbox, rear suspension and final drive. Utilising twin Weber 45 DCOE carburetters Triumph reckoned to have 105 b.h.p. from the 1,296 c.c. sports car engine. At the same time —coinciding neatly with the introduction just as they had done with the Escort—Ford were winning in the frozen North with a Capri. Boreham had inveigled 160 b.h.p. from a V6 power unit hitched up to the Ferguson 4WD system that the police have been assessing for some time on Ford products. The Ford and the Triumph never met, Ford running in front of ITV cameras at Croft, near Darlington, whilst the Triumph stayed in Kent for BBC's rallycross series in association with WD & HO Wills.

For the 1970/71 rallycross series Ford really thought big. By the end of the season they had three 4WD Capris, all with over 200 b.h.p. to push through the Ferguson system, backed by a works Escort, just in case things didn't work out well. In fact, at Cadwell Park in Lincolnshire things did work out well and the Capris walked their way to unopposed 1-2-3 victory in a Castrol-backed Championship. The winning Capris were driven by Roger Clark (the most powerful at 236 b.h.p. with Lucas "Can-Am" fuel injection stacks), his brother Stan, and Rod Chapman. However at Lydden the same team and drivers found a 5 second penalty start to overcome and British Leyland privateer Hugh Wheldon took his conventional Mini 1,293 c.c. Cooper S to his second BBC/Wills title victory. In the last round of that series a 4WD factory Mini 1,293 S also appeared for the first time and gave the big Capris a whipping, but with the withdrawal of the BBC from Lydden, and the absence of works Ford effort in 1971/72, BL were saved the expense of building up a team of such efficient devices.

Meanwhile, in the opening months of 1971, the DAF competition department personnel from Eindhoven had already been involved in British rallycross for several months, using Renault engines in the Variomatic transmission 55 coupés. The results with former motorcycle scramble champion Jan de Rooy driving were excellent in the works filled fields of those days. Excellent that is by the standards of a front engine rear wheel drive 1300, a place just inside the top ten being the best they could attain. Returning to Holland after a December rallycross weekend, DAF's chief transmission engineer Wim Hendreks and de Rooy started talking about the performance of the 4WD Capris. Naturally their thoughts then progressed to "why not a 4WD DAF?"

Less than three weeks later the cigarette packet scribblings were incorporated in one of the existing conventional cars, converted for its new role at the de Rooy's haulage business in Eindhoven . . . I say de Rooys because Jan's brother Harry became ever more heavily involved in his brother's sporting interests, driving regularly in a second works-backed car to this day. That car, which I was lucky enough to go and see as soon as construction had been finished because DAF have a very helpful public relations officer in John Springate, was the same basic bodyshell and running gear as I was able to try at Lydden on Bank Holiday Monday, 1972, by which time it had competed in innumerable British and continental rallycrosses during its two-year life.

Although, from the bump in the roof for the driver's head down to its Michelin racing tyres, the DAF hybrid looked much the same, there have been important changes since that first prototype. The original Renault engine, modified to give 128 b.h.p. by Bernard Collomb of



The transverse twin-cam engine of the Camel-DAF produces more than 170 b.h.p. after modification by BRM.

Nice, was replaced in 1971 by a Lotus Ford Twin Cam. This engine was also tuned, in this case by BRM to Phase 4 specification, and raced by John Gillmeister before it was sold, via Ford backed fellow rallycrosser John Taylor, to DAF. In its new home the Twin Cam, which is mounted transversely where the front seat would normally be and drives to a Variomatic also arranged transversely in the front seat area, has performed very reliably. Peak power is estimated at 175 b.h.p., this peak reached at the 7,500 r.p.m. which the Variomatic tends to hold the engine at under full throttle conditions. Currently the DAFs, run as the Camel-DAF racing team and decorated in that cigarette company's bright yellow, consist of three cars for Jan and Harry de Rooy to choose from. The latest pair of cars have front mounted Ford BDA 16-valve power units modified by David Wood Engineering in Mildenhall, Suffolk, to give around 200 b.h.p. The later cars are heavier than the "bump roof" original but they still have the Variomatic mounted in the passenger area and are easily switched from 4WD to 2WD wherever organiser's penalties are severe for 4WD.

The Variomatic has no reduction gears on the original DAF 4WD, transmitting power via standard secondary pulleys to separate propshafts running fore and aft to BMW 2002 differentials with limited slip control. Front driveshafts, Macpherson struts, hubs were from a Taunus 12M while the all disc braking came from a Renault Gordini. The rear suspension is based on that used by the company's prototype rallying 555 coupé, a De Dion axle sprung by leaves; both front and rear suspension are restrained by anti-roll bars. Minilite wheels normally wear dry weather racing tyres, but for our non-competitive runs heavily grooved wet weather Michelins of 13 inch diameter rested on the 7 inch rims.

Fred Hagendoorn, the bespectacled former assistant to Rob Koch, is in his mid twenties and now manages DAF's competition activities as Koch has returned to the sales department. As usual he was on hand to see his cars run and to keep an eye on the back-up car whilst I and another scribe had fun in it.

Once installed another obvious individual trait of the car is apparent: the steering wheel is in the middle and one has to straddle the old propshaft tunnel to operate the brake, with a throttle on the righthand side, that's to say on the engine side—we're sitting above the transmission! To connect the steering column up to the standard rack and pinion the constructors took the easy way out—a chain, though one would never know from the steering action, which betrays no sign of this unorthodox link.

The car was fairly hot from a previous thrashing so I was advised to do no more than 5 laps—the car would normally cover only three in competition, so I had to keep a close eye on the water and oil temperatures. Gauges are also provided for engine r.p.m., ammeter, oil pressure and fuel contents, but I found that I needed to slow up on straights to read any of them, underlying (together with just a stop and go pedal) that in this form of competition you just get on with it and leave the engineers to read the dials before and after!

The getaway from a standing start was certainly very different to anything I've experienced before: just a feeling that one was encased within a catapult which had just been released. Once the throttle is depressed the engine note just goes up slightly with hills and whilst combating loose surfaces. For my trial the normal Lydden summer rallycross course was used, in a very dry and dusty state. The speed at which the car could enter the notorious chalk section was quite astounding, this smooth loose surface allowing one to set the car up just on the throttle. The flat out ride—across the bumpy meadow was encompassed in limousine comfort and choking clouds of dust, which promptly caught one at the Devil's Elbow hairpin, just after the tarmac track was encountered.

After the ease of control on grass and cinders, it was a rude shock to fight the heavy steering on the tarmac sections. If this problem was magnified in F1 cars with their "dolly" steering wheels and super wide rubberwear, I can quite see why McLaren, Matra and Lotus gave the idea up. Definitely a Tarzan task.

At Lydden there is another sharp righthander at the top of the hill, then a dreadful plunge onto comparatively smooth track into what used to be called the Cinders; nowadays this section is much smoother and seems predominantly covered in chalk as well. The right-hand hairpin calls for a lot of braking and understeer lock on the way in, but a quick flick out to the grassy kerb seems to set the car up straight for the downhill run. Whereas the car has probably been under 70 m.p.h. to this point, down that hill it seems to get up to 90 and the cinders/chalk righthander looms forbiddingly. With brakes and some power applied simultaneously the yellow DAF rockets onto the rough with joy. Even full throttle only produces mild tail out at my pace, and the left and right flick to complete a lap on the rough merely reinforce my new enthusiasm for 4WD.

By the time I take the car back to make way for the proper racers the way to 4WD round corners in comfort has become clear—apply dabs of power to lighten the steering. Naturally that is no advice for a competition driver and that may be why Roger Clark so obviously disliked the Capri 4WD, for any such layout can give you understeer when a rallyman's natural inclination is toward sticking the tail out as far as possible without revolving.

While Haggendoorn was timing practice for the rallycross I saw the advantages that 4WD can give, even on a dry day. The two works cars, identical save one had 4WD engaged whilst the other did not, were nearly 3 seconds apart with the 4WD ahead and the two brothers are reputed to be within tenths of a second of each other in terms of potential times. In fact my own time was reputedly faster than the 2WD competitors, but that was *not* official! In the afternoon's sport the 4WD went on proving the point with 2.6s quicker than the winner, Taylor in his immaculate Escort RS1600. Taylor still won of course because of the 5 second penalty (a fair and reasonable equaliser I think when you think how much the 4WD system costs) but I think the DAFs score a technical moral victory for efficiency, plus some useful Variomatic development work.—J.W.

ASIDES ABOUT VALVE GEAR

IN HIS excellent just-published book about MG cars, reviewed elsewhere, Wilson McComb says, quite rightly, that when the M-type MG Midget was conceived, Cecil Kimber had a ready-made overhead camshaft engine for it, in the guise of that designed for a still-born Wolseley Eight in 1927 and used in detuned form for the new Morris Minor. This engine, says McComb, was derived from the post-WW1 Wolseley Ten *via* the war-time W4A Hispano-Suiza aero-engine, which Wolseley had built under licence during the war.

This is, of course, broadly true and there is no doubt that in building these vee-eight aero-engines the Wolseley Company became familiar with the problems of designing and making o.h.c. engines. But, as I have pointed out previously in a special article on single-overhead-camshaft engines and also in the history of the Brooklands' racing Wolseleys which appeared in MOTOR SPORT during 1968, there were differences between the Wolseley Viper aero-engine and the o.h.c. Wolseley car engines, some of which had chain-drive as well as vertical-shaft drive for the camshaft, and all of which in pre-WW2 form had rockers of one sort or another interposed between camshaft and valves. Incidentally, on some of these engines tappet adjustment was effected by means of rotating eccentric bushes within the rockers.

When MG brought out the 18/80 six-cylinder model it was said that Cecil Kimber had again used a conveniently-available Wolseley o.h.c. power unit, but McComb makes it clear that what Kimber actually based the 18/80 MG engine on was an o.h.c. Pendrell-designed JA-type Morris engine which was used in 1927 in the Morris Light Six and subsequently in the Morris Six and Morris Isis cars. This engine also had rockers, not the Hispano-Suiza direct-onto-the-valves actuation, and the camshaft was chain-driven.

What I find interesting is that Wolseley, who might have been expected to be the first to crib the brilliantly simple Marc Birkigt Hispano-Suiza layout, did not do so until the advent of the post-WW2 4/50 and 6/80 Wolseley engines, which followed it closely, even to retaining the vertical-shaft-drive for the camshaft. So the query arises, why did it take more than 30 years for someone at Wolseley's to appreciate the merits of the Birkigt design (I will not argue here whether it was more suitable for aero-engine or car-engine application) and who was that person? After all, other people had copied the Birkigt valve gear so far as the rocker-less direct-action was concerned, notably, as we are reminded on page 1254, the Stutz designer in America, and it is seen today on Vauxhall Victor, Rover 2000, Triumph Dolomite, Austin Maxi, Fiat 128, Hillman Imp, etc.

Another aside is whether, in fact, the 1920 Wolseley Ten was inspired by the Viper, or that it just happened that its designer favoured an o.h.c. engine, for others of the smaller car engines, such as the Dawson and Bugatti were using an overhead camshaft at the time, as did the Singer Junior some years later.—W.B.

RUMBLINGS

■ **CRYSTAL PALACE.**—A very successful, but rather sad, race meeting was held on the Crystal Palace circuit by the Aston Martin Owners Club on September 23rd, for it was the last meeting to be held on the London circuit. The Greater London Council, for reasons best known to themselves, have decided that London no longer needs a motor racing circuit in S.E.19 and the Crystal Palace racing circuit is to be closed, to make room for other sporting amenities more suited to the tastes of the people of South London.

The AMOC meeting contained races for Vintage and Historic cars, GT cars and rounds in the popular JCB Championships for Historic racing cars. The last race of the meeting, and thus the last race to be run on the Crystal Palace circuit (unless a miracle brings about a reprieve) was a 10 lap scratch race for Historic Sports Cars, and it was won by Gerry Marshall driving a Lister-Jaguar, so he can now go down in history.



George Abecassis



Raymond Mays

During the meeting a parade of well-known drivers who have raced at the Crystal Palace in the past, was held, and it contained names like Raymond Mays and Kenneth Evans, who raced at the circuit in its early days through drivers like Salvadori, Ireland and Moss, to drivers of quite recent times. It was a well-supported occasion and a good meeting, but a sad one. The Crystal Palace road-racing circuit opened in 1937 and many interesting meetings were held until the war came. It then re-opened after the war in 1953 and was in continual use until this final meeting, the interesting twisty bit in the middle of the circuit being eliminated in the post-war scene, in order to raise lap speeds from the rather lowly 60 m.p.h. to around the 80 m.p.h. mark and subsequently to over 100 m.p.h., the record now standing for all time to Hailwood with a Formula Two Surtees at 103.39 m.p.h., a mere 48.4 seconds.



Innes Ireland



Stirling Moss

The irony of the whole business would seem to be that the Greater London Council have taken away a popular London activity without offering any compensation or replacement. The London Grand Prix round Hyde Park would be a nice gesture, and a successful combatant to the Birmingham Grand Prix.

If anyone is thinking of writing the complete history of the Crystal Palace road-racing circuit, let us hope they do a more accurate job than the AMOC did with the souvenir programme of the final meeting.

■ **ACCURATE SPEED.**—A lot of performance figures for high speed cars are taken for granted, without enquiring into the methods used for ascertaining the figures. When you hear that a timed speed of 137 m.p.h. was done on a French Autoroute between kilometre posts by a passenger working a hand-operated stop-watch, the creditability of some performance figures becomes rather doubtful. This sort of thing may be alright for a bit of popular journalism, but it would not do for International Records, for there the distance has to be certified by surveyors to an accuracy of 1 in 10,000, the measured distance and run in permits a rise or fall of 15 ft. in 2 miles, and the timing clocks and beam apparatus have to be checked by the National Physical Laboratory at Teddington within a few days of the event. All this was done recently on the runway at Fairford, in Gloucestershire, where the Concorde 002 does its test flying; not to check the aircraft's performance, but in order that members of the National Sprint Association could attack National and World motorcycle records. While assisting with the organisation of this event we were able to take a V12 engined Jaguar XJ12 saloon through the measured quarter of a mile at 127 m.p.h. Starting from rest at the end of the runway we let the automatic transmission accelerate the car for the seven-eighths of a mile run in to the measured distance, and went in to the ¼-mile indicating 125 m.p.h. and out the other end indicating 135 m.p.h. (average by the time clock was 127 m.p.h.) and after 1½ miles the instruments were reading 140 m.p.h. and 6,000 r.p.m. in direct drive. The end of the runway approaching called for some heavy braking at that point.

For a 5-seater family saloon this was no mean performance under the conditions prevailing, but the motorcycle record breakers put things into perspective when the fast ones used the same course. F. Cooper on a machine built by himself and powered by two Triumph 650 c.c. twin cylinder engines, coupled together and supercharged, using nitro-methane laced fuel, with the same run in to the measured quarter-mile, achieved 193 m.p.h. in one direction and a two-way mean of 189.87 m.p.h. With the timing beams set up at the kilometre distance astride the centre of the 2 mile runway, N. Hyde on a supercharged 3-cylinder Triumph of 836 c.c. with a sidecar attached, achieved a two-way average of 161.8 m.p.h. to take the World Record. On the standing start kilometre, again on a two-way attempt, J. Hobbs on a double-engined special motorcycle using two 500 c.c. Triumph engines supercharged, took the World Record at 18.605 seconds, an average of 120.23 m.p.h. All told 61 records were broken at this meeting by motorcycles from 50 c.c. to 1,300 c.c. and by riders from 16 years of age to 47 years of age. At this annual Records Weekend there are no "ifs and buts" and no second chance, your record must be made by two consecutive runs under strict supervision and under carefully controlled conditions and the result has to beat the previous record by more than one per cent.

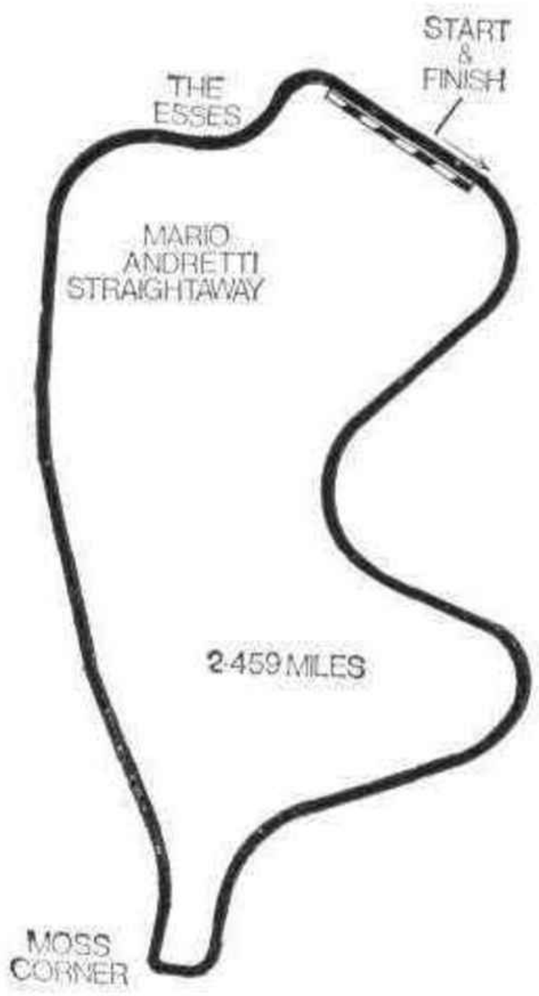
■ **PORSCHE AND "BABS".**—It was a happy idea on the part of the Porsche Club of Great Britain to have as part of their week-end rally to Wales a talk by Owen Wyn-Owen about the late Parry Thomas' resuscitated "Babs" and a visit afterwards to Capel Curig to see the progress Wyn-Owen has made since he dug the ancient giant out of Pendine sands three years ago. The Abernant Lake Hotel at Llanwrtyd Wells had a most impressive car park full of immaculate Porsches of all kinds and the entrance to the hotel even had an illuminated Porsche emblem for the occasion. Within most of the well-known British Porsche protagonists were present and there was on display Betty Haig's very smart 1951 Porsche 356 which had been trailered there for the occasion. How compact and sleek it looked compared with the later models lined up outside! One believes that another of these Porsches is still in regular use in this country.

Wyn-Owen's talk went over extremely well. He is a born humorist and was so entertaining that he was unable to make the audience break off to refill their glasses (he himself being in danger of becoming hoarse),

(Continued on page 1248)

Canadian Grand Prix

Stewart back on top



MOSPORT, CANADA, *September 24th.*

JACKIE STEWART and Elf-Team Tyrrell will remember 1972 as a year of mixed fortunes. Stewart's season started off well enough with a win in Argentina but after that things started to go wrong. There was the ulcer that put him out of the Belgian Grand Prix and, prior to that, he had unaccountably spun at the Spanish GP which he now says was because his illness was affecting his concentration. He scored a win in the French GP after his lay off but then came another lean period. The publication of his new book "Faster" and various other magazine articles turned many of his fans against him while, on the track, the new Tyrrell 005 had problems. His final race of the European section of the season finished on a singularly unhappy note for he retired within the first 100 metres.

At one stage many thought this would be Stewart's last year of racing but he scotched those rumours. Meanwhile racing had found a new hero and World Champion—a 25 year old Brazilian, Emerson Fittipaldi. But, whatever else is said against Stewart, no one will deny his talent at the wheel of a racing car. On Sunday September 24th he reminded everyone in the strongest possible terms that none of that talent, dedication and skill is missing. In common terms Jackie Stewart and the Tyrrell 005 walked the Canadian Grand Prix. That hard tryer Ronnie Peterson led that race for the first four laps, but after that, it was no contest. At the finish Stewart had opened out over half a lap lead over second man Peter Revson in, what was a Grand Prix that almost did not take place. Fog had delayed the start but mercifully lifted in time for the race still to be staged.

There were 25 entries for the first of the two North American races which bring the World Championship to a close. This year it was scheduled to be the turn of the beautifully situated and very different St. Jovite circuit to host the Canadian GP. However, before the start of the season, the lady owner had fallen out with Canada's motor sporting authorities and, tragically, the track was shut down. Meanwhile, with financial assistance from a big brewery by the name of Labatts, the management of the Mosport Park track in Ontario agreed to hold the race, for a second year running. This track, which is within an hour's drive of Toronto, is also most pleasantly situated in hilly woodland. Due to the vagaries of the harsh Canadian winters the track surface is extremely bumpy and the drivers hoped it would be resurfaced before the race. This was not done but additional armco and curbing had been installed.

The circuit was available for testing early in the week but official practice was on Friday and Saturday with two sessions on each day. However, as is the custom at Mosport, the first Friday morning session is untimed but it does give teams a chance to set up everything for the Grand Prix and, for those unfamiliar with the circuit, to learn its dips, dives and tricky corners.

The Formula One lap record was a rather dusty one as it rained heavily last year and the year before that the GP had been at St. Jovite. Thus it stood to Jacky Ickx who, in 1969, lapped his Brabham BT26 in 1 min. 18.1 sec. More relevent was Stewart's pole position time of last year at 1 min. 15.3 sec. while the pole position for this year's Can-Am race was set by Mark Donohue's Porsche at 1 min. 14.2 sec. and, in the race, Revson recorded the fastest lap at a second slower than that. In the untimed morning session the various teams' timing had no one approaching 1 min. 15 sec. but Hulme looked the fastest while Fittipaldi and Stewart were close behind. Everyone intended to take part in this session but both Hill and Pace missed it due to engine problems. Ganley used the session to determine whether to use the P180 or the older P160C. Tony Southgate, the designer of both models, had already left the team to start work on the new Shadow Formula One project so there was no one to guide Ganley. He decided on the older car which left the latest machine for local Canadian Bill Brack, although that deal wasn't finally sorted out until the afternoon.

With the knowledge that the official clocks were now clicking, practice hotted up in the afternoon. The Goodyear people had produced a very sticky compound tyre which was good for less than ten laps but during that time it gave fantastic grip before starting to fall to pieces. Hulme was one of the first to get his hands on this qualifying rubber and set the pace. Practice was halted for a while as Ickx had flown off the road and damaged the Ferrari's suspension slightly but once the car was back in the pits he took out the spare. After that it was Stewart who was the man to catch and near the end of the session he recorded a 1 min. 14.5 sec., which was the fastest of the day. Hulme was a fifth of a second slower while his team mate, Revson, Emerson Fittipaldi and Ronnie Peterson all recorded 1 min. 15.0 sec.

Despite Ickx's bump, Ferrari were in fairly good shape with Regazzoni on 1 min. 15.3 sec. and Ickx on 1 min. 15.4 sec. with the spare. More twelve cylinder engines completed the fastest ten—the BRMs of Gethin and Ganley on 1 min. 15.7 sec. and 1 min. 16.1 sec. respectively and then Chris Amon. Beltoise's P180 had broken a rear radius rod uniball joint on a fast section of the course and somehow spun to a halt without hitting anything. Pace and Hill were still in trouble, the Brazilian still having his engine changed while the Londoner's Brabham now had a fuel tank leak.

The morning session on Saturday very definitely belonged to the McLaren team. Because of their Can-Am experience both Revson and Hulme know Mosport extremely well and perhaps this added to having their cars on top form and the best qualifying tyres gave them an advantage that sent some of the other teams into a state of depression. There is nothing more demoralising than to see a team with both their drivers at the top of a list, and by quite a margin. That team had obviously got something you, and all the others, haven't. Although the times hung out to both Revson and Hulme were practically identical at around 1 min. 13.8 sec., officially it was Revson fastest at 1 min. 13.6 sec. and Hulme second at 1 min. 13.9 sec. If there was one driver and car that could have challenged the McLarens it was Stewart's Tyrrell 005 but that was out of contention. As 005 was readied for the session the big toothed drive belt on the front of the engine broke. It is quite a difficult job to replace and it took the Tyrrell mechanics all the session and part of the next. Meanwhile Stewart drove the older 004 but was three seconds slower than Revson.

Thus only Fittipaldi could get within a second of the McLarens, his black and gold John Player Lotus 72 recording 1 min. 14.5 sec. Tyrrell honour was upheld to a degree by Cevert in the new 006, for the few fuel system problems which had caused trouble the previous day had been solved. Cevert was extremely happy with the new car and his best was 1 min. 14.9 sec. Ickx's race car was obviously none the worse for the bump and lapped in 1 min. 14.7 sec.

Bell had been struggling with the Tecno which every so often looks as if it is starting to become competitive but then slips back again. A broken rear cross member and rear roll bar curtailed his practice while Graham Hill still had only a handful of laps to his credit as an engine blew up on him. So, with a final session remaining, the Yardley McLarens were first and second on the grid with Stewart third. Obviously, judging by the times, the McLarens looked safe on the front—and they were. However, the team did suffer a minor set-back when a wheel came loose and then fell off Revson's car sending him into the Armco barrier at turn two. Practice was stopped and the car dragged back in where it was seen to have the side of the monocoque section near the rear crimped in, the external water pipe flattened and some broken suspension. However this was repaired in time for the race. But the sensation of practice was Peterson who, although he is leaving the team, seemed well pleased with his little March and was flinging it round in a spectacular manner. At Mosport the final corner is just before the pits and everyone in the pits can observe just how hard each driver is trying. Peterson took all the prizes and, when his car was fitted with the qualifying tyres, he set the fastest time of the

session at 1 min. 14.0 sec. which knocked Stewart off the front row.

Both Stewart and Fittipaldi improved by a tenth of a second to 1 min. 14.4 sec. which ensured them of the second row of the grid. Cevert also lowered his time to 1 min. 14.5 sec. and thus shared row three with Regazzoni, (who did a similar time) and Ickx, whose morning time of 1 min. 14.7 sec. was also good enough for that row. One can not help noting the consistency at which the Argentinian newcomer Carlos Reutemann qualifies well up Grand Prix grids in his first year of Formula One. His best of 1 min. 14.9 sec. with the Brabham put him up to row four along with Amon's Matra. Wilson Fittipaldi, Gethin, Schenken, Ganley and de Adamich all lapped within the 1 min. 15.7 sec.—1 min. 15.9 sec. bracket to fill the next two rows. The grid shows the rest of the picture with both Williams cars lacking for the latest tyres or decent engines, Wisell being rather disappointing in his comeback for Lotus and Bell bringing up the rear with the enterprising but slow Tecno.

PRACTICE TIMES

No.	Driver	Car	Friday, p.m.	Saturday, a.m.	Saturday, p.m.
1	J. Stewart	Tyrrell 005-Cosworth V8	**1. 14.5**	—	1. 14.4
2	F. Cevert	Tyrrell 006-Cosworth V8	1. 16.4	1. 14.9	1. 14.5
3	—	—	—	—	—
4	C. Amon	Matra-Simca MS120D/07—V12	1. 16.2	1. 15.5	1. 15.4
5	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	1. 15.0	1. 14.5	1. 14.4
6	R. Wisell	Lotus 72D/R6-Cosworth V8	1. 16.7	1. 16.1	1. 16.0
7	G. Hill	Brabham BT37/1-Cosworth V8	1. 21.7	1. 19.7	1. 16.2
8	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 17.5	1. 15.7	1. 14.9
9	W. Fittipaldi	Brabham BT34/1-Cosworth V8	1. 16.6	1. 16.0	1. 15.6
10	J. Ickx	Ferrari 312B2 No. 5—flat-12	1. 19.3	1. 14.7	1. 15.9
11	G. Regazzoni	Ferrari 312B2 No. 7—flat-12	1. 15.3	1. 15.2	1. 14.5
12	A. Merzario	Ferrari 312B2 No. 6—flat-12	—	—	—
14	J-P. Beltoise	BRM P180/02—V12	1. 17.6	1. 17.6	1. 16.8
15	H. Ganley	BRM P160C/06—V12	1. 16.1	1. 16.1	1. 15.7
16	P. Gethin	BRM P160C/01—V12	1. 15.7	1. 15.8	1. 16.6
17	W. Brack	BRM P180/01—V12	1. 22.5	1. 18.3	1. 17.9
18	D. Hulme	McLaren M19C/1-Cosworth V8	1. 14.7	1. 13.9	1. 14.9
19	P. Revson	McLaren M19C/2-Cosworth V8	1. 15.0	**1. 13.6**	1. 24.5
20	J. Surtees	Surtees TS14/01-Cosworth V8	—	—	—
21	M. Hailwood	Surtees TS9B/005-Cosworth V8	—	—	—
22	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 16.3	1. 15.7	1. 16.3
23	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 17.9	1. 15.9	1. 17.0
24	—	—	—	—	—
25	R. Peterson	March 721G/3-Cosworth V8	1. 15.0	1. 15.3	**1. 14.0**
26	N. Lauda	March 721G/4-Cosworth V8	1. 19.5	1. 17.3	1. 16.8
27	M. Beuttler	March 721G/1-Cosworth V8	1. 19.6	1. 18.4	1. 19.1
28	H. Pescarolo	March 721/3-Cosworth V8	1. 17.8	1. 17.3	1. 17.0
29	C. Pace	March 711/3-Cosworth V8	1. 19.2	1. 17.5	1. 16.4
30	N. Galli	Tecno T/002—flat-12	—	—	—
31	D. Bell	Tecno T/005—flat-12	1. 18.9	1. 19.8	1. 18.6
32	—	—	—	—	—
33	S. Barber	March 711/5-Cosworth V8	1. 17.5	1. 17.1	1. 17.7
1T	J. Stewart	Tyrrell 004-Cosworth V8	—	1. 16.6	—
2T	J. Stewart	Tyrrell 006-Cosworth V8	—	—	1. 15.0
5T	E. Fittipaldi	Lotus 72D/R5-Coswort V8	—	1. 17.9	1. 15.0
10T	J. Ickx	Ferrari 312B2 No. 6—flat-12	1. 15.4	—	—
18T	D. Hulme	McLaren M19A/1-Cosworth V8	—	—	1. 15.6
19T	R. Revson	McLaren M19A/1-Cosworth V8	—	—	1. 15.1

Last year, it will be remembered, the Canadian Grand Prix was brought to a premature end because a heavy mist fell on the circuit. This year it happened the other way round because, after two bright practice days, Sunday morning in the Mosport area was extremely foggy. An untimed shakedown practice was scheduled for half an hour starting at 10 a.m. That came and went and two hours later everyone was still wandering around and peering into the murk, which had shown no sign of lifting. Meanwhile a very large crowd had gathered many having camped overnight, and the official figures, issued later, would suggest that it was the largest ever for a Canadian GP.

Soon after it was announced that, if the fog lifted, the GP would be started and the various supporting races for saloons and Formula Ford would be cancelled and run a week later. At the official starting time of 2.30 p.m. the fog had lifted slightly but, by then, the organisers had asked the teams to bring the cars to the pits and then send them out individually for a couple of laps each, largely in an effort to keep the patient crowd happy. Stewart was the first out and reported that conditions were impossible. But as Fittipaldi started his laps the fog miraculously started to lift. Perhaps the great gods of weather were paying a tribute to a new World Champion! Anyway, after his laps Fittipaldi said he thought it would soon be safe to race.

A quarter of an hour warm-up period started during which the damp track dried out and Derek Bell flew off the road and bent the front suspension of the Tecno too badly for it to race. All the organised formalities were discarded and, just over an hour late, the grid, now reduced to 24 cars with Bell's demise, formed up and then rolled forward. On the front row Hulme was flanked by Revson on pole

STARTING GRID

25
R. Peterson
(March-Cosworth V8)
721G/3
1 min. 14.0 sec.
(1 min. 16.3 sec.)

18
D. Hulme
(McLaren-Cosworth V8)
M19C/1
1 min. 13.9 sec.
(1 min. 16.4 sec.)

19
P. Revson
(McLaren-Cosworth V8)
M19C/2
1 min. 13.6 sec.
(1 min. 16.7 sec.)

1
J. Stewart
(Tyrrell-Cosworth V8)
005
1 min. 14.4 sec.
(1 min. 15.7 sec.)

5
E. Fittipaldi
(Lotus-Cosworth V8)
72D/R7
1 min. 14.4 sec.
(1 min. 16.8 sec.)

10
J. Ickx
(Ferrari flat-12)
312 B2 No. 5
1 min. 14.7 sec.
(1 min. 16.8 sec.)

11
G. Regazzoni
(Ferrari flat-12)
312B2 No. 7
1 min. 14.5 sec.
(1 min. 16.9 sec.)

2
F. Cevert
(Tyrrell-Cosworth V8)
006
1 min. 14.5 sec.
(1 min. 16.7 sec.)

4
C. Amon
(Matra-Simca V12)
MS120D/07
1 min. 15.4 sec.
(1 min. 17.2 sec.)

8
C. Reutemann
(Brabham-Cosworth V8)
BT37/2
1 min. 14.9 sec.
(1 min. 16.6 sec.)

22
T. Schenken
(Surtees-Cosworth V8)
TS9B/006
1 min. 15.7 sec.
(1 min. 17.1 sec.)

16
P. Gethin
(BRM V12)
P160C/01
1 min. 15.7 sec.
(1 min. 17.9 sec.)

9
W. Fittipaldi
(Brabham-Cosworth V8)
BT34/1
1 min. 15.6 sec.
(1 min. 19.6 sec.)

23
A. de Adamich
(Surtees-Cosworth V8)
TS9B/004
1 min. 15.9 sec.
(1 min. 24.6 sec.)

15
H. Ganley
(BRM V12)
P160C/06
1 min. 15.7 sec.
(1 min. 17.7 sec.)

29
C. Pace
(March-Cosworth V8)
711/3
1 min. 16.4 sec.
(1 min. 16.5 sec.)

7
G. Hill
(Brabham-Cosworth V8)
BT37/1
1 min. 16.2 sec.
(1 min. 17.5 sec.)

6
R. Wisell
(Lotus-Cosworth V8)
72D/R6
1 min. 16.0 sec.
(1 min. 17.6 sec.)

14
J-P. Beltoise
(BRM V12)
P180/02
1 min. 16.8 sec.
(1 min. 18.1 sec.)

26
N. Lauda
(March-Cosworth V8)
721G/4
1 min. 16.8 sec.
(1 min. 17.7 sec.)

17
W. Brack
(BRM V12)
P180/01
1 min. 17.9 sec.
(1 min. 21.5 sec.)

33
S. Barber
(March-Cosworth V8)
711/5
1 min. 17.1 sec.
(1 min. 20.1 sec.)

28
H. Pescarolo
(March-Cosworth V8)
721/3
1 min. 17.0 sec.
(1 min. 18.9 sec.)

27
M. Beuttler
(March-Cosworth V8)
721G/1
1 min. 18.4 sec.
(1 min. 21.5 sec.)

Non-starter : D. Bell (Tecno T/005), 1 min. 18.6 sec. (accident, warm-up laps).

N.B.—Times in brackets are best lap recorded during race.

position in a GP for the first time and Peterson who had never been on the front row in a World Championship event before!

When the flag dropped the start was a little confused as Hulme almost jumped the start and then muffed it, Revson did not make a very good getaway either and Peterson rocketed into the lead. As the field lifted off for the first corner a number of drivers found that all the dirt and dust that had been flying around had blocked their throttle slides. Both McLarens were affected, particularly Hulme whose throttle was stuck wide open, and he had to resort to driving on the ignition for a couple of laps until it freed. Both Lauda and Barber actually ground to a halt with the problem and both lost many laps before limping back to the pits. In fact Barber turned up at the pits when the race was half over, having earlier broken the throttle cable, while Lauda lost 15 laps. De Adamich had missed all this because he was left on the start line due to a gearbox problem. He finally got going but retired after three laps with the internals all chewed up.

The end of the first lap was a sight worth remembering, Peterson took the final corner in front of the pits in a huge opposite-lock slide, and with about three seconds in hand over Stewart. Then came Revson followed by Ickx, Fittipaldi, Regazzoni, Amon, Reutemann, Schenken, the three BRMs of Gethin, Ganley and Beltoise, then Hulme, Hill, Pace, Wisell, Pescarolo, de Adamich and finally Cevert, who had recovered from a big moment and, bringing up the rear, Brack's BRM. Limping into the pits with his throttle slides bunged up was Wilson Fittipaldi while Beuttler also arrived at the pits after flying off the road and into a catch fence. He had managed to get the car back on the road and limp it back to the pits, where a rear drive shaft and some suspension components were changed.

For all Peterson's first lap exuberance he soon had Stewart closing up that first lap gap and, by lap three, the red STP March had the blue Tyrrell right on his tail. The following lap Peterson ran very wide at the difficult two part turn 5 (known as Moss Corner) and Stewart

nipped through into a lead which was never challenged. Stewart immediately started to open the gap and, by the tenth lap (with 70 more to go), Peterson had already dropped six seconds behind. However the Swede had opened out a similar gap over the rest of the field with an exciting six-car nose to tail battle contesting third place. The group was led by Ickx followed by Revson, Fittipaldi, Regazzoni, Amon and Reutemann. Then there was quite a gap back to Hulme, who had cleared his throttles and was making up ground at a tremendous pace. He had passed Schenken for ninth place and the Australian was left to lead another group with Ganley, Beltoise, Hill, Wisell and Pace in his wake. Cevert, after his early scare, was moving up quickly too and had joined the back of this group. Gethin had already made a pit stop on lap five and then made a total of five more to have his badly misfiring engine brought back on song. During these stops the coil, spark plugs, and rev limiter were all changed and he finally got going again, many laps down. Much later he retired when the rear suspension collapsed.

By lap 20 there was little change although Stewart had now opened out a margin of 15 seconds over Peterson, while the third place battle was more hectic than ever. Revson still led the group but Fittipaldi found a way round Ickx leaving him to run in company with team mate Regazzoni and create a problem for both Amon and Reutemann who were trying to get by. Hulme had closed up on this group but found Reutemann's Brabham very wide and started waving his fist at the Argentinian, who was right up Amon's exhaust. It was more a chain reaction caused by the Ferraris and similar to those frustrating queues that form in the fast lane of British motorways. Hulme did move up one place soon after, he passed Amon who was dropping back. The Matra had lost a piece of a primary pipe from the exhaust system which made the car sound off-song as well as affect the performance, but Amon plugged on. Meanwhile, Cevert was driving on top form and was closing on this group despite having difficulties with the rear brakes which were losing hydraulic fluid.

Once Stewart had opened the lead out to about 18 secs. he held it there and, by half distance (40 laps) the race had developed into something of a stalemate. Revson was still third and, though Fittipaldi was challenging hard, he seemed unable to find a way round the McLaren. At half distance Ickx pulled into the pits for a front wheel to be changed, because of a puncture, and also had the electrics attended to and this effectively put him out of the running. So the half distance order was Stewart, leading by 18 secs., from Peterson who had a similar margin over Revson. Fittipaldi was close behind and then there was a gap to Regazzoni, Reutemann, Hulme and Amon. Hulme was, by this time, furious at Reutemann's antics and on several occasions had dropped back and taken a run at the Argentinian, all to no avail. In eighth place was Tim Schenken, despite some very nasty handling caused by the top left suspension rocker arm of his Surtees which had contrived to bend at the start. By this stage Schenken had been lapped and he had a little group with Wisell, Hill, Pace and Ganley in his mirrors.

Cevert's brakes had deteriorated badly and he made a couple of stops to have them attended to, more fluid was added and a loose union tightened. He resumed but then a broken gearbox put him out for good. Brack was also missing off the lap charts having flown off the road into a catch fence damaging only the nose of the car. However he was unable to continue. Peterson's progress was halted soon after half distance when he came up to lap the group led by Schenken. He found that Graham Hill had no intention of letting him pass easily and the Swede spent four frustrating laps trying to get by and, meanwhile, Stewart opened the gap up to almost half a minute. In desparation Peterson tried to dive through on the inside at turn ten only to have Hill cut across his bows and the pair collided. Peterson stopped at the far end of the pits with his steering bent while Hill continued unabashed. The March was pushed back up the pit road where some hasty repairs were made and Peterson rejoined. Soon afterwards he was black flagged for the push up the pits in the reverse direction but not until he had given Hill some of his own treatment.

With the demise of Peterson, Peter Revson moved into second place but had dropped his constant shadow Emerson Fittipaldi, who was obviously in problems. On lap 57 Regazzoni moved into third place ahead of the Brazilian who then came into the pits. He had lost a front nose fin and there seemed to be some confusion in the Lotus pit whether to replace the complete nose section or just the fin. He finally got away in twelfth place. However, while he was still there, team-mate Wisell also stopped due to a sticking throttle. He returned to the race only to have a high pressure fuel line split so he retired. Beltoise was another retirement, his engine having broken a valve spring or two.

By three quarters distance Stewart was romping home to victory with Revson and Regazzoni in the next two places and the main interest in whether Hulme could force a way by Reutemann, although he now seemed resigned to following him. But, with just seven laps to go, Reutemann suddenly appeared in third place still with Hulme on his tail but now with Regazzoni following them at quite a distance. The unfortunate Regazzoni had executed a huge spin when he suddenly found Skip Barber in the way, the American March returning to the race almost 60 laps late. Stewart drove on to victory and a £25,000 first prize to give the Tyrrell 005 its first victory and the Cosworth DFV engine its fiftieth. Some 48 secs. later Revson took the flag for his highest ever grand prix finish and then, in third place, Hulme suddenly appeared. On the very last lap he had passed Reutemann but only because the Argentinian had started to run out of fuel and he still managed fourth place ahead of Regazzoni. Amon's sick sounding Matra was sixth, having been lapped, then came Schenken, Hill, Pace (who actually stopped on the last lap—out of fuel), Ganley, pit stoppers Fittipaldi and Ickx and finally Pescarolo who had also stopped with handling trouble caused by a loose joint in the rear suspension. Lauda would have been 15th but he was disqualified for receiving outside assistance on the course.

It was a good day for Stewart and Team Tyrrell. In addition to the win there was also a new Formula One lap record to the credit of 005.

A.R.M.

Results :

SIXTH CANADIAN GRAND PRIX—Formula One—80 laps—Mosport Park 3.95 km. per lap—315.4 km.—Dry and misty

1st	J. Stewart (Tyrrell 005)	1 hr. 43 min. 16.9 sec.—183.92 k.p.h.
2nd	P. Revson (McLaren M19C/2)	1 hr. 44 min. 05.1 sec.
3rd	D. Hulme (McLaren M19C/1)	1 hr. 44 min. 11.5 sec.
4th	C. Reutemann (Brabham BT37/2)	1 hr. 44 min. 17.6 sec.
5th	G. Regazzoni (Ferrari 312B2 No. 7)	1 hr. 44 min. 23.9 sec.
6th	C. Amon (Matra-Simca MS120D/07)	1 lap behind
7th	T. Schenken (Surtees TS9B/006)	1 lap behind
8th	G. Hill (Brabham BT37/1)	1 lap behind
9th	C. Pace (March 711/3)	2 laps behind
10th	H. Ganley (BRM P160C/06)	2 laps behind
11th	E. Fittipaldi (Lotus 72D/R7)	2 laps behind
12th	J. Ickx (Ferrari 312B2 No. 5)	4 laps behind
13th	H. Pescarolo (March 721/3)	7 laps behind

Fastest lap : J. Stewart (Tyrrell 005) on lap 25, in 1 min. 15.7 sec.—189.207 k.p.h. *(new F1 record).*

Retirements : N. Lauda (March 721G/4) excluded from results for rule infringement, 0 laps, completed 64 laps; A. de Adamich (Surtees TS9B/004) on lap 3, gearbox; W. Fittipaldi (Brabham BT34/1) on lap 6, gearbox; W. Brack (BRM P180/01) on lap 21, accident; J-P. Beltoise (BRM P180/02) on lap 22, engine; S. Barber (March 711/5), completed 24 laps, not classified; P. Gethin (BRM P160C/01) on lap 26, suspension; F. Cevert (Tyrrell 006) on lap 51, gearbox; R. Peterson (March 721G/3) on lap 55, disqualified; M. Beuttler (March 721G/1) completed 59 laps, not classified; R. Wisell (Lotus 72D/R6) on lap 66, fuel line.

24 *starters* — 13 *finishers.*

Mosport Murmurs

Denny Hulme had a few harsh words about Reutemann after the race. The Argentinian was unrepentent. He thought that Hulme as a former World Champion and one of the most experienced drivers in Grand Prix racing as well as an expert at Mosport, should be able to find a way round a first year newcomer to the circuit.

* * *

The big marquees used to garage the cars were not very secure and several wheels and tyres were stolen by hoodlums although most were recovered. Next year permanent garages will be built.

* * *

Just prior to the meeting John Surtees announced that next year he would field Grand Prix cars for Mike Hailwood and the Brazilian Carlos Pace, who has been driving for Frank Williams. This means that Tim Schenken has been sacked or as the Team Surtees press release put it "released from his contractual obligations."

* * *

Don Nichols of the Shadow team, along with driver Jack Oliver, were talent spotting for their new Formula One team, mechanics are being recruited and a second driver was still being sought. But the announcement that Tony Southgate has joined the team, along with Alan Rees, shows that this will be a serious effort.

Notes on the Cars at Mosport Park

THE CANADIAN GRAND PRIX followed only two weeks after the Italian so the majority of cars had to be transported back to England and loaded up on the Tradeswinds aircraft for Canada inside ten days. This left little time for anything other than a quick wipe over and spanner check plus replacing the bent parts on those cars that had

bounced off the chicanes. However, one completely new car appeared in the Canadian paddock along with a second BRM P180, which was last seen as long ago as the Spanish GP.

Elf-Team Tyrrell had the No. 1 and 2 spots on the programme and in addition to 005 for Stewart also brought along a brand new car designated 006 to the same design as 005. Both cars had outboard front brakes but provision is still made for the location of the inboard brakes originally tried on this design. The huge airscoops first seen in Austria were still in rather rough fibreglass. The last of the "Mk. 1" cars, 004, was on hand as a spare. Matra had little of interest, bringing along just the single MS120D. It seems that the team may not continue in Formula One next year which will be a great shame as there is no more exciting noise in racing than their screaming V12.

John Player Team Lotus brought along all three of their 72 models (5, 6, 7). The surprise here was that Fittipaldi had a new team-mate in Reine Wisell who so far this season has driven spasmodically for BRM. Wisell drove for Lotus last year and in fact, took over the same car (72/6) that he raced for the latter part of the season and, in which, Dave Walker has driven this year. Fittipaldi had the choice of the other two cars, 72/7 now repaired after its transporter accident. Former Brabham owner/designer Ron Tauranac, who has been giving Frank Williams a helping hand this season, was ensconced in the Lotus pits. It seems that there was the possibility he may join the team and this was a sort of "trial marriage".

As usual there were three Brabhams, the pair of BT37s for Carlos Reutemann and Graham Hill and the older BT34 for Wilson Fittipaldi and no sign of the Weslake powered car. Ferrari brought along three of their B2 versions of the flat 12 car (nos. 5, 6, & 7) for Ickx and Regazzoni. Arturo Merzario was entered in the third car when withdrawn at the last minute.

There were four BRMs, all in the red and white Marlboro colours including the cigarette company's badge and motto which, believe it or not, actually says in Latin "We Came, We Saw, and We Conquered"! In the case of BRM this year (with the exception of Monaco the motto should read "We Came, We Saw and We Retired". Anyway, the team were back to P180s (disregarding the plastic imitations) both cars having first been seen at Jarama but chassis no. 1 having since resided at Bourne. Both cars had the latest rear oil tank etc. Beltoise drove the same car he tried at Monza while Canadian Bill Brack made a guest appearance with the team as he did three years ago and drove P180/01. The two P160Cs were the Monaco winning 01 which Gethin took over and Ganley with his regular 06.

Team McLaren were their usual neat selves with the two M19Cs for Hulme and Revson and the older M19A in reserve in case of disaster. Team Surtees were fielding their smallest effort for some time with only two cars racing. Tim Schenken and Andrea de Adamich had their TS9Bs, Schenken's in Brooke Bond Oxo—Rob Walker colours on this occasion as Mike Hailwood was concentrating on the Formula Two race at Albi where he had a chance of clinching the European (Non-Graded) Championship. John Surtees was also at Albi leaving the team in Rob Walker's hands although Hailwood's TS9B was available as a spare but was never touched.

The STP-March outfit had their regular pair of 721Gs for Peterson and Lauda. Peterson's mount was in side radiator form while Lauda had the latest front radiator set-up for the first day of practice. But he bashed this about a bit on Saturday so he too reverted to side rads. Also with Marches, but to the earlier 711/721 design, were the Frank Williams entries for Carlos Pace and Henri Pescarolo, both in their usual trim but using the wheels from the abortive Politoys project. Of the Politoys there was no sign, a problem with the rear uprights and drive shafts has halted its progress. Yet another March 721 was in the hands of American Skip Barber entered by Gene Mason Racing. This car was seen in last year's US GP and since has been competing in the American L. & M. Continental Championship. It features a special nose and rear suspensions modifications by Barber's team.

A.R.M.

RUMBLINGS—Continued from page 1244

even the ladies being reluctant for him to break off his fascinating talk. This was illustrated with slides, commencing with pictures of "Babs" at Brooklands and Pendine and concluding with colour shots of it being exhumed and then meticulously restored.

Such progress has Wyn-Owen made that it seems likely that "Babs" will run again quite soon. The engine, transmission and chassis are re-assembled and only body and wheels are needed for completion. A replacement 27-litre V12 Liberty aero-engine was bought for £30, having seen service in the blitz in Merryweather's fire-pump equipment, feeding water from the Thames into storage tanks for the use of the AFS. This after two other Liberty engines had been found in Cheltenham but would have cost some £80. MOTOR SPORT has recounted previously how GKN skilfully rebuilt the original gearbox, from a Mercedes Simplex (or Benz?) and Wyn-Owen showed us how one of the differential pinion-shafts was worn more than the opposite one, which he suggested was due to lapping Brooklands Track. He disposed of the once-current theory that Thomas was killed when a driving chain broke on "Babs". The true cause of the accident remains a mystery but may have been due to a back wheel breaking up or a front stub-axle breaking. The engine in the restored "Babs" has at present Lucas distributors on the front ends of the camshafts, which prevents the carburetters being refitted, some replacement Delco distributors of correct size having been lost by the Postal service between America and Wales. Chain of correct pitch for "Babs" driving sprockets is no longer made but some was found in store in Germany, and a slide showed the new air-pressure pump made for the car by Brian Morgan, whose Company made the original.

It was nice that Wyn-Owen made no pretence that "Babs" was Parry Thomas' best engineering accomplishment and that, very funny as his talk was, all his references to the ill-fated driver were made with reverence. The almost mythological aspects of the last run of "Babs" were underlined when Wyn-Owen told us that after Jock Pullin had dragged Thomas' body from the burning car and had looked round for something with which to throw sand on the fire he found standing beside him a workman holding a spade, who had somehow materialised out of the vast area of the empty beach—there was a slide to prove it . . .

You may ask what "Babs" has to do with the Porsche Club, but remember that it has twelve cylinders, that at the time when it crashed the Aldingtons regarded chains as the ideal form of transmission and "Babs" is chain-driven, and that not until very recently, and then only



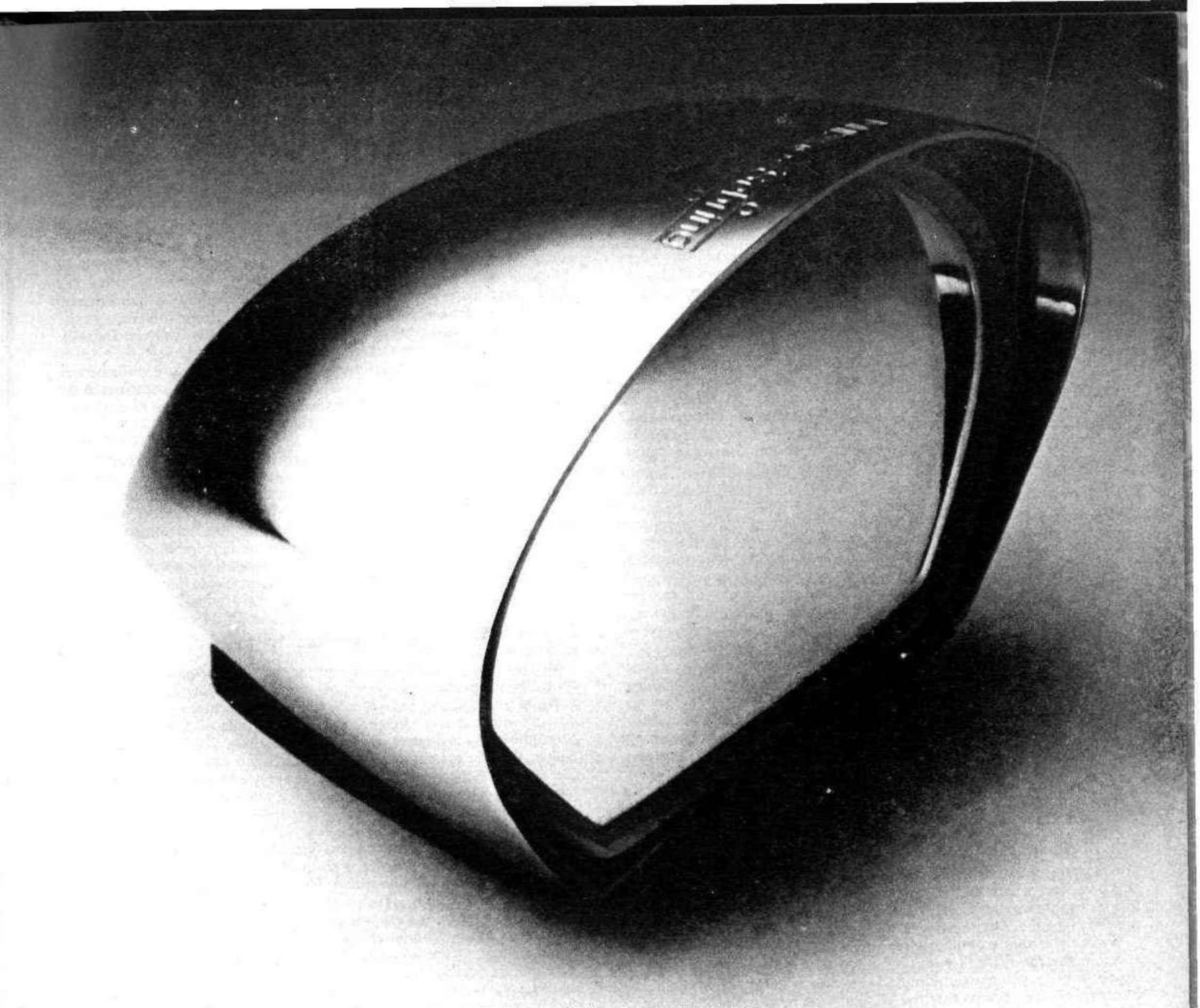
Dr. Ferry Porsche making the presentation to H. J. "Aldy"

in competition guise, could a Porsche go as quickly as this Thomas Special was going on that final, fatal record-breaking bid . . .

Writing of the Aldingtons, it was very nice to find both H.J., W.H. and John present at the party. Not long before Dr. Ferry Porsche had presented H. J. "Aldy" with an autographed Porsche steering wheel to commemorate his 70th birthday and retirement as a Director of AFN Limited and Porsche cars (GB) Limited. The German Porsche Company has signed a contract with Porsche Cars (GB) Limited and AFN Limited under which Dr.-Ing.h.c. F. Porsche acquired a 60% share holding in the British companies. The new Board of Directors consists of Dr. F. Porsche, Dr. E. Fuhrmann, H. Branitzki, J. T. Aldington and P. T. Bulbeck.

VOLKSWAGEN MOBILE SERVICE

SAFARI Motors of Aldershot, VW dealers, have put on the road a £4,000 VW 1700 c.c. van equipped to operate a 24-hours round-the-clock repair and servicing routine for VW owners in the Hampshire, Surrey and Sussex areas. It carries diagnostic equipment, tools, lubricants and over 600 VW spares and can call at owner's houses to aid, or tow away, VWs needing urgent attention.



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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.

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Harry Moss

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

BOOK REVIEWS

"The Story of the MG Sports Car", by F. Wilson McComb. 206 pp. 8¾ in. × 5¼ in. (*J. M. Dent & Sons Ltd., Aldine House, 10-13 Bedford Street, London* WC2E 9HG, £3.25).

One-make history is filling up apace but this book by Wilson McComb about the MG is one of the essential gaps closed, and very effectively too. The importance of the MG to British motor racing and record-breaking prestige and as a dollar-earner after the Second World War is not always sufficiently recognised and although John Thornley wrote an excellent and splendidly detailed history of the MG in pre-war competition guise, no complete and authentic history of this famous sports car had appeared until McComb's painstaking book was published.

I like this work for several reasons, apart from its valuable contribution to serious, properly researched motoring history. In the first place, the author is well qualified to write it, having been employed by the MG Company in a technical and public relations capacity, been General Secretary of the MGCC and having restored a vintage MG and raced a modern MG. Then there is the pleasing amount of new material and detailed anecdote his book contains and the sensible attitude of refusing to take sides or form personal opinions where an issue is in doubt, McComb preferring to give all the information at his disposal in such cases and leave the reader to reach a conclusion. He is also fully aware of other MG histories and openly refers to them.

The result is a learned and readable book about MG origins and development in chronological order, comprehensively illustrated and taking the reader from the early life of Cecil Kimber, who *was* MG, to the Bullnose Days and through to adolescence and the post-vintage era standing with the post-war expansion and modern idiom, the period when half-a-million MGs had been built. In fact, up to the end of 1971 there had been 582,609 MGs built at the Abingdon factory, of which 459,565 were exported—very good business for Britain.

I find it very interesting that McComb has obviously had access to factory documents and other sources and thus when debating obscure matters such as when the present form of octogan MG badge first appeared on a Morris Garages car he goes to the *Morris Owner* rather than to the better known motor papers, and to these absorbing but insignificant aspects of his subject McComb gives as much care and attention as to the broader fabric of MG history.

Although the MG was essentially a sports car, a very fine one in its more extreme forms, such as the K3 Magnette, and a quite remarkably successful racing and record-breaking make, McComb does not neglect the larger MG saloon models and he fills in effectively the overall competition career of the Abingdon make, correcting mistakes in previous references where necessary and dealing with pre-war trials and post-war racing and record-breaking exploits as well as the more historic events we all remember, such as Nuvolari winning the Ards TT, the arrival of the R-type Midget, and so on. . . .

While the author is obviously very loyal to MG and feels a very warm affection for the make, he is scrupulously fair in not exaggerating a situation or glossing over Kimber's mistakes and later MG shortcomings, except perhaps that the J2's habitual breaking of crankshafts is not enlarged upon.

One has the impression that McComb has by no means exhausted his great knowledge of how MG sports and competition cars developed and that one day he may tell us all, with, I hope personally, a separate book about the racing aspect; there is even the thought that his publisher may have compressed to some extent the present book, in spite of 100 pictures, eight chapters and four appendices, two of the last-named being devoted, respectively, to MG specifications and MG competition successes between 1925 and 1968, the other two dealing with International Class Records (all too many writers would have called these "World's" records) broken by MG from 1930 to 1959 and MG production and export figures from 1923 to 1971.

This then, is the complete MG history, full of fascinating items which serve to endorse, not detract, from its commendable authenticity. I recommend it!—W.B.

"The Motorist's Bedside Book", edited by Anthony Harding. 293 pp. 8¾ in. × 5¼ in. (*B. T. Batsford Ltd., 4 Fitzhardinge Street, London* W1H 0AH, £2.00).

Here is another of the Batsford Bedside Books and what fun it is. Tony Harding persuaded a couple of dozen well-known motoring writers to contribute, on any subject which took their fancy. The result is an amusing book, admirable for bedside dipping into.

Michael Brown has done an extremely well-composed piece on the lost joys of motoring, with a flashback to the old days, experienced in modern times, right at the end, which is most compelling. Ronald Barker recalls some of his more trying nights when he had intended to be at home or motoring but the machinery of a great variety of different vehicles decided otherwise! Paul Frere contributes a technical chapter about the factors which make modern racing cars go fast and Michael Scarlett has a skilful story showing how the motor-car may end up, if bureaucracy has its way and finds it possible to insist that we all travel in vehicles which are computer controlled and steer themselves . . . a very funny story indeed.

W. G. S. Wike writes of "Summat fer Nowt", in which he reflects on the most economical forms of motoring, mostly in the past, recalling some of the inexpensive cars he has owned, including a 37.2 h.p. Hispano-Suiza bought in 1934 for £15 and in which he mentions the 1925 Lloyd made in Grimsby, which I thought at first he had confused with the Gnome or Nomad, and the age of bubble cars (he says of the Heinkel that it had two back wheels but this, surely, was the Isetta?). Wilson McComb does a splendid piece about the changed aspect of top-rank motor racing, arising from a remark made to him while he was having a hair-cut, which is countered by the chapter contributed by David Hodges, who thinks today's Formula One racing is too often belittled with absolutely no justification.

This reviewer took as his subject "Motors for Millionaires", with particular reference to the luxury cars made immediately after the Armistice of 1918, which enables some of that remarkable "Which is the World's Best Car?" correspondence which broke out in *The Autocar* in 1921 to be summarised, and Rodney Walkerley, who once did motorcycle road-tests for MOTOR SPORT, has had fun comparing cars with vintage wines.

Eoin Young covers the nostalgia of fantasy shopping with the aid of MOTOR SPORT's small advertisements, Graham Gauld remembers some of the more hectic situations which befall rally drivers, Denis Jenkinson writes from the heart about the *Autodromo Di Monza*, and we have Richard O'Hagan delightfully taking the mickey out of some popular d.i.y. motoring items.

By now you should be asleep but for the next wakeful night there is "S.B." writing about how very fast were the old BRDC 500-mile races at Brooklands, taking Indianapolis legends down more than a peg (but he isn't quite correct in saying Noel and Pole of the aero-engined Mercedes entry had never raced before the 1929 "500", for Pole at least had driven the car previously at Skegness and had also raced a Rally there), John Bolster wondering whether very expensive cars are worth buying and undecided to the last sentence, and Peter Hull giving a most welcome history of the Boulogne "Speed Week" of 1921 to 1928 with some fresh facts for good measure. Then there are some thoughts about pulling up, contributed by Leonard Setright who evokes Sod's Law (is this the same as Sodt's Legalities?), and Cyril Posthumus reminding us of what a distinguished racing driver Jose Froilan Gonzales was, in typical enthusiastic Posthumus style. Getting drowsy again? If not, there is still Michael Sedgwick's chapter showing what motoring historians have to endure and how computers can never replace us, Sandy Skinner on good small cars from Type 13 Bugatti and earlier to his present Ogle-Mini coupé, Patrick Macnaghten being humorous at the expense of the law, Martyn Watkins on his personal dream-cars, Anthony Bird on just the opposite, in a fine reminiscent recall of some of the cars in which he motored on a shoe-string, and Henry Manney disliking motoring in the twenty-first century.

All of this should keep you awake for a long time, and the text is backed up by Brockbank cartoons, quotes and some grouped together photographs which give this Batsford nightcap a rare flavour, inexpensive at the price, perhaps too inexpensive, because the quality is poor in comparison with earlier books in this series. How soon to the next one, Mr. Batsford?—W.B.

Two notable books which have recently gone into new editions are the *Riley Maintenance Manual*, 1930-1956 (390 pp., 8½ in. × 5¼ in.) by S. V. Haddleton, one-time Advertising and Publicity Manager of the old Riley Company and Editor of the *Riley Record*, which G. T. Foulis Ltd. publish at £3.85, and *The Theory of Tuning & The Choice of Conversion Equipment* (135 pp., 8½ in. × 5¼ in.) by Philip H. Smith, also by G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxfordshire, at £2.45. The latter book has been completely revised.

The latest title by the industrious G. N. Georgano is *A History of Transport* (311 pp., 10¾ in. × 8½ in.) which is packed with compelling illustrations, over 400 of them, 16 in colour, the road-transport section written by Georgano himself. The publisher is J. M. Dent & Sons Ltd., Aldine House, 10-13 Bedford Street, London WC2E 9HG and this big volume sells for £4.95.

"Profiles" are here again. The work of numerous authors, under the command of Anthony Harding, these inexpensive soft-cover booklets dealt mainly with vintage motoring history and their demise was widely regretted. The new series is bound to be compared with the former and the impression is less favourable. Modern rather than vintage cars form the main theme, the print is very small, especially that used for the specifications, and the cover-title *Cars in Profile No.* ? seems likely to clash badly if these 24-page soft-cover offerings are bound into volumes. That they are aimed primarily at American readers is evident from a glossary of Anglo/American motoring terminology on the inside front cover, which is a bit of an insult to intelligent enthusiasts; it is not even accurate, for surely "generator" is Yankee for dynamo or alternator, not "dynamotor", which means a combined starter/dynamo, no longer in general use? However, no doubt the series will make a worthwhile contribution to motoring history and we shall follow it with interest. No. 1 is about the 246 SP-330 P4 rear-engined Ferrari prototypes of 1961-67. The author is Paul Frere, which should ensure absolute accuracy and as you get some 10,000 words, colour pictures, 45 photographs, a couple of diagrams and tables, for 50p, the value is notable. The publishers are Profile Publishers Ltd., Coberg House, Sheet Street, Windsor, Berks., SL4 1EB.

The Hamlyn Group, Hamlyn House, 42 The Centre, Feltham, Middlesex, has published an illustrated history of motor racing by Count "Johnny" Lurani. *A History of Motor Racing* (319 pp., 11¼ in. × 8½ in.) covers most aspects of the subject, with some very fine illustrations, over 150 of which are in colour. It is as a pictorial presentation rather than an important contribution to motoring history that this review of racing from 1895 to the present-day should be regarded. It has more than 440 photographs and costs £3.95.

CARS IN BOOKS

CAN ANYONE, among those who like problems of car identification, tell me the make of sporting light car seen in the foreground of the picture facing page 224 in *The Ordeal of Philip Yale Drew—A Real Life Murder Melodrama in 3 Acts* by Richard Whittington-Egan (Harrap, 1972)? The picture depicts the man who was acquitted of a murder charge addressing vast crowds of well-wishers from the balcony of the Great Western Hotel in Reading after the conclusion of the hearing. The date was October 1929, so all the vehicles in the photograph were vintage and at that time many early ones were still in use. Apart from the pleasure of reading this enthralling and disturbing story of a murder suspect and his handling by the Reading Coroner's Court, very carefully researched, there is this tantalising picture of this ancient light car, its make obscured because the weather was cold and its radiator muff covers its features.

I am indebted to a reader of this feature for the following interesting quotes from *Beyond the Bitument* by W. A. Winter-Irving (Rigby): —

"Later in his life my uncle, who had gone to England, joined the Inniskilling Dragoons with whom he fought in France and was promoted to a Major when in a cavalry charge a dud shell landed, broke in half, and one half hit him on the head, knocked him off his horse and finished his war effort. After a long spell in hospital he took an interest in a new form of motor tyre called the Clarke tyre, that had some wonderful new type of cord winding.

"Father bought two sets of four of these tyres, sent from England. Every two or three hundred miles one of Father's tyres would blow out like a cannon. Father would pull it off the wheel, throw it on the roadside, and leave it to rot there, fit another new tyre, curse my uncle, and drive on, only to hear a bang as the next tyre blew out after a couple of hundred miles. So this was a failure and my uncle stopped making Clarke tyres and closed the factory in England.

"He then bought a 28/80 h.p. Austro-Daimler car with two overhead camshafts. Surely the big pre-war Austro-Daimlers were *single* o.h.c.? —*Ed.*] that went like the devil, except that the engine often stopped in Piccadilly or Bond Street in London. To start it again my uncle would have to take off the valve cover and squirt ether down the inlet valves with a hypodermic syringe, holding up the traffic for miles. So he got sick of the nightmare car and sold it.

"He then bought a 12-h.p. Benz with an old-fashioned single seater open body, tore out the small Benz engine and replaced it with an overhead valve six-cylinder Sage engine that developed enormous power. He would drive up the Great North Road in the pitiful looking small Benz until some great fast car passed him. Then my uncle would tread all over the Sage Benz and scream past the big car, leaving the driver's eyes popping and his mouth open, my uncle laughing and waving as he passed. He had tremendous fun with the ersatz Benz until he made some money in a share deal, sold the Benz, and bought a 30/98 Vauxhall in which he used to surprise people as he drove to golf and once again haunted the Great North Road preying on suckers and showing them a clean pair of heels, or as he put it, a blast of exhaust pipe.

"He had picked up the very fast 30/98 from a man called Coe who drove it successfully both in hill-climbs and on Brooklands, after putting $\frac{3}{16}$ inch washers under the valve springs and a special racing camshaft that gave the car a lot of extra horses, and it gave my uncle tremendous satisfaction. It looked like a perfectly normal stock model 30/98, but it wasn't.

"After many years my uncle decided to return to Australia where, after racing around for a while, he settled down somewhat and found a Bristol car for himself—mainly to swoop on American cars, which he despised, and to pass them on hills. His beat for a time was on the Melbourne/Sydney road. He dressed in a beautifully-cut English suit sitting quietly behind the wheel of the Bristol until, as he came to a hill, an American car would pass him. It was then that he flew into action with the Bristol and burned off the American car up the hill. One evening he rang me on the telephone and said he'd like to visit me for dinner that night, so I hunted up some liqueur brandy, opened a bottle of claret to let it breathe, mixed some dry martinis, filled all the cigarette boxes, one with Abdulla Turkish which he liked, and waited for the doorbell to ring. My uncle swash-buckled in. He was in splendid form for a man pushing seventy and we sipped a dry martini each, while I waited for him to talk, because I knew that he'd have another victory to relay on to me. 'Damned Yankee cars not worth two bob,' he said. 'Cleaned up another one on that hill just the other side of Kilmore on the Sydney road this morning. Passed him on the top of the hill like a bullet. Police car too, he didn't have a hope with the Bristol. Gave him every chance, sounded the horn and everything, he knew I was after him but he didn't have a hope.'

"'My God', I said, 'not the hill before the Heathcote turn-off. It's got a double line on top and it's a damned dangerous hill, and a police car. You certainly asked for it there. When did you get out of gaol?' 'Not a worry, not a worry, decent bloke that policeman, there were two of them in a big Chev. Caught up with me afterwards when I slowed down over the hill. Let 'em catch up down hill, no fun down hill. Pulled into the side of the road and they both got out and walked over to me. Damned cheek at that, I wasn't doing more than seventy when I passed 'em, but he was a good cop. Told him what rotten cars the Americans made and how the English cars could clean 'em up every time. Why don't the police buy English cars instead of American rubbish?' 'You're for it,' I said. 'They'll have the skin off your back for this. Don't kid yourself, these boys can get savage. Seventy over a double line on a blind hill. You better get a good lawyer or you'll be in quod by the time they finish with you.'

"'Oh, don't talk rot,' said my uncle. 'I told you they both agreed that the Bristol tore past them and it took 'em a couple of miles to catch me. Had a look at the Bristol's engine. Gave 'em a drive in it. They tested the brakes and they stopped the car like a clock. Decent chaps I told you, asked 'em to meet me in Seymour for a drink but they turned back to Melbourne, so I said goodbye and shook hands with both of 'em. That's the last I'll ever hear about it, don't you worry.'

"Six weeks later I had a call from the family lawyers. 'Your uncle has to go to court for dangerous driving. Do you think you could help him?' 'No,' I said. 'There's nothing I can do. He thought that the friendly policemen would forget the whole episode. What happened?' 'They didn't forget and he's in big trouble.' 'Well,' I said, 'I wasn't there, what on earth can I do?' They imposed upon him a ruinous fine and cancelled his licence for years. (He never did get it back)."

Fiat tuners

Fiat tuners don't abound in Britain so I was very interested in two Standard House visitors who called to tell us of their activities recently. The company name is Equipe d'Orr and a Mr. James Orr runs it from premises at Moorlands Road, Malvern, Worcestershire (Tel. Malvern 3736). Service, conversions and routine or "custom" bodywork (for the Fiat marque only) are executed by Michael Hartman. Now established for 1½ years, Equipe d'Orr manufacture their own exhaust and inlet manifolds, though their speciality is uprating a particular model along the lines already proven by the manufacturers from Turin.

Current conversion work includes a manifold for the twin cam engine to take a pair of Weber 40 DCOEs (I think I recall the distributor got in the way on the 124 coupés) and a 650 c.c. version of the faithful 500. Labour charges are £2 per hour an Mr. Orr insists that they definitely will not haggle!

HISPANO-SUIZA versus STUTZ

What Really Happened in the Weymann/Moskovics Match Race at Indianapolis—that 24-hour duel in 1928 between a Type H6C and a Black Hawk for a £5,000 wager?

YOU PROBABLY remember it—that challenge issued to Charles T. Weymann of flexible fabric-body fame by Frederic E. Moskovics, President of the Stutz Company, that one of his sports Black Hawks could beat a Hispano-Suiza in a twice-round-the-clock race on the track? A wager which the American lost.

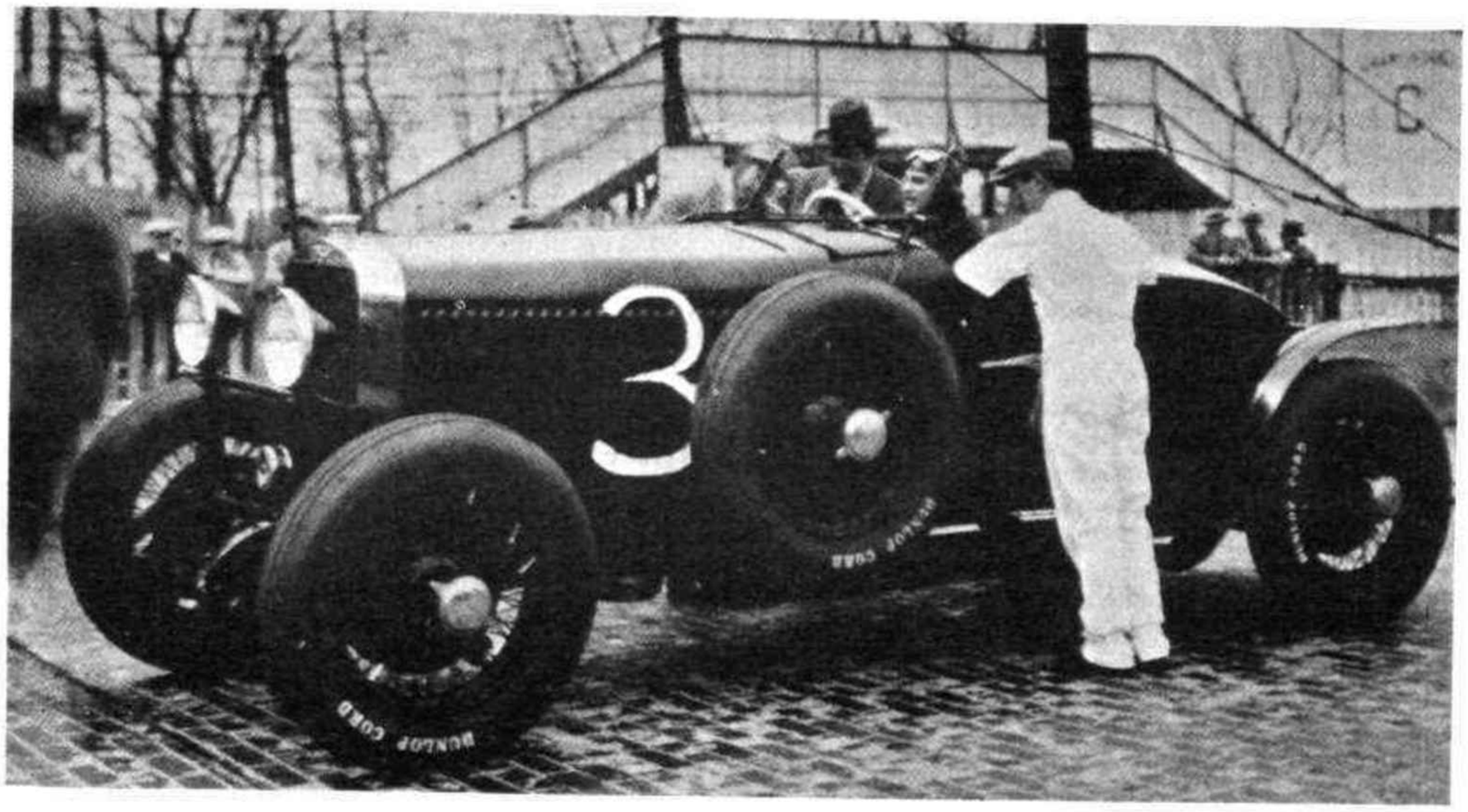
The details can be filled in, as far as is possible after the passage of more than 44 years, as follows. Weymann, having introduced his lightweight form of motor-body construction, so well-suited to flexible vintage chassis, to the French industry with signal success and brought it to Britain with much the same result, was anxious to sell his patents in America. He had managed to interest the Stutz President in fabric coachwork as an alternative form of construction in the Land of Pressed Steel Saloons and so it was natural, when Moskovics travelled to Europe in the Autumn of 1927 to visit the annual Motor Shows, that he should meet Weymann to complete arrangements for the American rights to the French patents.

At the Olympia Show that year it seems that Charles F. Kettering, proud of his new V8 5.6-litre Series-341 Cadillac designed by Ernest Seaholm, remarked how, during test drives between the General Motors Research Centre in Detroit and his country house in Dayton, Ohio, a run of several hundred miles, the new Cadillac did the journey in less time than a Rolls-Royce. Kettering was backing his three-speed £895 chassis in this respect against the four-speed 7.7-litre Rolls-Royce Phantom, which cost £1,850 without coachwork. It can be imagined that he made this remark as he walked between Stand No. 18 where the Cadillac was shown with 7-seater maroon-and-black limousine coachwork (price £1,425) and Stand No. 68, where Rolls-Royce had their own six-seater Hooper limousine on display, a magnificent creation in light blue, with soft cloth upholstery to match, and black mudguards, priced at a cool £2,906. The Cadillac was not really a new model so much as the well-established V8 with an extra 420 c.c. for the 1928 season, obtained by enlarging its bore while at the same time sensibly reducing the stroke. So Kettering would have every reason to emphasise his car's performance.

In those days the elite of the World's motor industry was wont to ease the strain of days spent at Motor Shows by dining well in the evenings, while the luckless salesmen were passing the time in dismal pubs and dubious boarding houses in the vicinity. Thus, on the night after he had dropped his remark about comparative test-runs back in the States, Charles Kettering found himself dining with Fred Moskovics and Col. Warwick Wright, the Colonel with financial backing from the Rootes brothers, having the Stutz dealership in London. Weymann was also among this party at the Kit Kat Club, which was a favourite haunt of HRH the Prince of Wales. (Apparently the much-feared gossip columnist, Lord Castleross, was also present, but whether he wrote anything about the evening's conversation I leave to other researchers.) Anyway, the story goes that the group discussed, as was natural, motor cars and their business prospects and Charles Kettering again mentioned the superiority in pace of the latest Cadillac over the Phantom Rolls-Royce. This led Moskovics to add that a Safety Stutz would beat a Rolls-Royce any day and for all day. Weymann, perhaps realising that any slight on the British luxury car was a bit close to the Hispano-Suiza, which France still regarded as her best automobile, weighed in and from this, legend has it, stemmed the challenge issued by Moskovics, that a Black Hawk Safety Stutz could vanquish a Hispano-Suiza in a 24-hour duel. The wager is named as 25,000 dollars, or some £5,000 at the prevailing rate of exchange, but whether this sum was actually proffered or was a later publicity embellishment, we may probably never know.

The fact is that Weymann accepted and the race duly took place. Indianapolis was agreed to by Weymann as the venue, notwithstanding the fact that Stutz cars were built there and regularly tested at the American oval. Indeed, knowing the Indianapolis course intimately, Stutz had that very year used it for a 24-hour publicity demonstration, during which the faster of two saloons averaged 68.44 m.p.h. and a sporting Black Hawk Stutz 71.3 m.p.h. Moreover, at a Dealers' convention a Black Hawk had lapped at 87 m.p.h. At the time Stutz was Stock-Car Champion of America (in the idiom of standard-car racing, not the bumping and crunching affair we now call stock-car racing) and the Black Hawk had recently been given a more powerful engine. No wonder Moskovics felt justified in throwing down a glove to Weymann! The Frenchman no doubt accepted for various reasons, as he waxed patriotic in the brandy fumes and cigar smoke of that fateful evening. Moskovics had apparently opened-up the American market for Weymann bodies—on the Stutz stand at the very Olympia Show from which these tycoons of industry were resting a very handsome Weymann saloon was displayed, priced at £1,350. So Weymann could hardly brush aside the wager. The Frenchman knew he would be in America the following Spring consolidating sales of his patents and presumably realised that it would not be much of a hardship to take a car over for the race, even if it might be supposed that he would need a saloon for demonstration purposes—but this he was perhaps able to borrow from Stutz? And while a victory over Moskovics might be a thought tactless, Weymann was a fervent patriot to whom an "away" win for the French car would not be unpalatable. . . .

So the race was agreed to. The stipulations were that both cars should be sporting production models with open two-seater bodies. Lighting equipment was obviously called for as the contest was to occupy 24 hours and windscreens were used, maybe for driver comfort. Two drivers were to serve each car, changing over at three-hourly intervals, and the race was to commence with the cars starting normally,



INDIANAPOLIS, 1928.—Ladies and Gentlemen, we come now to a 24-hour Heavyweight Bout for a purse of 25,000 dollars, between, in the left-hand corner, Charles Weymann's 6.6-litre Hispano-Suiza H6C, Premier Automobile of France, which weighed in at 4,400 lb—

ILLOGICAL !

"I understand that to prove a Cadillac can beat a Rolls-Royce from Detroit to Dayton you've laid a bet that a Stutz can vanquish a Hispano-Suiza in a 24-hour race at Indianapolis!" —Charles Kettering of General Motors' legendary remark to Fred Moskovics of Stutz, on the morning after the Match Race with Charles Weymann had been arranged.

drivers in their seats and engines running—no Le Mans tactics! It was decreed that repairs could be undertaken but no mechanical parts could be replaced. The race date was agreed as April 18th, 1928.

It is surprising that Moskovics did not stipulate that Weymann ran a 37.2-h.p. 6.6-litre Hispano-Suiza H6B, which, with the 27-h.p. Spanish version, was the only model displayed at the 1927 Olympia Show, instead of the 45-h.p. 8-litre H6C. But presumably he was immune to the proverbial saying that there is no substitute for litres! What he was doing was to pit a 4,950 c.c. straight-eight Safety Stutz Black Hawk speedster of 83 × 114.3 mm., developing 125 b.h.p. at 3,600 r.p.m. on a c.r. of 6¼ to 1 against a 7,980 c.c. six-cylinder Hispano-Suiza H6C of 110 × 140 mm., developing 144 b.h.p. at 2,500 r.p.m. on a c.r. of 6.0 to 1. The Stutz had a wheelbase of 10 ft. 11 in. and weighed 3,600 lb.; the Hispano-Suiza wheelbase measured 11 ft. 5 in. and the French car is said to have been 800 lb. heavier than its American challenger.

Weymann nominated himself and Robert Bloch, who won the Le Mans race in 1926, sharing a 3.4-litre Lorraine-Dietrich with Rossignol —a careful and experienced French driver—to handle the Hispano-Suiza. Moskovics put in Gil Anderson (one report says the better-known Tom Cooper) and Tom Rooney, who knew Indianapolis very well indeed, as his drivers. They wore white overalls and helmets, the Frenchmen less formal racing attire, but all seemed to find goggles and helmets desirable. It seems that Weymann had intended to run his car with all its mudguards in place but afterwards had the front ones removed; he carried a spare wheel. I suggest that this may have been caution on Weymann's part, arising from his unfamiliarity with Indianapolis; he may have wondered whether there might be stones on the track which could damage his fabric body and cause a puncture away from the depot. The Stutz also ran without front "fenders" and did not carry a spare wheel. Moskovics wanted to run on racing tyres but Weymann insisted that he should use Mason balloons, to match his Dunlop Cords. There was a nicely depicted stork on the body side of the French car, which also carried a crudely painted No. 3, while the Stutz was numbered "7", apparently a lucky number for the Indianapolis Company. It is likely that the time-keepers had asked that the cars carry different numbers, as they would have to identify them during the night, and to avoid confusion as to which was to be "1" and which "2" Weymann had maybe offered to use "3" before he saw the later numeral on the rival car?

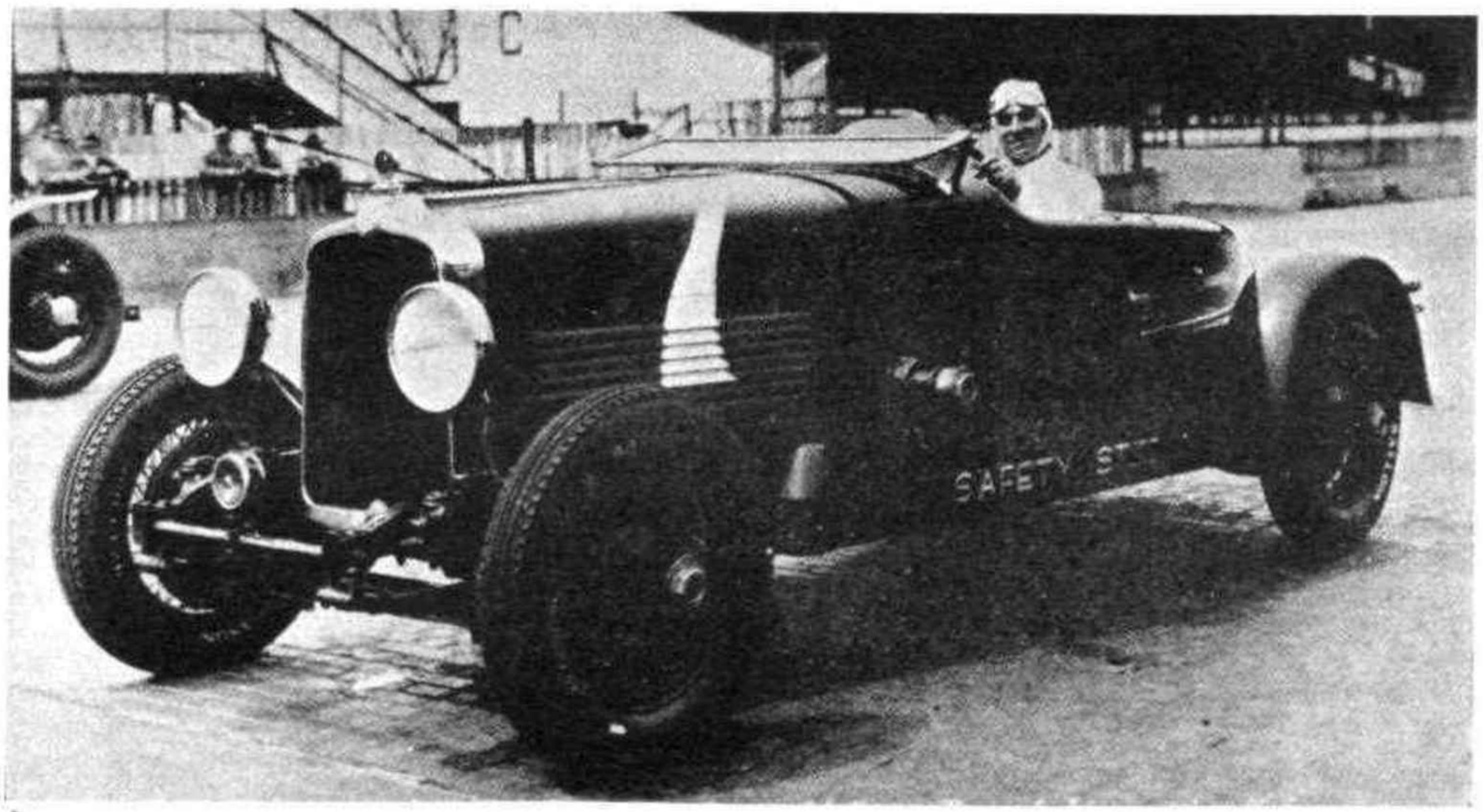
We are told that some 2,500 spectators came to see the start, and that Moskovics was there in person. At 1 p.m. the race started. What happened?



FASTER THAN A PHANTOM?—Was this the sort of Cadillac which is alleged to have been faster than a Phantom Rolls-Royce between the General Motors Research Centre in Detroit and Charles Kettering's country home in Dayton, Ohio?

According to *Automobile Quarterly*, which published a most interesting résumé on the Match Race in its 1970 Spring issue, by Marion George (a *nom de plume*, I believe), to which journal I am indebted for much of the substance of this article, the Hispano-Suiza immediately accelerated away from the Stutz, being "several hundred feet ahead" at the first of the four corners. After the first lap it was said to be nine seconds ahead, having averaged 84 m.p.h., whereas the Stutz had managed only 77.6 m.p.h.—those who possess slide-rules and know the Indy. lap distance as 2.5 miles will no doubt wish to check these figures. The Stutz driver Rooney now began to open up, and after ten laps the respective averages were, to quote the same source: Hispano-Suiza, 83.41 m.p.h.; Stutz, 81.3 m.p.h. This suggests careful control from the pits—one imagines someone was keeping a watch on the H-S, for the French car had already dropped to below its standing-lap speed, someone having, you may think, seen how inferior the Stutz performance was, except that the leader's lap-speed is given as up to 89 m.p.h. only six laps later. This, however, ties in with the stated fact that the American driver had become alarmed by the pace the Hispano-Suiza was setting and had drastically speeded up, which would make it necessary for Weymann—if he it was—to open up again.

After 57 laps Rooney, his engine losing power, came into the Stutz pit. A "tappet lock-nut" (I think they mean the pad which was screwed to the valve stem or its lock-ring, because a Stutz engine has no tappet as such) had split and as the rules of the contest stipulated no replacements, attempts had to be made to jury-rig it. This, we are told, took more than an hour, and although the Stutz then set out to endeavour to make good its deficiency, it was back at its pit eleven laps later. And 7 hours 20 minutes after the start it was stationary again, this time for more than three hours. By the time it was on its way once more and midnight had struck, the Hispano-Suiza was very comfortably ahead, having had no mechanical trouble. The early hours of April 19th saw the luckless American car in and out of its pit and at 7.56 a.m. it was all over—the bodged "tappet-nut" gave way and the valve fell into the cylinder, causing a con-rod to break. . . . Twelve hours after the Stutz's



—and, in the right-hand corner, Fred Moskovics' 4.9-litre Safety Stutz Black Hawk, Stock Car Champion of America, weighing in at 3,600 lb. May the best car win. . . .

third pit-stop Fred Moskovics called it a day, if not something ruder! He had really no alternative. Running perfectly, the Hispano-Suiza was flagged in after 19 hours 20 minutes, Moskovics having conceded the race to Weymann.

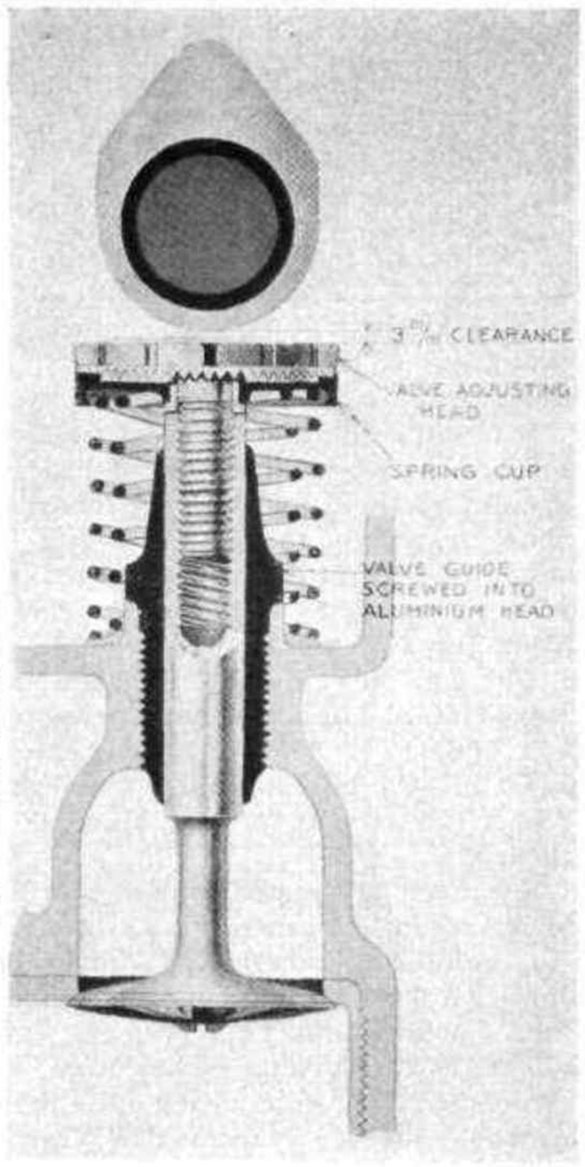
The Hispano-Suiza had covered 1,357.5 miles at an average speed of 70.14 m.p.h.; the Stutz had retired after a mere 732.5 miles, which even the American journal aforequoted calls "pitiful".

It was widely publicised at the time that Hispano-Suiza had thoroughly licked Stutz and this has passed into history. For instance, in the special articles about the Hispano-Suiza which he wrote for MOTOR SPORT in 1950 Kent Karslake says: ". . . it was a 'Monza' Hispano-Suiza which showed up a Stutz Black Hawk to such disadvantage during a 24-hour run at Indianapolis. . . ." Even more scathing, T. R. Nicholson in "The Vintage Car" (Batsford, 1966) refers to the result of the race as "a thorough thrashing for the much less-powerful Stutz". Writing of the Hispano-Suiza designer Marc Birkigt in "Automobile Design" (David & Charles, 1970), Michael Sedgwick and José Manuel Rodriguez De La Vina say: ". . . perhaps the most impressive performance of all was Weymann's victory in the celebrated match against a straight-eight Stutz at Indianapolis in 1928. The American car was appreciably smaller and less powerful, retailed for one-fifth the Hispano's price*, and was unlucky to be dogged with valve trouble, but against this the French aviator's 8-litre was a nine-year-old design, as well as being a well-worn example that had received no special preparation." In "French Vintage Cars" (Batsford, 1964) it is even stated by Crombac that the Match Race was "disastrous for the Stutz, which broke several valves and finished up throwing con.-rods". The British motor press reported on the race at the time in much the same way. This I think is perfectly fair, because there is no place in motor racing for "ifs" and "buts" and the Hispano-Suiza had very definitely out-lasted, and beaten, the Safety Stutz.

This notwithstanding, *Automobile Quarterly*, in its special Stutz issue, set out to throw cold water on the Hispano-Suiza achievement, although it might have been thought that it was the Stutz which had overheated! They pointed out that after the retirement of his Stutz Moskovics was astonished, saying never before had the Stutz valve gear given any trouble. He then asked Weymann if he would agree to another race, for the remainder of the elapsed time. The Frenchman agreed, as you would expect him to—he obviously did not wish to offend the "customer" and might well have hoped to add another Stutz scalp to his belt. So Moskovics had another Black Hawk brought from the factory, while the victorious Hispano-Suiza was just checked over. One hour and ten minutes after it had finished its first 1,357 miles at near-racing speed the Hispano was off again. Again it out-accelerated the Stutz—was the challenger now driven by Anderson, Rooney in disgrace?—but the Stutz is said to have closed on, and passed, the French car after a few laps. It was a mile ahead, we are told, after 15 laps. It lapped the Hispano before 40 laps were completed and did so again between the 70th and 80th lap, when it "had a five-mile lead". (Slide-rules again?) The Stutz was lapping 2 m.p.h. faster and after 3½ hours was flagged-in the winner, having averaged 75.71 m.p.h. for 265 miles. The Weymann entry was "a full three laps astern", or 7½ miles to the bad, at 73.5 m.p.h. for 257½ miles. Congratulations and handshakes all round! But it does seem odd that the Hispano-Suiza, which had shown itself capable of lapping at 89 m.p.h. and averaging nearly 83½ m.p.h. at the opening of the first race, was now 10 m.p.h. slower. Putting aside the uncharitable thought that Weymann may have felt it unwise to twice beat his business friend, one wonders if the second Stutz driver was superior to the first or whether Weymann drove this second race, not all that earnestly and was in any case not as fast as Bloch? Or were the Hispano-Suiza driver and brakes tiring after a day and a night's motoring?

Apart from reminding us of the outcome of this second, far shorter, duel between the tired Hispano and a brand-new Stutz, *Automobile Quarterly* disparages the French make in a number of ways. Of the disastrous (for Stutz) Match Race they say that what went wrong was that Moskovics expected the Hispano-Suiza to have inferior cornering powers, inferior acceleration from 80 m.p.h. onwards because of greater weight, drag, and poor high-speed breathing, and for it to be more thirsty, heavier on tyres, and unlikely to last the distance, compared to his Stutz. He based his assumption of unreliability, if Marion George has it correctly, on the fact that the Hispano-Suiza still used hand-scraped bearings and that its aluminium block and crankcase were less rigid than the Stutz's, which used cast-iron for these components, and because the Stutz engineers had had to improve on Birkigt's valve gear! His mouth must have been wide open, but for different reasons, not

* The respective chassis prices of a Stutz Black Hawk and a 37.2-h.p. Hispano Suiza at Olympia in 1927 were £895 and £1,650, so the Stutz was scarcely one-fifth cheaper!—ED.



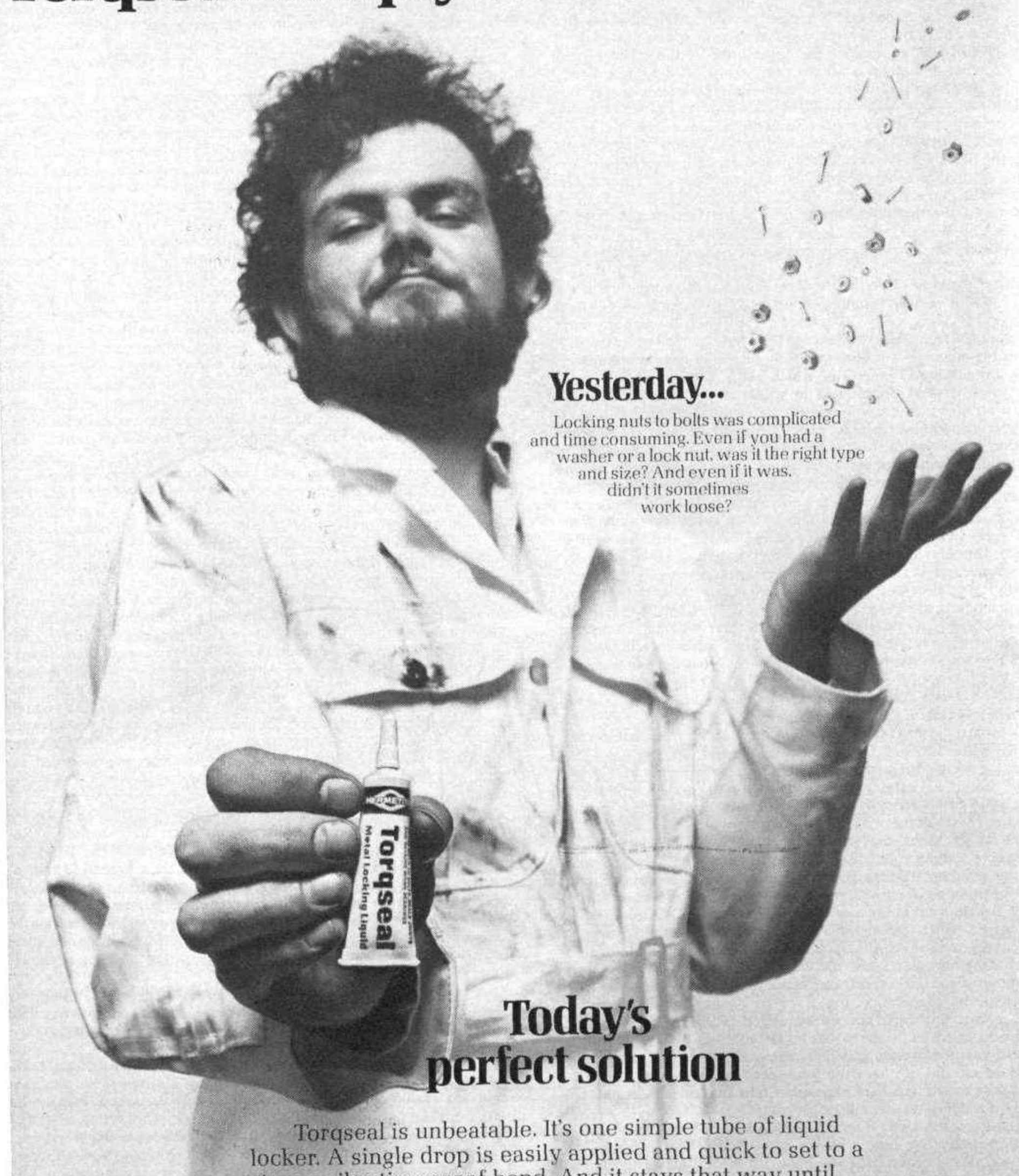
MORE IRONY.—The Stutz Black Hawk had almost identical overhead camshaft valve gear to the Hispano-Suiza which vanquished it, the direct-operating system evolved by Marc Birkigt for his V8 Hispano-Suiza war-time aero-engines. What broke, to delay the Stutz so long at its pit that the contest was called off?

long after the Match Race got going. He scathingly dismissed it as almost certain to develop tyre and/or tappet trouble—"A hand-made car!"

To excuse the failure of the Stutz to last for any length of time the *Automobile Quarterly* writer says Moskovics expected the superior low-speed torque of the Hispano (quoted as 360 at 1,600 r.p.m. against the Stutz's 200 at 2,400 r.p.m.) to give the French car an initial advantage. What he did not allow for was his driver revving too hard in trying to catch the vanishing Hispano. According to the aforesaid commentator the "tappet-nut" failure may have stemmed from the engine being held wide open too long in the lower gears. I find it hard to believe, however, that the lower gears would be used much, on a track where, on Moskovics' own admission, he intended to average 74 m.p.h. for the first 14 hours before applying pressure to the rival car. This, with pit-stops, "meant holding about 80 m.p.h., with bursts of approaching or exceeding 100 m.p.h. along the straights". If the Stutz was driven even faster than this, the lower gears would surely be less in use, for I do not believe this stock Stutz would have accepted second gear at over 80 m.p.h. Although the Stutz engine is described in the American journal as having similarity with the Hispano-Suiza "only in the tappet adjustment", this sounds like nonsense to me. The Stutz Vertical Eight engine (a puzzling name intended to imply that it had its eight cylinders in-line and therefore vertical, instead of in a vee), variously described as having been designed by Bastien, formerly of Metallurgique, and Greuter from Marmon, had o.h.c. valve gear very similar to the classic direct-wipe system pioneered by Birkigt during the war on Hispano-Suiza aero-engines, although the Stutz engine had chain drive instead of a vertical shaft drive for the camshaft. If the Hispano in the Match Race was able to go fast from the start without damaging its "tappet-nuts", it is curious that the Stutz couldn't, especially as the valve gear was said to be used in *an improved form* and the Stutz was designed to rev. to nearly 4,000 r.p.m., against the French car's 3,130 r.p.m. The American Hispano-Suiza concessionaires are said to have been alarmed at Weymann's impetuosity in accepting the challenge, but Weymann himself seems to have had no qualms about letting the car lap fast from the start.

Having tried to explain away the Stutz collapse as due to bad driving, *Automobile Quarterly* then tried to dispose of the victorious Hispano-Suiza by saying it was a non-standard car. Admittedly Crombac has hinted that it may have been assembled with racing tolerances but Marion George goes further, stating that whereas the Black Hawk was one of five picked from stock by the AAA, Weymann had his H6C, which the American writer calls a Boulogne *Sport Court*, prepared by the makers, and that it lapped Montlhéry at better than 85 m.p.h.

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before leaving for America. He suggests it had a raised c.r. (which is quoted as 6 to 1) and a special camshaft which increased valve lift by 1 mm., giving "a ten per cent increase in power". If so, it is curious that on test the car did not lap the fast Paris track much quicker, because four years before Woolf Barnato had averaged over 90 m.p.h. for 300 miles at Brooklands in one of these cars when breaking class records.

As well as the statement that Weymann won the Match Race with a non-standard car, Marion George suggests that, in spite of his victory, the Frenchman was so sure of the superiority of the make he had vanquished that he bought a Stutz to run in the 1928 Le Mans race, instead of entering a Hispano. *Automobile Quarterly* has it that Weymann's entry of a Stutz instead of a Hispano in France's greatest sports-car race "provides a riddle for historians, but it is not an insoluble one". They then go on to explain how Weymann "could clearly see that the Stutz deserved much more credit than it received and was undoubtedly the faster car at Indianapolis over long distances". He realised "he had been a very lucky man" to win the wager and was "now fully aware of the merits of the Stutz", which, they would have us believe, is why Weymann then bought one and entered it for the next Le Mans race. If you consider the timing, however, this scarcely holds water.

Weymann could not have had this revelation until April 19th at the earliest. Would he have bought a car on a sudden inspiration, ten days before the Le Mans entry list closed? He could, I suppose, have cabled an entry from America, except that the double-fee entry date had probably closed, but it seems unlikely he would have contemplated shipping a car back to France, one which had to be carefully prepared, with only ten days at double-fees in which to do this, make all the necessary arrangements, nominate his second driver, and so on. It would be nice to think that he entered the car on impulse as some consolation to the vanquished Moskovics, to whom a Stutz victory in France would be some atonement. Tim Nicholson tells us that among all the American makes only Stutz adopted the Weymann body, so clearly Weymann owed much to his business friend. Unhappily for Marion George there is proof that the Le Mans entry had been decided upon before the Match Race came about. In a fervour of patriotism the previous October he may have suggested that the Hispano-Suiza was the better car and been only too glad to agree to the Match Race; if he lost, it would please Moskovics, who was buying Weymann bodies; if Weymann won it would help to dispose of the Hispano-Suiza in America. It seems likely that Weymann intended taking over a Hispano for the American concessionaires to sell anyway; which might explain their discomfort when told that he was going to race it. Bloch was probably going to Indy, to get the feel of a Stutz before the Le Mans race, which gave Weymann his co-driver when Moskovics threw down the gauntlet.

If this premise is acceptable to you, it disposes of Marion George's apparently false surmise that it was Weymann who entered the American car for Le Mans, which he contends was thought at the time "odd" or "ironic". Certainly there is no reason to condemn the Safety (an early whiff of Nadarism!) Stutz Black Hawk because of its demise early in the Match Race. The lone example which Weymann afterwards ran at Le Mans did remarkably well, worrying the "works" Bentleys and eventually finishing second at 68.78 m.p.h., only 7.88 miles behind the winning 4½-litre Bentley driven by Barnato and Rubin, although I cannot go along with Marion George when he says it "forced two of the Bentleys out of the race". In fact, only three Bentleys started and one retired, with a leaking radiator which is usually caused by chassis flexion, not by over-revving; the other was delayed by puncturing a tyre and having no jack aboard, but worked back up the field, to finish fifth. "America's greatest sports car" nevertheless did remarkably well, suggesting factory preparation, but, if we are to split hairs over performance, was unable to equal the Le Mans lap-speeds of the Bentleys. It was also hampered after about 20 hours' running by top gear of its three-speed gearbox having to be held in engagement. (It is odd that the Le Mans car did not have the four-speed box which had been an optional £25 extra at the 1927 Olympia Show but perhaps it had not been fully developed or homologated by 1928?)

Incidentally, when three supercharged 5.3-litre Stutz were run at Le Mans in 1929, the best of them came home fifth behind four Bentleys and all the others retired. Two 5.3-litre Stutz started in the 1930 Le Mans race; both retired, as did lone Stutz entries the two following years. . . .

However, even the splendid showing of a Stutz on its first appearance at Le Mans is used by *Automobile Quarterly* as another stick with which to beat Hispano-Suiza. They argue that had a "works" team of Stutz been entered for Le Mans in 1929 they might well have beaten the Bentleys (including the 6½-litre?), so it was to be expected that a team of Hispanos would have been entered, to uphold French prestige against the threat from the "non-works" Stutz. But, says the American writer, although the great Charles Faroux himself entreated Hispano to enter, they never did so, a problem, says Marion George, no-one has ever attempted to answer. I will answer it for him! By 1929 not only had Hispano-Suiza given up racing but the French motor industry was in poor shape and Birkigt was busy planning his V12 luxury models, regarding the 37.2-h.p. and 45-h.p. Hispano-Suizas as out-dated. Even Stutz, which had paid far more attention to racing than the great French manufacturer, had given up by 1928 and Moskovics had left them by January 1929. Large French cars were conspicuous by their absence at Le Mans in 1929, so why should Hispano-Suiza step in where more sporting angels feared to tread? Incidentally, I think it far more likely that Faroux tried to persuade Hispano-Suiza to enter in 1923, when with George Durand he had conceived his unique endurance race, than six years later, when he was aware of the condition of French industry.

Another angle in Marion George's attack comes with the remark that he "can no-where find any record of any Hispano ever making a full 24-hour run—anywhere". At the Match Race, he reminds us, the Hispano ran for a total of 22 hours 50 minutes, not 24 hours as many reports state, averaging 70.14 m.p.h. All right! But it stopped at Moskovics' decree, not because it was burned-out, and it took *two* Safety Stutz to average about 57 m.p.h. on that inauspicious occasion.

What the American journal is at again is that Hispano never competed at Le Mans. This, as I have said, is easily explained. In 1923, when this race was first held, Bois Colombes was well established as a luxury-car factory and had no need to go racing. It had some great racing achievements behind it, of course. Dubonnet had won at Boulogne in 1921, Bablot won there in 1922, and Dubonnet was successful at Monza, which Karslake calls a fine performance over this difficult course. Then there was the same amateur driver's class-win at San Sebastian, Garnier's fine victory in the 1923 *Coupe Boillot* at over 70 m.p.h., and Dubonnet finishing 18 minutes behind the winner of the 1924 Targa Florio in spite of having to change many tyres on his wooden-bodied Hispano, Barnato's records at over 90 m.p.h., etc., all before Le Mans was fully established. But Hispano-Suiza never had a racing department like that maintained by Stutz and "works" Hispanos were last entered in 1923, the year Le Mans was weaned.

Fortunately for the reputation of Hispano-Suiza, the French historic-car magazine *l'Anthologie Automobile* had the perspicacity to show the *Automobile Quarterly* article to 81-year-old Charles Weymann, who, in their issue of September/October 1970, devastatingly demolished it.

Charles Weymann, born of American parents incidentally, shown the *Automobile Quarterly* account of the notorious Match Race, which the French journal describes as "lightly tinted with childish chauvinism", apparently found it very amusing, "very tendentious—it wasn't like that at all . . ." For instance, speaking of how the challenge originated, Weymann suggests that the American car involved may have been Packard and not Cadillac and anyway says that the essence of the argument was whether Rolls-Royce really was the best car in the World. Weymann, who held the view that England and America regarded French cars as second-rate, said that after owning a Rolls Royce and one or two Hispano-Suizas he preferred the latter and, indeed, used his Hispanos regularly. It was then suggested that if a Rolls and a Hispano were to leave London together to get to Nice, it was certain that the British car would arrive well before the French one. Weymann retorted that the R-R representative might be certain but he had very considerable doubts. It seems that Moskovics then butted in with the comment that a Stutz would be faster than any of the cars under discussion . . .

So, in the warm alcoholic atmosphere prevailing, Weymann suggested a contest, to prove it. A simple race, he said, the first car to arrive being the winner. Moskovics agreed, asking what should be the extent of the wager. Weymann, who was then a very wealthy man, as, son of a banker and a successful industrialist, one would expect him to be, said it didn't much matter but, pressed by his American opponent, suggested 25,000 dollars. Moskovics probably thought Weymann had been drinking too much, that he was joking. After some hesitation, the wager was accepted, the contest to be between a Rolls-Royce, a Hispano-Suiza and a Stutz. However, when the light of day followed that argumentative evening the Rolls-Royce spokesman was told to

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† [This seems to give the lie to my earlier assumption that perhaps Bloch drove faster than Weymann; was "Charley" resting, both literally and on his laurels during the fake race to please the onlookers? Incidentally, at one time Berroist was expected to be Weymann's co-driver.—W.B.]

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forget the whole thing, which was in keeping with his Company's caution in matters of this kind. So the thing became a duel between Hispano-Suiza and Stutz.

Realising that a London-to-Nice race would be unpopular, a 24-hour track contest was substituted, and thus the Indianapolis Match Race came into being.

Weymann recalls that Moskovics wanted rules drawn up. To which Weymann retorted that these would appear to be of biblical simplicity, namely that the two cars start off and they would see which was ahead after 24 hours. "No spare parts . . . we depart . . . we arrive . . . there is nothing to discuss." Clearly, Weymann had every confidence in his Hispano-Suiza and thought that if it needed any work on it during the 24 hours the contest would be a farce. However, he agreed to Moskovics' stipulations. The chassis were to be standard and bodies were built for them, Weymann using a light two-seater body. (What I think he means here is that *mechanically* the cars had to be of catalogue type but could have any sort of bodywork, perhaps because this was how Hispanos were usually delivered. Presumably the Stutz had a normal Black Hawk body. Weymann says it was too heavy which one would not have expected him to say if it were a Weymann body, so perhaps it wasn't. But this remark about weight may just be an excusable puff on Weymann's part 42 years later, for his own lightweight construction.)

The Hispano-Suiza Weymann chose to race was tested for him, possibly at Montlhèry. The mechanic doing the testing telephoned Weymann with bad news. After running for 300 or 400 kilometres he reported that there was plenty of oil all over the engine, but none in the crankcase. Weymann 'phoned Birkigt for an explanation, of an oil consumption of 40 m.p.p. It seems that Birkigt had changed the type of cylinder liner. At first he refused to believe the oil consumption quoted by Weymann but further tests convinced him and the car was examined to discover the reason. Eventually the trouble was traced to the thrower ring used at the rear of the crankshaft to feed lubricant back into the crankcase having been fitted the wrong way round.

Birkigt expected Weymann to be satisfied with this explanation but Weymann made the point that unless the helix was shown correctly fitted *on the drawings*, Moskovics might accuse him of shipping a non-standard engine to the States. So the drawings were dug out and the car was confirmed as entirely standard, Weymann says to the satisfaction of the Automobile Club and some lawyers.

It may seem odd that he expected anything different, but I think the point he is making is that as the car had had to be taken back to the factory and Birkigt consulted, it might have been construed that special parts were being fitted and so, to counteract this, Weymann asked for his car to be compared with the drawings and declared standard, not that Birkigt didn't know until the drawings had been consulted which way round the helix should be fitted!

Weymann goes on to describe as "absolutely false" the *Automobile Quarterly* statement that he used a raised c.r. and so on; indeed, he intimates that to have done so might well have been too experimental and detrimental to his object of running for 24 hours without breakdown. Here I would remark that the horse-power which Marion George quotes for the Hispano-Suiza is, if anything, below that expected of an early model H6C engine and the c.r. normal if, as I suspect, Weymann was using one of the first of the later 56 b.i.s. engines, in which case the different cam-profile (actually, according to Crombac, a retrograde one) may well have given rise to the erroneous American suggestion that Weymann's car had a higher-than-standard valve lift. In fact, I suspect that Marion George lifted his data from Crombac, and because that authority has quoted the 1922 Boulogne cars as having the profile-104 camshafts and a c.r. of 5.75 to 1, the American writer has assumed that Weymann had one of these engines with the c.r. again increased, ignoring the fact that Crombac reminds those who read him carefully that the c.r. of Birkigt's engines was increased over the years. What I am saying is that if a c.r. of 5.75 to 1 was used for the 1922 competition engines, 6 to 1 is reasonable for the production engines of five years later. This, with George's mild estimate of the output of the H-S Match Race engine and Weymann's memory of it, *dispels, I suggest, any suggestion of cheating on the part of the French challenger* . . .

Of the contest itself, Weymann says Bloch wanted to run slowly at first but he would have none of this, using full-throttle from the start.† This caused the Stutz to have to follow similar tactics instead of playing cat-and-mouse with the H-S and after 300 or 400 kilometres it gave Moskovics "a whole series of problems"—Weymann mentions things falling off, a piston breaking, "something else". His memory may be a little rusty here, for he says the race commenced at "around 4 or 5 p.m.," whereas the American account says it began at 1 p.m., although Weymann's timing would be more in keeping with spectator attendance on the second day. However, this in no way impairs the main theme of Weymann's story.

Now we come to the important part of *l'Anthologie Automobile's* investigation. Marion George (why, I wonder, did he use a *nom-de-plume?*) says that in a re-run of the race a fresh Stutz soundly beat the H-S and that Weymann was so profoundly impressed by what he saw, that he decided to enter a Stutz for the next Le Mans race. Weymann *has a very different explanation, which completely disposes of his implied disrespect for the Hispano-Suiza.* He says that the Indianapolis Stewards and Moskovics whose factory was at Indianapolis *were anxious not to disappoint the spectators who would arrive to see the closing stages of the duel, presumably paying to do so.* (*Automobile Quarterly* says 2,500 people were present to see the start, so quite a crowd could be expected for the finish, expecting, no doubt, to see the French car trounced.) But there was the Hispano some 600 kilometres ahead and the Stutz stationary at its pit. American-born Weymann, to please his vanquished friend and the track authorities, agreed to a mock race, to please the crowd. "Cinema, for God's sake", he calls it! This explains the difference on speed of the H-S on its second appearance, which I commented on earlier, compared with when it was really trying . . .

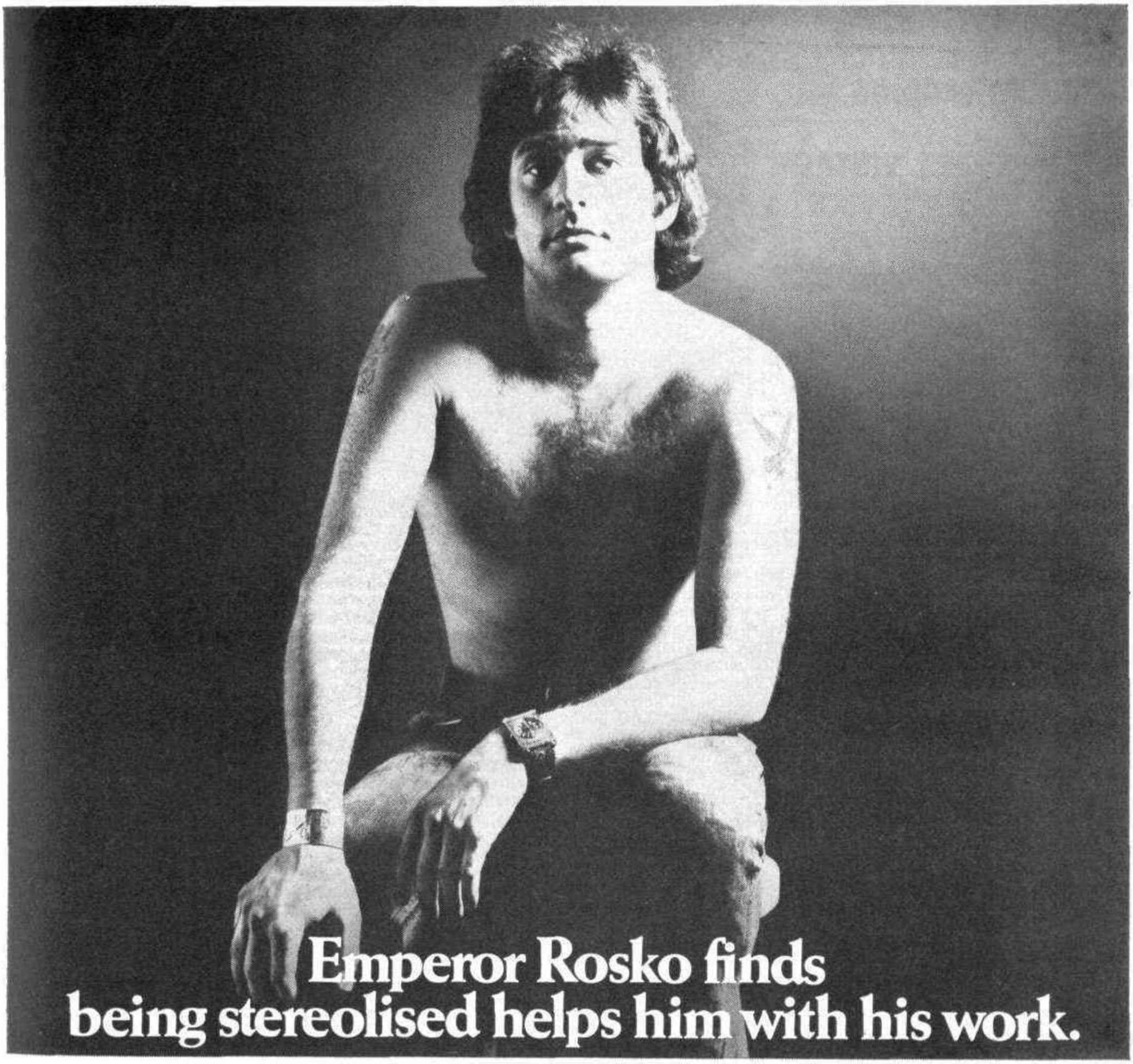
Weymann also demolishes the other accusation against the H-S; namely that he preferred to enter a Stutz for the 1928 Le Mans race He says that he *never entered a Stutz for Le Mans.* The entry was almost certainly made by Stutz themselves or their concessionaires and had Marion George taken the trouble to consult MOTOR SPORT he would have known that the Stutz were entered long before the Match Run! In fact, Gil Anderson from Indianapolis was Stutz race manager.

Certainly Weymann bought a Stutz after Moskovics had made him try one. This was surely perfectly natural? He was selling bodies to them, had just taken 25,000 dollars for the race outcome, equal to about 125,000 Poincare francs or some 7 million old francs, and he was then a very rich man. Not to buy a Stutz would have been uncharitable and anyway Weymann says he found certain undeniable qualities in this excellent American car, naming amenities and power for size rather than sheer speed and durability. Weymann says he brought the Stutz to France, not to race, but to show it to the two automobile makers he rated higher than anyone else, Paul Panhard and Louis Renault. It is easy to imagine Weymann's friendship with these two great French manufacturers, both of whom were extensive users of Weymann coachwork. Apparently Panhard wasn't interested in the Stutz, saying no American firm was going to teach him what a car should be like but Renault kept it for more than a week, finding some very interesting things in it. This makes sense, for whereas Panhard was virtually a back-number by 1928, Renault was just beginning to Americanise his larger models. To suggest that he was raving about the superiority of the Stutz he had beaten fairly and squarely at Indianapolis is, says Weymann, "completely ridiculous".

Weyman also enlarges on another interesting matter. I thought the American H-S concessionaires might have disliked the idea of the Match Race in case the French car broke before they could sell it. It was much more subtle than that. They accused Weymann the customs' trouble, apparently, and more besides, simply because, says Weymann, they reasoned that, as he had sold a licence to Moskovics for his body patents, the Match Race would be bound to be faked, to ensure that the Stutz won, for publicity purposes, to the obvious detriment of the French *marque*. Their alarm did *not* stem, as Marion George suggests, from lack of faith in the Hispano to keep going for the 24 hours, fast enough to crack the Stutz . . . Nonsense again, says Weymann. There is commerce and there is sport and he had no intention of mixing them; as he proved by continuing at speed while his rival was in the pits. Whether or not the Match Race Hispano-Suiza was sold in the States I do not know but it seems it was Weymann's own car, not a works car, and that Hispano-Suiza were so pleased with the publicity resulting from the vanquishing of the Stutz, that on his return to France they gave him another.

Today, alas, Weymann is not rich, but has been working on a simple automatic transmission which could restore lost fortunes: however, I have already used more than my share of *l'Anthologie Automobile's* interesting investigation and this story is theirs . . .

Putting two and two together, it seems that *Automobile Quarterly* was ill-advised to embark on their presumptuous excursion into this particular aspect of Franco-American automotive politics!—W.B.



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A Section Devoted to Old-Car Matters



A VETERAN WINS.—It was an especially good performance of Andrew Smith to make best overall performance in the VCC Mid-Wales Spoke Rally in a 1904 Oldsmobile. As seen here, he was in complete control, even when not certain where he was going!

VCC MID-WALES SPOKE RALLY (Sept. 17th-23rd)

THIS RALLY, so-called because it took in daily tours spoking out in different directions from Llandrindod Wells, on every day except the Wednesday, which was rest-day, and the last Saturday when driving-tests were held in the new car park, had an entry of six veterans and 23 Edwardians, although two of the latter, a Unic and a Ford, non-started. It was an ambitious event of some 100 miles per day, with some mostly non-motoring interludes *en route*, but the cars stood up well, although on the Thursday Mitchell's Alfonso Hispano-Suiza ran No. 3 big-end, as it has done before (it was efficiently re-metalled in Cheltenham and was running again by the Saturday). Love's 16/20 Wolseley, which had CAV headlamps and a fine high-mounted bulb-horn, was troubled by a reluctant carburetter, and Miss Bendall's 15/18 Hupmobile had to have front axle ball races replaced, which caused it to miss some of the tests.



PRESIDENTIAL CAR.—Mr. J. E. Crossman, President of the VCC, drove this 1912 15-h.p. Iris, which was photographed in Llandrindod Wells on the last day of the VCC Spoke Rally.

The cars were an interesting selection. Oldest was Southall's 1902 De Dion Bouton, a single-cylinder of 8 h.p. Landless' 1902 chain-drive 7-h.p. Panhard-Levassor "Henrietta" was equipped only with gas side-lamps. Redder's tiller-steered 1904 Cadillac had an "A" registration and, thinking in these terms, both the Blackford/Greenal 18/24 Austin "taxi" and Hartley's 15-h.p. Fiat with similar bodywork had their numbers on the radiator honeycombs. The Austin sported an elaborate exhaust whistle and sight-feed lubricators and it started "on the switch". The Fiat had a very period roof-rack and tailored covers over its headlamps. Brown was in the closed-car comfort of a 1915 17/24 Dodge which was on Clincher Cord tyres and carried a Pratts' can. Major Pitt's 1912 Rolls-Royce Silver Ghost tourer was the repository for rashes of badges, of which we counted about 100, had its rear-compartment screen folded down, and carried two Shell Motor Spirit cans. Bill Cook had brought his very fine open Silver Ghost of the same year and Bendall was in his well-known closed Silver Ghost of 1911 vintage. Two extremely smart cars were the 12/16 Wolseley two-seater of Mr. and Mrs. Wakely (which had Shell can and polished wooden boxes on its running-boards, a full-width dash shelf, a Motometer on its radiator cap, exhaust whistle, 815 × 105 tyres, and ¼-elliptic rear springs on tubular hangers, whereas the bigger Wolseley had ½-elliptics) and Cook's 1914 Singer Ten two-seater with snubbers for its back springs, a Rankonia gas generator, the square-type radiator, and a fuel thirst of 45 m.p.g.

Ryder-Richardson's 1910 Adler two-seater had an early AA badge, Stepney spare rim, snubbered ¼-elliptic back springs and a transverse silencer with flap over one exit. Calder's yellow 10/12 Belsize had protective covers over its lamps, a small fuel-filler protruding inside the car, and its petrol can was originally full of Pratts' High Test. Rowley was using his skiff-bodied 25/50 Talbot, the Smiths' Clegg-Darracq was on 815 × 105 Dunlops, South was in his 12/16 Sunbeam, the VCC President, Mr. Crossman, drove a 1912 Iris which suffered some magneto trouble, and Gray was driving his big 35-h.p. Lancia Theta. P. R. Southall's 20/30 Fiat landaulette was on 880 × 120 tyres and had CAV lamps. The AA's 1904 Renault had a warning bell. The organisation was largely in the capable hands of Roger Collins, who was going round the routes in an S.1 Bentley Continental.

On the Sunday we assisted with some of the tests and on the Monday stationed ourselves on a 1-in-6 hill outside Llanidloes, in the magnificent weather which lasted all the week. First to appear was the Austin, which made a slow down-change and ascended slowly. After a long wait Cook's Rolls-Royce appeared and treated the gradient with disdain, although running on the coil only. Then Southall took a wrong turning, but reversed to set the Fiat at the hill. The 1909 Adler of Firth only just got up and the Belsize, on 810 × 90 tyres, used weaving tactics which, as it was going nicely, did not seem absolutely necessary. On the later long 1-in-8 haul round the reservoir the Hispano-Suiza made a most sporting and noisy ascent, Wakely was

Continued on page 1261

VSCC WELSH RALLY (Sept. 30th/Oct. 1st)

TRADITIONALLY, some of the more active members of the Vintage SCC went over the Welsh border for the Presteigne Rally, this year to the extent of 28 entries for the Saturday *Concours d'Elegance* and Driving Tests, the latter held in the spacious car park of F. W. McConnel Ltd. in Knighton, and 65 for the more strenuous two-day road section-cum-trial. Likeable cars in the beauty part of the proceedings, in which the Judges looked for careful maintenance, originality and good general condition, were Mrs. Drake's very sporting Amilcar, Coates' magneto-ignition Austin Chummy, original and smart in spite of blemishes where a pedestrian had fallen over it the day before, Mrs. Cherrett's Zagato Alfa Romeo and Berry's Rolls-Royce, while Sawers' Alfa Romeo continues to show improvement over the years. Against this, some cars were distinctly *non-d'elegance* but sometimes desirable for all that, for instance D. Collins' blown Alfa Romeo and Calvert's big sleeve-valve Minerva. The driving frolics round the marker posts gave Mann (22/90 Alfa Romeo) a chance to destroy as many as possible while on its way to probable fastest-time-of-the-day. Mrs. Cherrett, having given up smoking, was nonchalant about spewing out petrol from *her* Alfa Romeo, Tomlin got the front-end of his Rolls-Royce rolling at angles which would have ensured instant dismissal for a chauffeur, Mrs. Southall was performing in her "new" Humber saloon with discs on its wheels, which looked later than 1930, and an older 9/20 Humber had to have its rear-end rebuilt before taking part.

Dry but misty weather prevailed for the Sunday trial, where an excellent new section called "You'll Be Lucky" had to be tackled by the short-wheelbase cars. Here Arnold-Forster's Frazer Nash was lucky or, more correctly, very skilfully handled all the way to the top, but his wife's GN failed at the gate. Hare's Frazer Nash, emitting Brooklands' smells, didn't get much higher, but Costigan in the snug of his Austin 7 coupé, aided by Fuller's earth in the clutch, made a slow, easy ascent. Although Harris turned on lots of power, his 'Nash stopped just beyond the gate. Then Halkyard's little 1925 DFP failed even to get away, to alarming sounds from an apparently metal-to-metal clutch. Foy's Austin Chummy, with bonnet strap, didn't even try to start up the gradient, and after it got away very slowly four occupants proved too much for Hill's Alvis Silver Eagle, which stopped after the left turn through a farm gate. Buttle's 1929 Jowett with reconstructed part-fabric occasional-four body got a bit higher, then Box's sports-replica Jowett made a steady sure job of it, the Jowett contingent delighted that they had fielded four of these flat-twins; they had hoped there would have been one more, or as many Jowetts as Austin Sevens! Anyway, they certainly vindicated the ancient slogan "The Little Engine with the Big Pull".

Bill May crunched some rocks in his Frazer Nash and failed early, but Spence in his special Lea-Francis made a quick start, blipped his throttle after clearing the gate, and as the pukka rally-boys say, "cleaned it". Phillips' slab-tank 1929 Alvis looked as if it had been built for a pre-war trial but lots of revs didn't enable it to get further than the gate. Stoyel had lost his first-speed sprocket the day before and now deranged the second-speed one, on his Frazer Nash, Moffatt in his 16-valve Bugatti with the golden mudguards, which now has two SEV magnetos protruding into the cockpit, stopped at the gate which was astonishing for one who normally stops at nothing, and Tarring's Frazer Nash was no better, after a fast take-off. Chris Winder in a nicely original 1925 Frazer Nash pulled away after getting through the gate after a dubious start, only to stop higher up, but his father in the Humber Chummy, engine boiling and clutch smelling, got right into the 20-section, almost to the top. Both the Gwynne and the Morris Sports came to rest near the gate, Hewson's M-type MG with altered tail got a bit higher, Parkin's 1928 fabric Austin 7 saloon had a fearful time, smoke from the clutch pouring from the windows, but it got away, while the Amilcar-Riley wouldn't even look at the hill, and I tried not to look at an Austin 7 Special which had a squashed Swallow radiator cowl and looked as if it should have stayed in Presteigne selling ice-cream . . . Lilley's Jowett two-seater got almost to the summit, upholding the previous remarks about the Bradford make.

Next we looked at a stop-and-restart test on one of the Llangoch hills. There was a delay while the marshals tried unsuccessfully to make Joseland's AJS go, then Hamilton-Gould's 1925 fabric-bodied Austin 7 two-seater was there and gone, just like that. Hirst's Alvis had several tries, to the dislike of its clutch, Costigan made it look easy, as usual, so did Tony Jones in the 30/98, and amid much wheel-spin Marsh's 1922 Morris had absolutely no difficulty. Townsend's Gwynne, using a combination of wire and artillery wheels, picked up its revs just in time, Hancock's OM was held momentarily on its outside hand-brake on an impeccable run, and Parker's Austin 7 saloon again made such an agonising but successful performance that it won well-deserved applause—the clutch was smoking less now, so presumably there was not much lining left to scorch. The sports Jowett might have been on the level, so easily did it get away, the Winder Humber made it in a series of painful leaps, but Foy's Austin 7 Chummy failed.

An 18/80 MG elected not to pause at the very clear STOP notice, Knight's OM made it, in spite of a burnt-out valve, Thomas' 11/22 Wolseley, screen open and *sans* hood, only just contrived to re-start, an Alvis lost its prop-shaft at the foot of the hill, Kain's Type 44 Bugatti was aided by intelligent bouncing, the DFP clutch again decided against even leaving the start, Spencer's white Alvis beetle-back with a passenger stuffed in the tail had no trouble, but Warburton's very nice 12/50 Alvis stopped its engine and then stopped altogether just after re-starting. The Ice-Cream Special failed and we left just as the Australian Latreille arrived, driving Jeddere-Fisher's 30/98 Vauxhall, and Rowley was seen with his Wensum 30/98 full of passengers; there were six 30/98s entered, against two Bentleys. The hills were so dry as to be very easy but the results (below) tell the story.

"The Welsh" is very popular with the natives; there must have been some 200 spectating cars in the Llangoch valley, including a very Edwardian Hillman small car, the Varley Woods tourer, and a mysterious pick-up truck with fabric top and GB plate which was perhaps a 14/40 MG, while a local barmaid was so enthused as to remark that she had a 1934 Rover which in four years' time will be a vintage car. I hope not . . .—W.B.

Results:

Class 1. Road Section and Trial:
Presteigne Trophy: H. Spence (1930 Lea-Francis) and B. B. D. Kain (1929 Bugatti).
Smatcher Trophy: W. M. Fraser (1928 Alvis).
Winder Trophy: W. R. Halkyard (1925 DFP).
Class 2. Road Section, Concours and Tests:
Talyllyn Railway Memorial Trophy: S. Coates (1927 Austin).
Edwardian Plaque: Mrs. M. Jeddere Fisher (1913 Lancia).

VCC RALLY—continued from page 1260

nonchalantly smoking a cigarette in the Wolseley, both the Bendalls climbed well, the Clegg-Darracq was going fast, Mrs. Smith in a fine leather coat, but the Fiat was slower and the Dodge, emitting early American noises, slower still, being overtaken by the Lancia.

Later in the week that odd vee-twin Rixton Etna motor-tricycle had joined in unofficially and on the last day a Cunard-bodied 40/50 Napier and a Silver Ghost Rolls-Royce tourer came to watch the tests.

When the results were announced after the concluding dinner at the "Metropole" in Llandrindod Wells on the Saturday it was seen that Andrew Smith had won the anonymously-donated Premier Award, a most commendable achievement, especially with a veteran car, a single-cylinder tiller-steered Oldsmobile, of which his family have two. This achievement was greeted with great enthusiasm and reduced his mother to tears.—W.B.

Results :

Overall Best Performance : Andrew Smith (1904 Oldsmobile).

Veteran Class :		
Rally :	**1st**	D. Tuckfield and G. Thompson (1904 Renault).
	2nd	C. Southall (1902 De Dion Bouton).
Competitive Section :	**1st**	A. Smith (1904 Oldsmobile).
	2nd	D. Tuckfield and G. Thompson (1904 Renault).
	3rd	M. de Redder (1904 Cadillac).
Driving Tests :	**1st**	A. Smith (1904 Oldsmobile).
	2nd	C. Southall (1902 De Dion Bouton).
	3rd	M. de Redder (1904 Cadillac).
Edwardian Class :		
Rally :	**1st**	Major W. Pitt (1912 Rolls-Royce).
	2nd	C. South (1913 Sunbeam).
	3rd	B. Firth (1909 Adler).
Competitive Section :	**1st**	P. Southall (1913 Fiat).
	2nd	B. Firth (1909 Adler).
	3rd	F. Smith (1914 Darracq).
Driving Tests :	**1st**	D. Ryder Richardson (1910 Adler).
	2nd	B. Firth (1909 Adler).
	3rd	G. Estler (1913 Darracq).

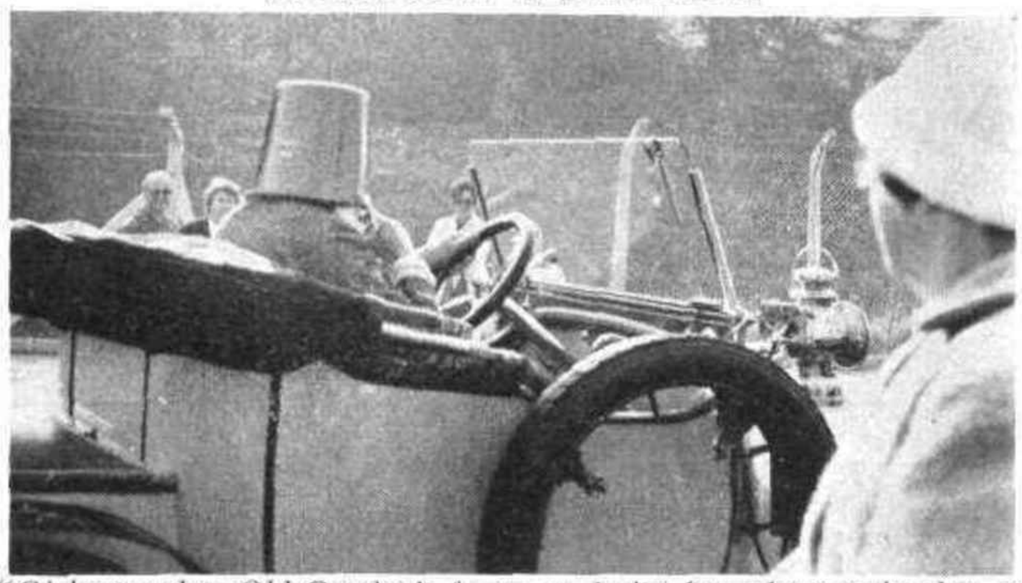
V-E-V Miscellany.—Was the vintage Renault with what appeared to be a drop-head body, which was being towed on its back wheels along the M40 on the evening of September 25th, a straggler from the Booker display or a newly-unearthed 8.3 or 9/15 model which has found a restorer? *Total Times* recently illustrated a very early Model-C Ford in the showrooms of Manchester Garages, which has been a Ford Dealership ever since it opened in 1921. A Calthorpe radiator has been seen in the window of a Welsh junk-shop. The July/August issue of *Bulb Horn*, journal of the VCC of America, contained an article on early proprietary windscreens as sold in America in 1912 and an account of restoring and using a 1928 Auburn Model 115 boat-tailed Speedster. Someone needs advice on how to build a body on a 1937 Rover 14 chassis which is being restored, which has already had two years' hard work spent on it.

THE VMCC SAUNDERSFOOT RUN (Sept. 16th)

MOTORCYCLES make a pleasant change, so I had a look at the Welsh National Saundersfoot Run of the Vintage MCC on its 17th occasion. There was an excellent entry of over 80 machines for this easy but interesting run along lanes and main roads from Llandovery to the Continental-looking seaside resort of Saundersfoot, with a beauty show on the Sunday. There was interest in seeing motorcycles perhaps less often encountered away from Wales, commencing with Phelps' very clean 1902 198-c.c. Clement-Garrard, although many of the riders had come long distances to compete. Small vintage two-strokes were represented by Levis, Coventry Eagle and Radco, Miss Taylor from Cardiff bravely rode a 1919 ABC Scootamota with the e.o.i. engine over its back wheel, which already had a crack in its valve-chest, there were lots of Sunbeams, of which Kelly's Model 90 had the traditional hairpin valve springs, and Briggs' 1928 o.h.c. 349-c.c. Humber was unusual and smart. Early and late types of Scott, James' 1921 ABC, a 1922 Harley Davidson from Denmark, a 1923 Beardmore Precision, Warne on an ex-Le Vack Brooklands Brough Superior with leaf-sprung front forks, a DKW twin with big magdyno, Scott's 1914 BSA proudly bearing that plate on the gearbox announcing that it had the "BSA Three Speed Gear", and Hill's H3 Velocette with Klaxon on the tank were but a few of a very varied entry. I was interested to note that many of the machines were in distinctly "every-day-use" condition, a change from tarted-up vintage and veteran cars, and I was encouraged by the number of sidecar outfits, including the Garlands' 1,140-c.c. Royal Enfield with GB plaque and a Model 9 Sunbeam with cabin sidecar.

Watching the riders pass at a scenic spot between Cilycwm and Pumpsaint, Moore's quiet and gentlemanly 1915 Rudge Multi was seen to be well ahead. It was using a leather link belt instead of a rubber one, as were most of the belt-drivers, and it carried tank transfers proclaiming it as "Britain's Best Bicycle" and "Specially Appointed to HM the King". Thomas' Model B Douglas was more noisy, Richens' Model 9 Sunbeam with open valve gear used a lower gear momentarily, the ABC Scootamota was going astonishingly well, its lady rider seated on a tiny perch, Fielden's 1,300-c.c. Indian outfit had tyres to match its power, and among all these pre-war motorcycles which put the clock back that afternoon in those remote Welsh lanes were two Morgans, Jenner's 1927 Aero having the s.v. water-cooled JAP engine. Soper's 1915 3½-h.p. Sunbeam had toured this territory in the 1920s and the Burke's ex-Sheffield Police Brough Superior with Grande Alpine sidecar has never missed this popular run.—W.B.

VINTAGE TAILPIECE



"Oi knows they Old Crocks is funny to droive but whatever be they up to now, with buckets on their 'eads?"

VINTAGE POSTBAG

What Was It?

Sir,

I have carried out some research and it is my opinion that it is a production tourer version of the 28/95 Mercedes sports racer raced successfully in 1921. The car in the photograph was probably made in 1923, at the time Ferdinand Porsche joined Mercedes, one of the first of a line of truly enormous Mercedes cars.

I am almost certain the car is *not* a Benz as it was not until June 1926 that the Benz Company amalgamated with Daimler Motoren Gesellschaft, the manufacturers of "Mercedes" cars. Incidentally, the registration number should be 111A — 1911 and not 11A — 1911, the photograph must be obscured in some way.

Llangynidr. JOHN H. K. FORSTER.

Sir,

I wonder if this could be one of the aero-engined cars which appeared in Germany after the First World War? Two of these appeared as production cars, not one-off specials. One was the Joswin, produced in Berlin from 1921 to 1924. This was powered by a Mercedes aero-engine from military stores, of 7,290 c.c. and rated at 95 h.p., with the usual Mercedes steel cylinders in pairs, and welded-on water jackets. This could have been the D1 aircraft engine, rated at 100 h.p. for aircraft use. One of these cars, in the Henry Ford Museum at Dearborn, is said to have been in the Kaiser's stable.

Another example was the Stoewer D7 or Grosse Stoewer which appeared just after the war, and had a six-cylinder aircraft engine of 11,200 c.c., rated at 120 h.p. This car competed in the speed trials at Fanoe Island. It had push-rods and developed 120 h.p. at 1,400 r.p.m.

If my theory is correct, a likely engine for this car would be the Benz B2 IV, which was rated at 220 h.p. and was fitted to many German military planes.

Brayton. G. P. CLEMONS.

* * *

Bugatti Performance

Sir,

One comes across many errors and omissions committed by motor writers these days, that one is apt to shrug them off as a sign of the times, along with half-truth politicians, half-finished motor cars, etc.

However I must protest when I read in MOTOR SPORT that "a 16-valve Bugatti could only just exceed 58 m.p.h."

Between 1924 and 1937 I owned three of these cars: (1) 1923 16-valve, 68 × 100, plain ali bronze bearings. Engine No. 1517. (2) 1924 Mod. Brescia, 69 × 100, 16 valves, ball-bearing crank. Engine No. 2052. (3) 1926 Mod. Brescia, four-wheel brakes. Engine No. 2364. Front wheel brakes.

All these cars would exceed 70 m.p.h. (which was also cruising speed) at about 3,200 r.p.m. They would also exceed 60 in 3rd gear at about 3,500 r.p.m.

I think there was nothing better in small cars, until the Lancia Aprilia came along with civilisation and more brakes, in 1937. This in turn was out-dated by its descendent, the Lancia Fulvia 1300 coupé in 1967.

Crayke. J. A. FAWCETT.

[We expected this response but the fact remains that just over 58 m.p.h. was as much as *The Autocar* could extract from the 16-valve Bugatti it tested in 1922, presumably timed on Brooklands Track. Incidentally, how nice to hear from Mr. Fawcett again.—ED.]

* * *

That Maudslay

Sir,

The "write-up" of the 1910 Maudslay was very interesting to me as a former Maudslay employee, especially as Maudslay's history pre-1902 was unknown to me.

All engines produced by Maudslay Motor Co. were o.h.c. until proprietary diesels were fitted about 1936. Even engines for generating sets had o.h.c. pre-1914.

The twin o.h.c. six-cylinder commercial of 1927 was what you so rightly describe as "twin underhead camshafts". It also had an "Ali" block with liners. I believe this was the fastest coach chassis available at the time (it went into general production in 1929). A new works for assembly was built in Maudslay Road around 1926.

I believe that Reg Maudslay, who founded Standard Motor Co. and was Managing Director for 30 or so years, was of the same family. Is this correct?

New Haw. R. RADFORD.

[Yes, R. W. Maudslay's grandfather was Henry Maudslay of the Maudslay Co. and the Maudslay engine designer, Alex Craig, had designed the first Standard cars.—ED.]

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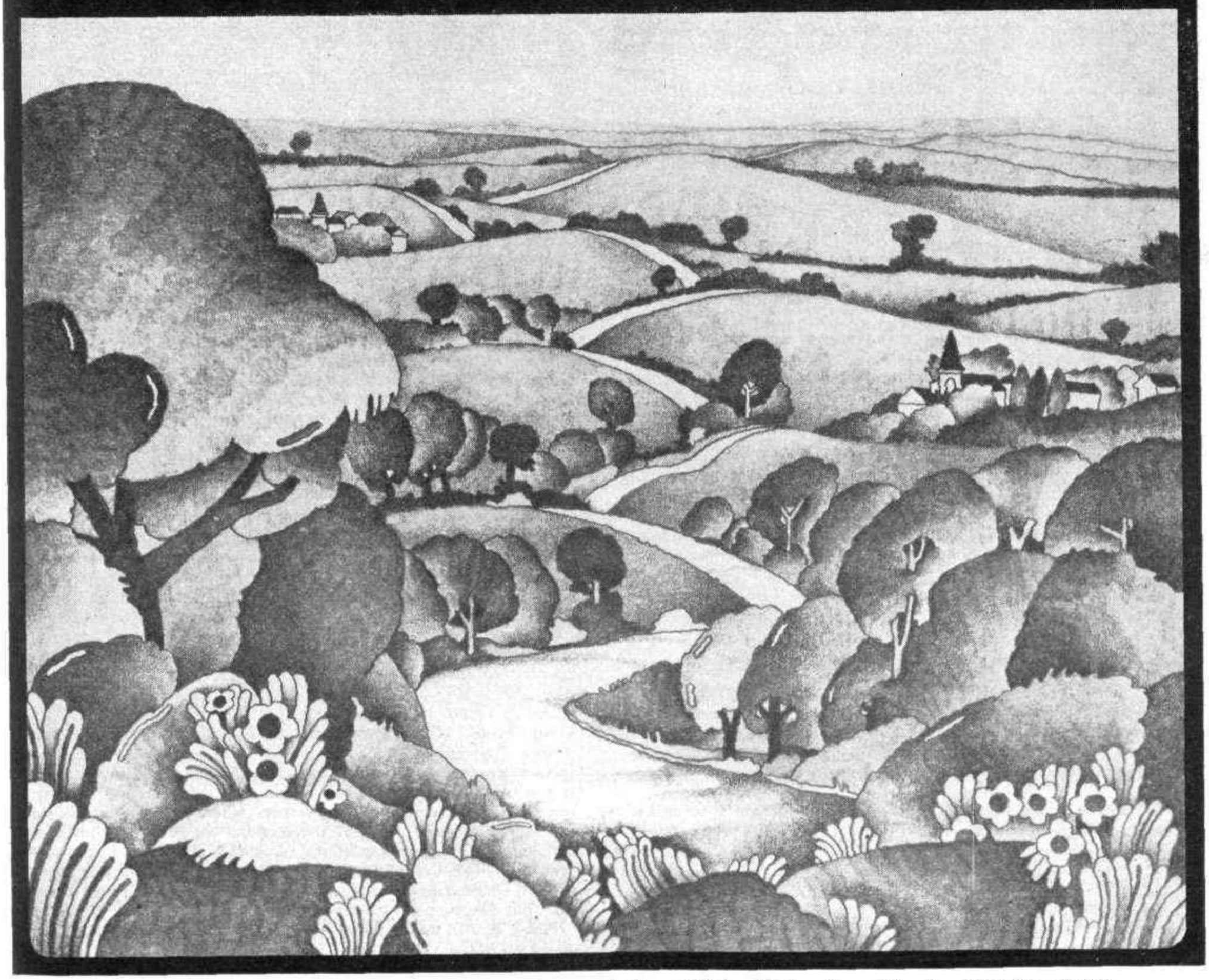
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Track-rod Adjustment

Sir,

As a former apprentice working as a young man for the then Sir Herbert Austin, my memories of my Repairs Department days at Longbridge were awakened by Mr. W. R. Chapman's letter in your September issue, in which he states that many veteran and vintage cars were never provided with facilities for track-rod adjustment.

I can confirm that the first Austin model that was provided with such a refinement was the Austin Twenty of the P2 type, of 1919.

On all other models we had to "set" the cross-tube arms in the swivel arms by bending them cold with suitable setting levers kept for that purpose. I stress that we set them cold and never used heat, either from a blacksmith's fire or blowlamp.

Onchan. R. W. BURGESS.

* * *

Frazer Nash AHX 733

Sir,

What a wonderful surprise to open MOTOR SPORT and find a photograph of my old friend "Freddy", Frazer Nash AHX 733. I was so taken aback that I had to get out photographs and check Thirlby's book to make sure I had once owned AHX 733. Unfortunately it was not driven for several years owing to the war. After that spot of bother pool petrol made a replacement of the deflector head with the standard head necessary, the deflector head had been ground and ran a compression ratio of approximately 9 to 1.

"Freddy" gave me very little trouble, only breaking 2nd gear chain twice—my fault of course. The engine was rebored, crank ground and balanced by Laystalls at the modest cost of twenty-six pounds. Freddy was only sold because of a growing family, to be replaced by a long-chassis 15.98 Aston Martin. A come-down after a Frazer Nash. How easy they were to work on.

Since coming to Canada I have owned a Jaguar Mk. V for fifteen years; a good reliable car apart from the SU pump. Present mounts: Volvo 122S, no trouble in 50,000, still does not use any oil and gives 32-35 m.p.g. corrected for inaccurate odometer on long runs; Rover 2000 TC, minor troubles, gearbox, etc., in 22,000 miles; BMW 2002 TI, a fun car but a bit low slung for use of the back country mountain roads. Not one of these has a place in my heart like "Freddy" has but then he was one's youth.

Victoria DC, Canada. N. S. LOCKYER (Dr.).

* * *

Vintage Cars and the EEC

Sir,

Mr. Mertens' letter in the September issue is alarming. However, I have travelled on autoroutes in my vintage car, albeit two years ago as a visitor, and in the last month or so on motorways in Belgium and Holland, and extensively on German autobahns. I have not (yet) been stopped by the Police although I was followed on the autobahn near Kassel the other day—curiosity I hope!

Being stationed in Germany with the British Forces I am in the process of preparing the car (a 1930 Crossley) to pass the technical test for registration with the British Forces Germany (BFG) Authorities, which all servicemen in Germany have to do if they run a car. The test ensures that the car complies with German Law (*i.e.*, that a 1930 Crossley is the same standard as a 1972 BMW 2002, etc.!).

The modifications which I will have to do could indicate what joining the EEC may mean to those of us who continue to run vintage motor cars. They are as follows :—

1. Double-dipping headlamps, dipping to the right (fair enough—a five-minute job).
2. Brake lights (fair enough).
3. Windscreen washers (already fitted after winter motoring in the West Riding).
4. Flashing indicators, with dashboard-mounted pilot light. (Four-way flashers are required on new cars.)
5. Dashboard-mounted main beam pilot light.
6. Method of immobilising the car (*i.e.*, Krook-lok or something similar; steering column or transmission lock is too difficult).
7. Earless RW centre-lock wheel nuts where the hub protrudes beyond the edge of the car.
8. 1-mm. depth of tread over the *whole* width of the tyre, including the spare.

With care it should be possible to do all this without spoiling the appearance of the car, but, who knows, there may be more problems yet.

BFPO 39. S. C. E. WELD (Capt.).

———

Sir,

Your correspondent, Mr. Mertens, states that he believes vintage cars are not permitted on French Motorways. This is not so, as my wife and I have just returned from a Continental tour in our 1925 R-R "20" touring through France, Italy and Switzerland, including Motorways.

The car was welcomed everywhere and on all toll roads including the Grand St. Bernard road tunnel. We travelled over 2,000 completely trouble-free miles, having a wonderful time, and know that the appearance of the car gave great pleasure to so many others.

This surely is the spirit of vintage motoring; how nice it would be if your correspondents could write again of their cars and experiences, not the financial and other matters that seem to be mentioned only too frequently recently.

West Hampstead. RICHARD H. SHAW.

* * *

Fake Restorations

Sir,

The problem of restoration is not one confined to the old-car movement, it is common to all branches of archaeology. Do you leave your castle as a ruin or rebuild it so that you can live in it?

With cars there seem to be two extremes. The chap who starts with a couple of nuts and bolts, makes the rest, and ends up with a Silver Ghost. Or the chap who has an original Silver Ghost except for one vital part, which he refuses to replace with a modern replica, so the car never sees the light of day.

It seems to me that the important thing is to keep the cars in use, to encourage their owners to drive them, and to take part in *concours* and other events, so that people can take pleasure in seeing them and studying them. What we must not do is to build a barrier to prevent the man who has spent years and years or pounds and pounds rescuing an old car from the scrapyard from entering in *concours* and letting us see his car, even if it has some replica parts.

We must find a way to encourage the Mr. Neves to show their cars in appropriate events.

Churchdown. D. MACLEAN.

———

Sir,

I have noted with interest the correspondence *re* Mr. Evans of the Manx Motor Museum and Mr. Bird's letters in relation to replica or fake veteran cars. I feel I would like to make some comments accordingly.

I am writing as a private individual, but yet I have been an active member of the Veteran Car Club Dating Committee for some ten years. I would like Mr. Bird to know that the Veteran Car Club Dating Committee have been very actively concerned over the problems arising from dating a repro. fake or replica, whatever wording one cares to use, car. As I am sure Mr. Bird can appreciate, it is almost impossible to lay down a set of rules that will apply to all cases. The dating committee and myself particularly have been involved in trying to arrive at a satisfactory equable points system that would be fair. This points system would determine the eligibility of a "veteran car" for a dating certificate, we would have to arrive at a level of penalty points above which a car would not have a certificate issued with or without the "M" classification. At the moment we are experimentally using this points system on cars being dated during the current year and at the end of the year we intend to review the position and make, we hope, a recommendation to the Veteran Car Club Executive Committee on the practicability of using a points system. So please do not think we are all asleep over this matter, far from it; a lot of discussion, a lot of thought and now a lot of practical application is going on in this field.

Another problem is not only arriving at a fair points system, but when applicants fill in a dating form we have to rely on their filling the form in with full honesty. We can only work from the information they give us, and our problem is not truthfully the honest owner who declares all his modifications or replica components, such as Mr. Evans, but on the individual who happens to omit the fact that the back axle was found one place, the chassis another place, and the engine a third place. He does not declare, in effect, that he is assembling a bitser. Conversely we do not always get declared the fact that a certain component was missing and has been manufactured. This, as you can imagine, will create an enormous problem and we have to rely on the declaration of the owners when making out the form, and as you can well imagine 90 something per cent. of them do this with strict honesty, but it is the remainder that can cause a severe problem. The Committee can without information to the contrary possibly proceed on a case where they should have had further information, but this problem will always exist.

Please bear in mind I am answering this letter as an individual, not on behalf of the Veteran Car Club.

Hassocks. D. R. GROSSMARK.

Continued on page 1275



If you put the Spitfire engine in the Triumph Toledo what do you get?
The Triumph Toledo



The Triumph Toledo has the same basic power unit as the Triumph Spitfire. If this comes as a surprise to you, stay tuned—there are more.

Its overall mpg, recorded on *Motor's* road test is 32·7. Which beats the Cortina, the Escort, the Viva, and (surprise, surprise) the Volkswagen. Its turning circle is 29ft.9 in, smaller than a Mini's.

You'll also be surprised by the amount of room inside. Being six-foot is no handicap behind the wheel of the Toledo. And your rear passengers don't sit knees-to-chin either.

The Toledo's agility, light handling, and smoothly responsive engine make it a beautiful mover through choked cities—and in open country. 0-50 is a handy 12·5 seconds. Its servo-assisted front brakes give you effortless stopping power.

The final surprise is the finish. Hand sprayed paintwork. Real walnut veneer facia. Thick carpeting throughout, and many other luxury touches. And an absence of noise and vibration that's almost eerie.

2-door £1,021·40, 4-door £1,055·23 ex-works inc. purchase tax and fitted front seat belts.

Triumph

Triumph Motors
British Leyland UK Limited,
Coventry. Telephone: 020 3-75511.

Individual cars for individuals.





CANADIAN GRAND PRIX

FORTUNES TURNED for Jackie Stewart in the Canadian Grand Prix, the Scot winning the race in convincing style with his new Tyrrell 005. Above, the former World Champion savours the spoils of his first Formula One win since the French Grand Prix.

RONNIE PETERSON was determined to end his stay as STP-March number one Grand Prix driver on a high note and started his penultimate Grand Prix with the team from the front row of the grid. His March 721G led briefly in the early stages (*right*), but he was soon passed by Stewart and subsequently forced into the pits after a collision while lapping Graham Hill. Below, pole position man Peter Revson's McLaren M19A leads Fittipaldi's John Player Lotus and Regazzoni's Ferrari.







When it comes to going, there's very little to touch an Alfa.
And it isn't just because of the mph.
It has such responsive gearchanging, acceleration, braking and roadholding, it positively feels part of you.
And with a combination like that, how can you lose?
Choose from five models. Two saloons, two GT's and a sports convertible. From £1729 to £2636 inc. tax.



Alfa Romeo

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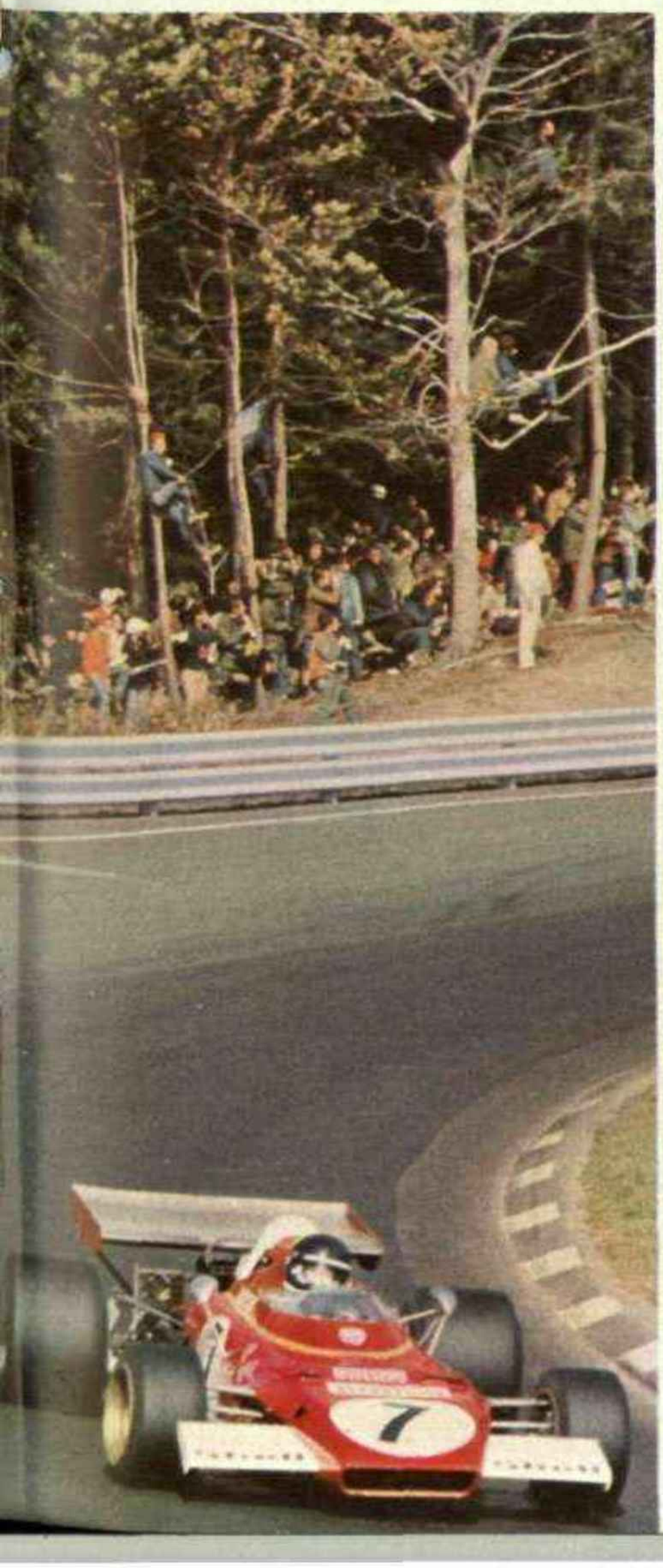

GOODYEAR
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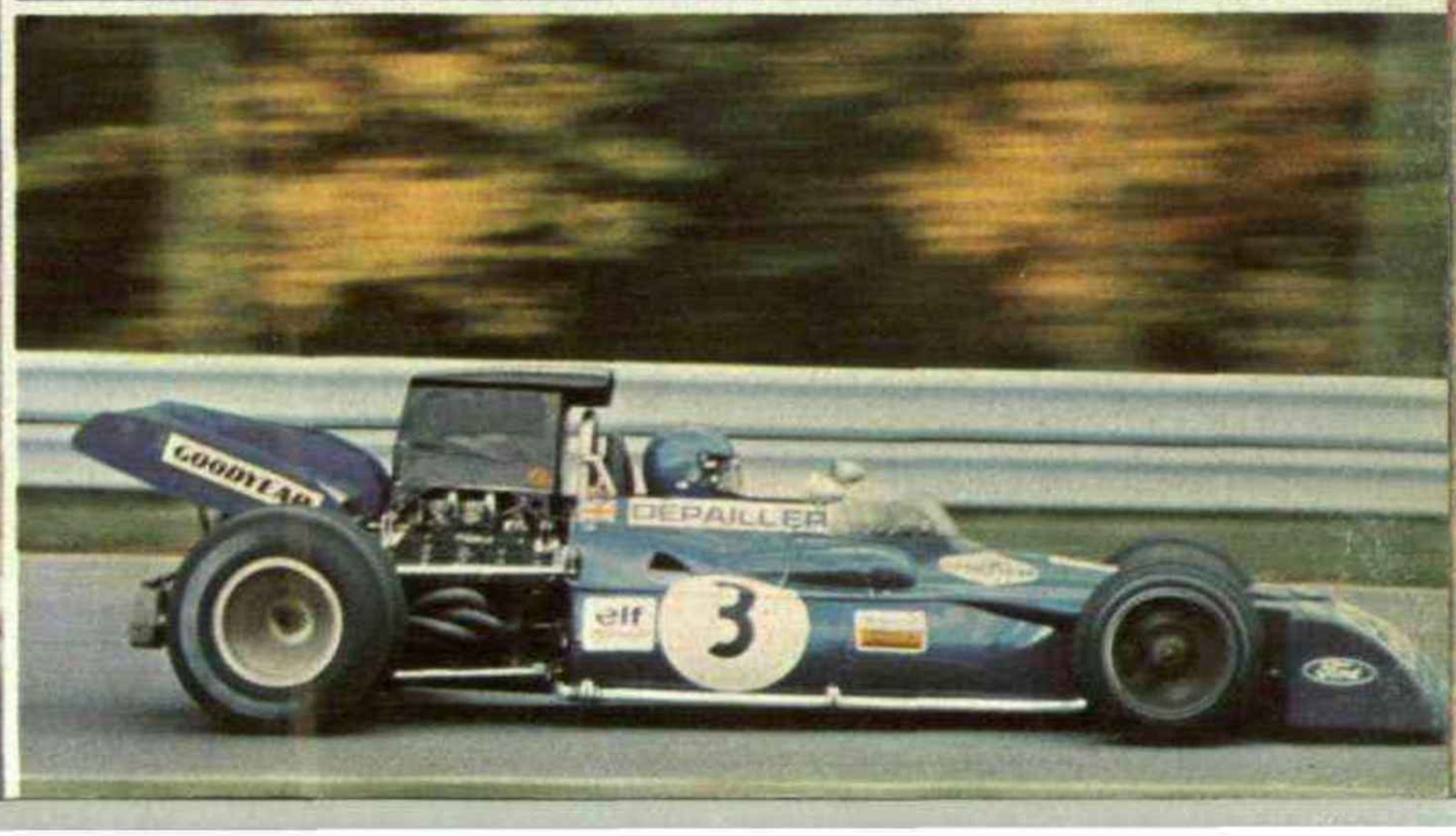
UNITED STATES GRAND PRIX

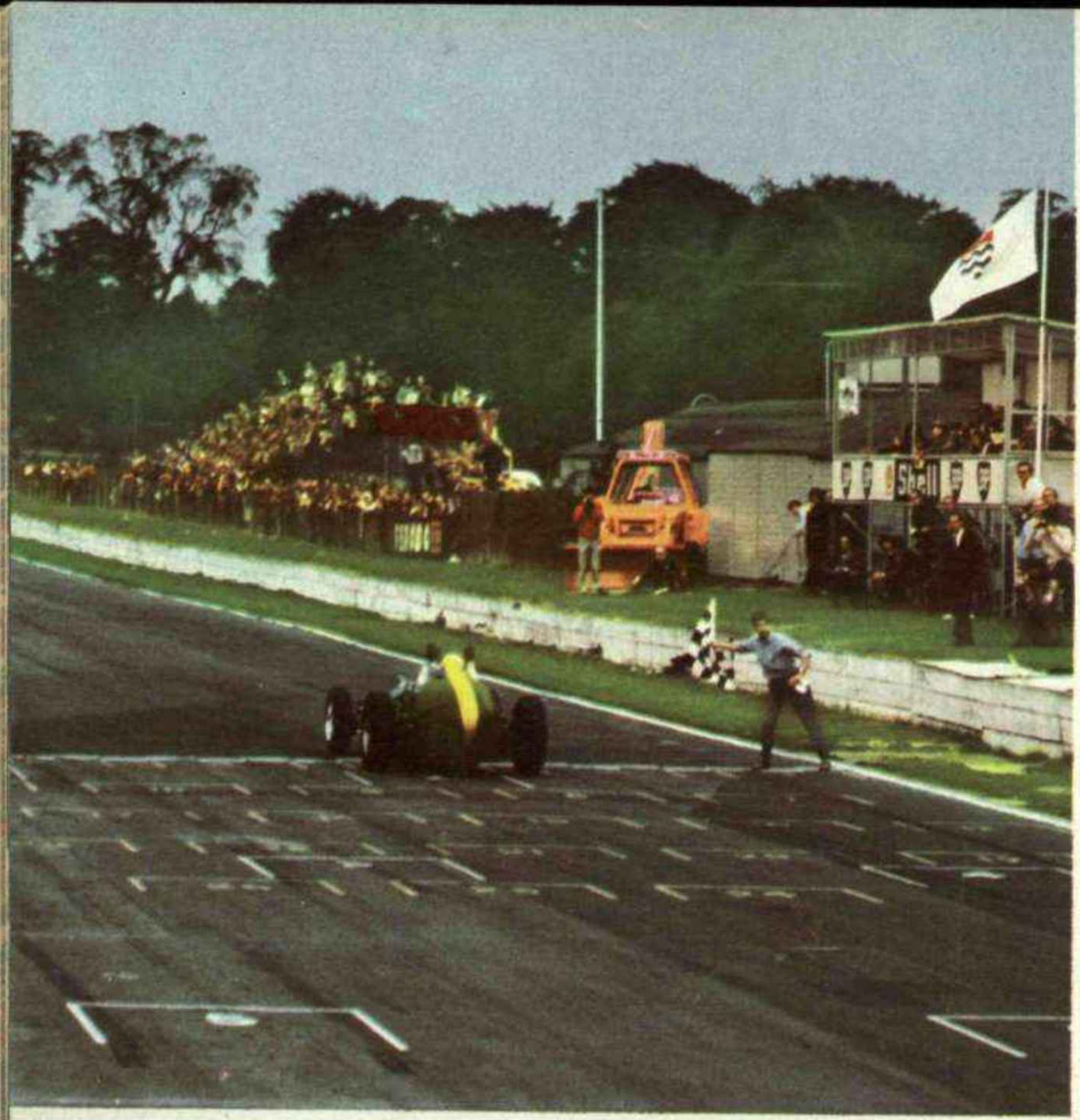
JACKIE STEWART dominated the United States Grand Prix, leading from the start to the finish in the Tyrrell 005 (*left*). Wilson Fittipaldi (Brabham BT34) and Mike Hailwood (Surtees TS9B) had a terrific battle and they are pictured (*bottom right*) lapping the fight further down the field between Graham Hill (Brabham BT37), Mike Beuttler (March 721G) and Chris Amon (Matra MS120D). The young South African Jody Scheckter made an excellent *debut* at the wheel of the third McLaren (No. 21) and was fourth for much of the distance until a spin dropped him down to eventual ninth place. Ronnie Peterson charged up through the field with his March, after a lowly grid position, to an eventual fourth position. Here he is about to pass Mario Andretti's Ferrari (No. 9) which finished sixth. Jacky Ickx took fifth place in Ferrari (No. 7). As well as Scheckter, another newcomer to Grand Prix racing made a good impression and finished in seventh place. He was Patrick Depailler driving the third works Tyrrell (No. 3). It was the Frenchman's second Grand Prix as, earlier this year, he drove at his home World Championship race.











FAREWELL TO THE PALACE

FOR THE LAST TIME, Crystal Palace echoed to the sound of racing engines a the recent Aston Martin Owners' Club meet ing. On the left Neil Corner's Aston Martin DBR4 takes the chequered flag in the 15-lap Historic Racing Car event after a terrific race-long scrap with the superb Maserat 250F of former Formula Three constructo Charles Lucas (*below left*), seen holding a Fangio-style opposite-lock slide round South Tower. It is just 37 years since "The Palace" hosted its first car race meeting. Other races at this nostalgic meeting were won by David Llewellyn (Bentley), Martin Morris (ERA B-type), Andy McLennan (MG N-type), Willie Green (Ferrari GTO) and the very last event of all to be held at the South London circuit fell to Gerry Marshal in a 3.8 Lister-Jaguar. There was also an impressive parade of drivers who have raced at Crystal Palace over the years, including Raymond Mays, Alex Issigonis, Stirling Moss, Innes Ireland, Roy Salvadori Mike Salmon, Graham Whitehead and John Quick.

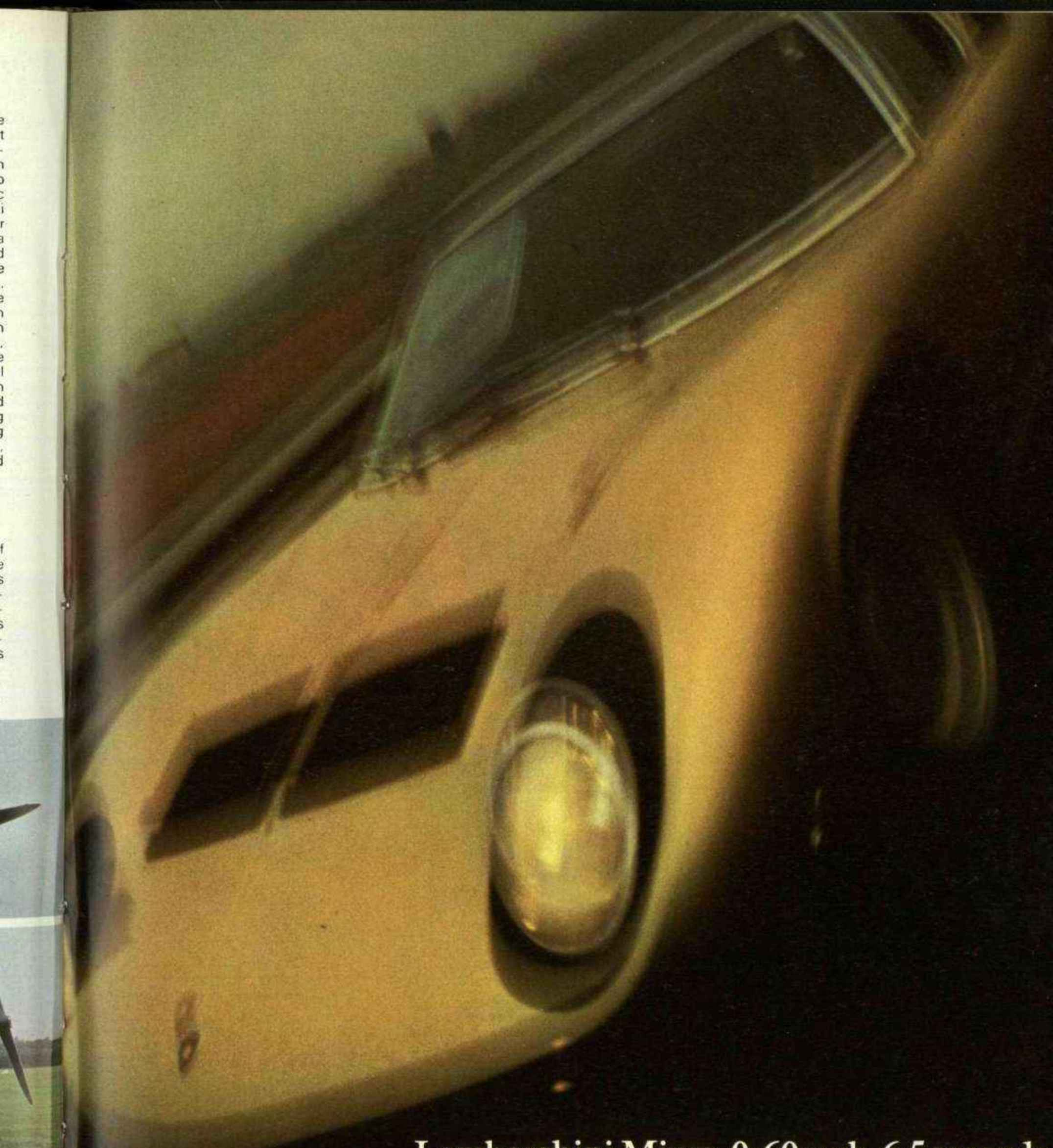
NOSTALGIA AT BOOKER

ALTHOUGH there was a large gathering o vintage cars and motorcycles, it was the aircraft that held most of the large crowd's interest. The Mk. 9 Spitfire gave a demon stration of low level speed and manoeuvr ability. The Hon. Patrick Lindsay had his Morane-Saulnier 230, whilst another motor ing personality, Philip Mann, exhibited his Yak, the only one in Western captivity.









Lamborghini Miura. 0-60mph, 6·5 seconds. Clutch, Borg & Beck.

With its top speed of 174 mph, the Lamborghini Miura is currently one of the fastest production cars in the world.

So it won't surprise you to learn that its clutch has to cope with up to 385 bhp.

What might interest you though, is that the same make of clutch is fitted as standard to 9 out of 10 British cars.

And that replacement clutches of the same make are available throug every garage in the country.

So next time you fit a nev your car, there's no earthly reaso shouldn't do what Lamborghini d

Put in a Borg & Beck.

BORG & BECK

Automotive Products Co. Ltd., Banbur



1972 2 litre Surtees TS10

LETTERS FROM READERS

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

A MOTORWAY EXPERIENCE

Sir,

On a recent Friday I was obliged to pull over onto the hard shoulder of the M1 with overheating problems.

Finding no water in the ditch, I walked to a deserted farm and filled my washer bottle (approx. ½ pt.) with water, which was sufficient for me to proceed a little nearer to the next service station.

I stopped in front of a motorist who was waiting for some oil to be brought by the AA. The AA arrived with no oil and when I asked the patrolman politely if he had some water he said yes, but asked if I was a member. I admitted I was not and was refused the water necessary for me to leave the motorway.

In contrast to this appalling conduct, a motorist drove out of his way to fetch me some water and I am really obliged to him.

I have heard only praise for the RAC but wonder what is happening to the AA if it is prepared to go to the point of refusing water to a motorist purely because he is not a member. After all, it was only water that was asked for!

King's Norton. S. J. SNOOK.

[Are civilian drivers legally allowed to stop and help other drivers on Motorway hard shoulders? We thought not, which troubled us when we saw a Phantom Rolls-Royce, bonnet up, on the M40 on "Booker Sunday", as we would like to have pulled off to see if help was needed. But would this have been legal?—ED.]

* * *

AN ALFA ROMEO ENTHUSIAST

Sir,

Last year, you were kind enough to print my experiences with that splendid car the Fiat 125S.

The Alfa Berlina 1750 which took its place has now covered over 15,000 miles and proved thoroughly reliable, economical (27 m.p.g.) and a joy to drive.

The slightly hard ride is more than offset by the steering and brakes, allied to good performance. Special mention should be made of the seats (both front and back) and the behaviour in the wet, where it has the advantage over the Fiat.

Considering the built-in safety, insurance is expensive.

The gearbox, as expected, is a delight, the overdrive top being very useful. The engine starts easily, but needs time to reach working temperature when it (the temperature) becomes rock-steady, as does the oil pressure. The AROC have proved most helpful, as well as very friendly.

Of possible passing interest, in 1937-8 I owned a Singer Le Mans four-seater for 24,000 miles. Not entirely trouble-free (sticking valves and a thirst for plugs), hardly an ideal car for business, good brakes and steering allied to a willingness to rev. provided happy memories.

Many thanks for much enjoyable reading.

Bury St. Edmunds. CHARLES P. BRODIE.

* * *

THE HSM-TRIUMPH DOLOMITE

Sir,

Your recent article in the April issue on the legendary supercharged twin-cam Straight-eight 1934 Triumph Dolomite appears to have spread some long overdue publicity and aroused some subsequent interest.

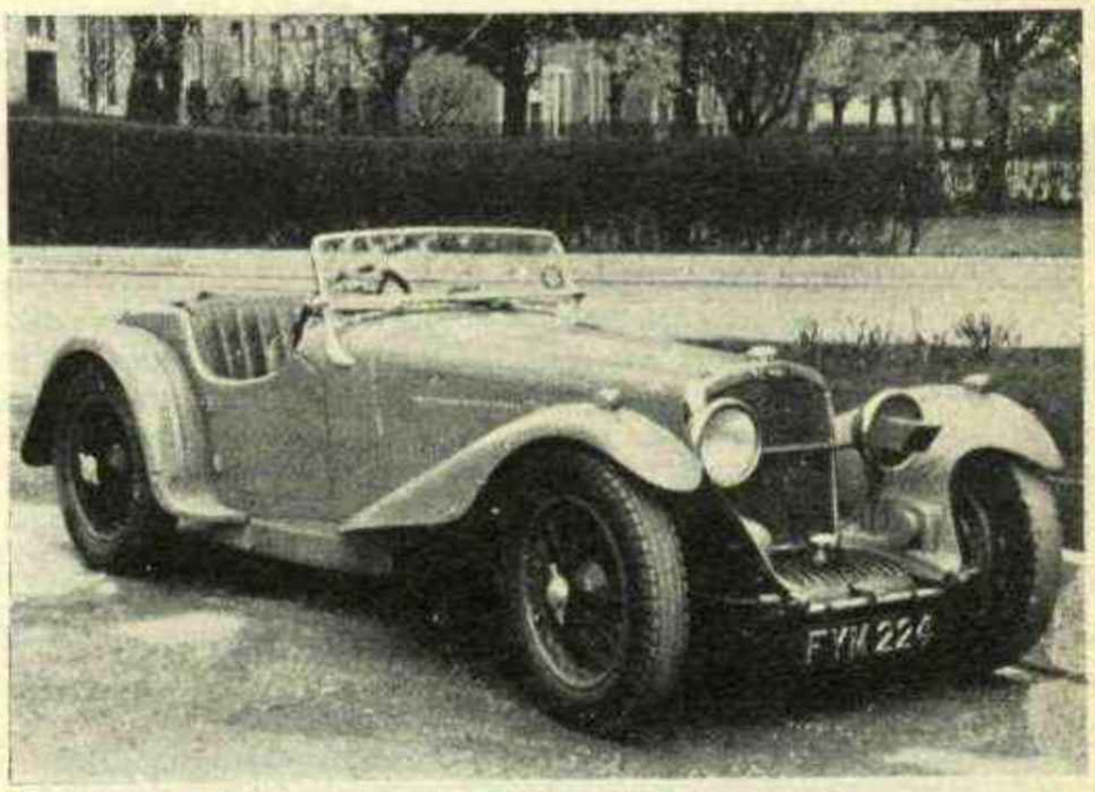
One of these cars was advertised for sale in MOTOR SPORT for December 1958, fitted with a 2½-litre Jaguar engine. This was not rebodied and had the original "Corsica" type body similar to the 2.3 Alfa Romeo. Another was advertised in August 1955 by Carrs Bros. Garages Ltd. of Purley.

The original Dolomite was a magnificently conceived motor car and had it not been stillborn, I am sure that the name of pre-1940 Triumph would be found as frequently on the fixture lists of VSCC events as that of many other *marques*. Donald Healey ended up by saying that the remaining 1934 Straight-eight Dolomite assembled from some parts of the first car which was hit by a train, plus the parts to build up one other engine, were sold to Tony Rolt in about 1936 and goes on to say "I do not remember what became of them; I had lost interest". This sounds *blasé* and nonchalant to the extreme and in reply to "30/98's" letter regarding the HSM I would like to refresh Mr. Healey's memory, assuming that my own research is accurate, because the story did not end there.

According to my information, *three* cars and six engines were built. The number One car was tested by the late Brian Twist of *The Autocar* on the *eve* of the 1934 Motor Show. The number three car was actually exhibited at the Show, supposedly not in full running order, and this car differed from the first inasmuch that it had full length wings with running boards. Therefore, the number two car was ADU 4, entered in the 1935 Monte Carlo Rally, which was involved in the Danish level-crossing train collision and totally written off and scrapped. The photograph in Mr. Healey's article showed that there wasn't much left to rebuild!

In 1936 the two remaining models, these being the No. 3 Show Model and the No. 1 car which had finished 8th that year in the Monte Carlo Rally without the blower driven by Mr. Healey, along with the six engines and other spares, were sold to High Speed Motors. This company was run by Messrs R. Arbuthnot and G. Ramponi who were allowed to rebody and change the name to "HSM-Dolomite". W.B. said in April that five Triumphs were built but where does he get this figure from? [From contemporary and subsequent references.—ED.]

At the end of 1936 Tony Rolt bought one of these cars from High Speed Motors, not the whole project remnants from Triumph as Mr. Healey states. This car had been bored out to 2.4-litres and fitted with a larger supercharger, giving 10 PSI instead of the 5/6 PSI. This was his first attempt at competition motoring and he achieved FTD at the 1937 Liverpool University Car Club event with 101.75 m.p.h. over the flying mile. He raced the car in the Leinster Trophy Race, breaking the lap record at 75.53 m.p.h. and it was also raced at Donington. He sold the car in 1937 and via Speed Models of London, W10 it found its way back to HSM where it was rebodied and sold to Duncan Hamilton who, with Rolt, was to win in a Jaguar at Le Mans in 1953. The remaining bits were built into HSM-Dolomites. Reg Parnell owned one and so did a Mr. Habershon. Another of these cars competed at the VSCC Prescott Hill-Climb in 1953, driven by P. B. Merritt.



Other than the ones once advertised in your columns about three years ago with a 1.5 Jaguar engine and the rumoured use of a straight-eight engine in a boat somewhere in Scotland, all traces have tragically disappeared. Perhaps someone in the pre-1940 Triumph Owners Club, if it still exists, could enlighten us? These cars had twin down-draught Zenith carburetters using a communal float chamber. However, your photograph clearly shows the single SU which Mr. Healey refers to. These cars were also evolved by Swettenham who was Henry Royce's personal assistant at one time and Middleton, Peter Cowley and Albert Ludgate, the last named being Chief Engineer of Lea Francis. The chassis weight was 14 cwt., the complete car being 18 cwt. and it was priced at £1,125. The quoted reasons for the dropping of the project vary from financial difficulty to threats of legal action from Alfa Romeo, but Mr. Healey states that the latter is not true and in any case no patents were infringed. As regards the former, cash problems did not stop Triumph from developing and producing the new 1937-40 Triumph-engined range of cars. Had the original Dolomite gone into production, they would surely have been able to sell as many as they could produce of this, the only British answer to

Alfa Romeo and Bugatti of its time. So what is the *real* reason?

Somewhere, someone must know what became of these cars and where the bits have gone. To have even enough to build one today would be quite something. We do know that some existed fairly recently.

Thank you for your wide-ranging magazine.

London, W.10. S. E. BATHURST BROWN.

[The HSM was dealt with in the appropriate "MOTOR SPORT Racing Car Review" some years ago. I, too, thought Tony Rolt's first motor racing was done with an HSM but in a very recent interview he gave to a weekly motor paper he is quoted as first racing a special Triumph Southern Cross, apparently at Spa in 1936!—ED].

Sir,

In your September issue, two correspondents ask "Who built the HSM?"

The late Robert Arbuthnot of High Speed Motors, Lancaster Gate, bought up the remaining three Dolomite chassis after the threatened litigation by Alfa Romeo. They were fitted with special bodies, I believe by Corsica, and sold as the HSM.

A friend of mine, Lance Dennis, bought one of these cars and I am enclosing a photograph of the car taken outside our Mess at Wrexham during the early part of the war. I drove it on numerous occasions and found the handling very like the 2.3 Alfa; it's top speed was around 110 m.p.h.

Lance sold the car back to High Speed Motors in exchange for a special 2.6 Alfa Romeo which was prepared for him there by Ramponi and fitted with a similar body by Corsica. I have no idea what happened to these cars subsequently.

This HSM was believed to have been raced at one time by Tony Rolt.

Lympne, Kent. R. W. COOKSON.

* * *

DESIRABLE NIPPLES

Sir,

As a regular reader of your excellent magazine, I have hesitated to write for some time on two aspects of road safety because of the very high interest value of the letters selected for publication but feel that the following would concern many readers. Whilst driving slowly (about 5 m.p.h.) in a 1968 medium-priced British car which had done 63,000 miles (only) the offside steering ball joint literally "fell off", resulting in this front wheel going immediately to full right-lock whilst the left was in its normal position of straight ahead.

The vehicle had passed the M.o.T. test and servicing has always been exactly in line with the maker's recommendations.

An investigation revealed that the joint was very rusty inside but it was impossible to see whether the rubber gaiter (or cover) was cracked prior to the failure since it was damaged by the two parts separating. The apparent amount of "clinching over" was minimal and it was obvious that whilst an M.o.T. examiner might find virtually no movement at a given position of the ball it would only need a small radial movement to place it in a very dangerous position.



My local garage assures me that complete failures such as this frequently occur on vehicles with mileages as low as 30,000 and is obviously due to there being no provision for a grease nipple.

I feel that designers probably never get to hear of such frightening dramas and it would be interesting to hear both their views and that of the Road Research Laboratory.

It would also be interesting to know whether any reader has had experience of this failure at speed and if so "what happens" and what is the best way of maintaining control of the vehicle. I can only suggest that if the very severe vibration experienced before stopping at 5 m.p.h. is anything to go by a failure at 70 m.p.h. on a motorway would inevitably lead to complete loss of control and may explain the numerous brake marks which disappear over the central reservation.

Incidentally I have not mentioned the actual manufacturer, in fairness to them, but I have taken the matter up with their chief chassis engineer and I gather that every effort is being made on their new designs to make them "fail safe" by either fitting a plate under the socket or by having the socket on top of the ball but the geometry required frequently makes this difficult.

Please! Designers give us back our nipples (or at least make them optional extras!).

Having recently assisted in the construction of a Lotus Elan from a kit I was also very surprised to find that the "direction to undo" the centre nut wheels was exactly the opposite to that we are used to and which is confirmed on page 59 of "The Technical Facts of the Vintage Bentley", which clearly states ". . . to undo the locking wing it should be hit round in the direction the wheel moves when going forward."

The Distributors confirmed that the threads were correct and that the changeover was due to the increased levelling efficiency of modern cars. This is a subject which is frequently discussed by those interested in design but a satisfactory answer never seems to be forthcoming—may we ask a chassis or wheel designer to explain this complete change of fundamental thought (and where precisely the change occurs) to put many minds at rest?

Cold Ashton. T. R. K. DAVEY.

* * *

"GOOD OLD JAGUAR" REPLIES

Sir,

Your correspondents Mr. Ramage and Mr. Lowe, criticise the XJ's passenger space and underbonnet space, respectively. The compactness of the XJ's layout is many owner's ideal. Nevertheless, I am glad to say that Mr. Ramage's desire for a more roomy model was fulfilled by the announcement, towards the end of last month, of the long-wheelbase Daimler Double-Six Vanden Plas saloon. The Daimler *marque* is, incidentally, a very important one to British Leyland (especially on the home market) and there is no intention of discontinuing the Sovereign or any other model. The charge that Jaguar unjustifiably "suppressed" a Daimler Century replacement model is not valid. By the way, if such a model had been produced, its body would have been based on that of a contemporary popular car from one of the American-owned UK manufacturers . . . not so "promising" a new model, perhaps? [Interesting, as Daimler was, and is, not American-owned—ED.].

Your other Jaguar correspondent, Mr. Lowe, is being a little unfair in implying that the XJ12's cooling system does not cope with adverse conditions (under which Jaguar have tested the car, but Mr. Lowe has not), and that the V12 is less powerful than the majority of American engines (which it is not). The XJ body shell *was* designed to accept the V12 engine, and indeed, one of the early prototypes ran with such a unit. As regards accessibility it is inevitable that the 12-cylinder engine takes up more room than the "six". Special attention has, however, been paid to the accessibility of items relevant to routine maintenance.

The reasons for the battery position in the XJ12 have been covered at length in one of the "weeklies"; suffice it to say here that there are good reasons for rear mounting of the battery—but the merits of front mounting outweighed them in the case of the XJ12.

Coventry. A. J. A. WHYTE.
Public Relations Manager,
Jaguar Cars Limited.

* * *

THE OSTERREICHRING

Sir,

I feel that I must write in defence of the organisation and layout of the Austrian Grand Prix at Osterreichring after having read Mr. Webb's letter in the MOTOR SPORT October 1972.

Mr. Webb says that after having paid his entrance fee he climbed a slope equivalent to the first stage of Snowdon only to find that there was no view. If perhaps he had waited and studied the situation and layout he would have found that there was plenty of room and view available and that the early morning risers (like myself) were in fact sitting down during the race and that the view was superb (far better than that I got at Brands Hatch). To have been 16 ft tall would only have got in the way of other people sitting down.

I must agree that the public address was rather bad but the programme contained every piece of information that could ever be needed.

As regards his escape from the car park in his JGW Special I'm sure that this must be exaggerated, it took us (in a VW 1600) about ½ an hour to get onto the open road and then 3½ hours to get back to Vienna. Incidentally, just in case you're thinking that we started at about 11.00 p.m.—we started at exactly 6.00 and were back in Vienna (having driven right through it) by 10.00.

I would advise any reader that if they want to go to a GP on the Continent next year then they choose the Austrian and not be put off by Mr. Webb.

Llanelli. MARK HOPKINS (16).

Sir,

Mr. Webb's letter describing his unfortunate experiences at the Austrian GP reminded me forcibly of some of my visits—to Brands Hatch! This year, seven of us, in two cars, made the trip to Austria and watched the race, like Mr. Webb, as ordinary paying spectators. Unlike Mr. Webb, we reasoned that parking some distance from the circuit would make getting away after the race somewhat easier, and paid our schillings to the farmer. I think it was 10, not 25.

We negotiated the Burma Road, carrying our day's provisions, and found this strenuous but by no means exhausting for even those of us who are overweight and no longer in the first flush of youth. We found a pleasant spot, in the shade of some trees, where we could see a good stretch of the circuit. For the Grand Prix itself, I wandered down nearer the track, chancing sunstroke, and had a reasonably close view of the competing cars. There was no public address, but the programme did give the details of the runners, while a local newspaper gave full practice times. I rated it a most enjoyable race.

We stayed to the end, trekked back to the cars, and were back in our Gasthof, about 10 miles from the circuit, by six o'clock. Given the chance, I will gladly go again. I still go to Brands occasionally, but am beginning to wonder whether this indicates a tendency towards masochism. My only real criticism of the Austrian circuit was the high cost (60 schillings) of watching practice sessions, compared with the reasonable 90 schillings for the race itself.

Obviously, the Osterreichring is fairly new, is a bit primitive in parts, and we can all see ways in which things can be improved when the money is there. But you get a real race for your money, coupled with the Austrian countryside and hospitality. Try again, Mr. Webb.

Bletchley. P. W. MUNT.

* * *

CUSTOMERS FOR THE PANTHER?

Sir,

Did I detect a "King-sized" hint of snobbery and class-distinction in A.R.M.'s write-up on the Panther inasmuch as he hoped pop stars, footballers and the boutique set would not be the only prospective customers for this car? Just what kind of extra special customer has A.R.M. in mind? It occurs to me, and should to him, that this beautiful car materialised (literally) due to Robert Jankel's association with the fashion industry, which is allied to the boutiques and patronised by pop stars and football heroes, which brings me to another point. How could "lower-class people" like myself (and apparently A.R.M. if he has to rely on a football pools win) afford the Panther if there were no football stars?

As a devoted follower of the world of motor sports, I can say that I, for one, am grateful to these flamboyant, long-haired characters for the large hand-outs in the way of sponsorships every year. I wonder just how sparse a Clubmans' starting-grid would be without the typical King's Road boutique-sponsored mini; whether A.R.M. likes it or not, these colourful, good-looking people could be potential buyers of the Panther and, for me, they will look better in the driving seat than a "hands off, don't touch" type snob under an Ascot topper.

Coseley. B. T. CADDICK.

[Which seems to confirm the views expressed earlier by another correspondent!—ED.]

VINTAGE POSTBAG—Continued from page 1264

Austin Ulster Memories

Sir,

It was with particular pleasure that I saw the picture of the beautifully preserved Austin in your current issue. I use the word preserved with respect, because it could be a photograph of a new car, having just left the factory, but for the licence disc.

I was a very proud owner of a similar model (RG 1764) and, I think, of the many cars I have owned this is the one I would like to have in my garage now as a tangible reminder of "Times remembered" and for the pleasure this car could still provide.

As I write I have the maker's leaflet in front of me, as well as correspondence from the factory on some points of maintenance which must have been puzzling me at the time. It is extraordinary to think this all took place over 40 years ago. I don't feel all that old!

This car had real character and I clearly remember the rather "tinny" exhaust note and the peculiar rumble which was transmitted through the car when the ignition lever on the steering column was "advanced", indicating that she was "on form".

All clearances appeared to be very critical and I feel sure that tappet adjustment was carried out by the removal or addition of circular shims.

From the maker's leaflet I read that the weight was 8¼ cwt. and this fact coupled with the gear ratios of 1st 13.5, 2nd 7.5 and top 4.9 to 1, must have contributed greatly to the performance, which was sparkling.

The road-holding was good, too, with a lowered chassis and the road springs bound with cord. I don't remember getting into any difficulties at speed, though, as with all Austin Sevens, you "balanced" them along, like a bicycle, rather than steering them.

At the time I was keen to compete in car trials and found the high bottom gear of the Austin a handicap in the driving tests which were often the deciding factor in such events, and as Austin had told me it was impossible to fit their new 4-speed gearbox, I reluctantly changed over to one of the then new "Le Mans" Singer Nines, which had a bottom gear of 23 to 1 and hydraulic brakes, but I well remember how sluggish the Singer appeared to be in comparison with the Austin.

About a year ago I tried to find out if the little car was still in being but drew a blank at the last known address, a motor dealer in Kirkcaldy, Fife, who had gone out of business. I wonder if any of your readers might be able to "help me with my enquiries", and are there many other examples still on the road?

Dirleton. W. KEITH ELLIOT.

Sir,

When my wife saw the wonderful photo of the 1930 Austin Ulster she said "Happy memories".

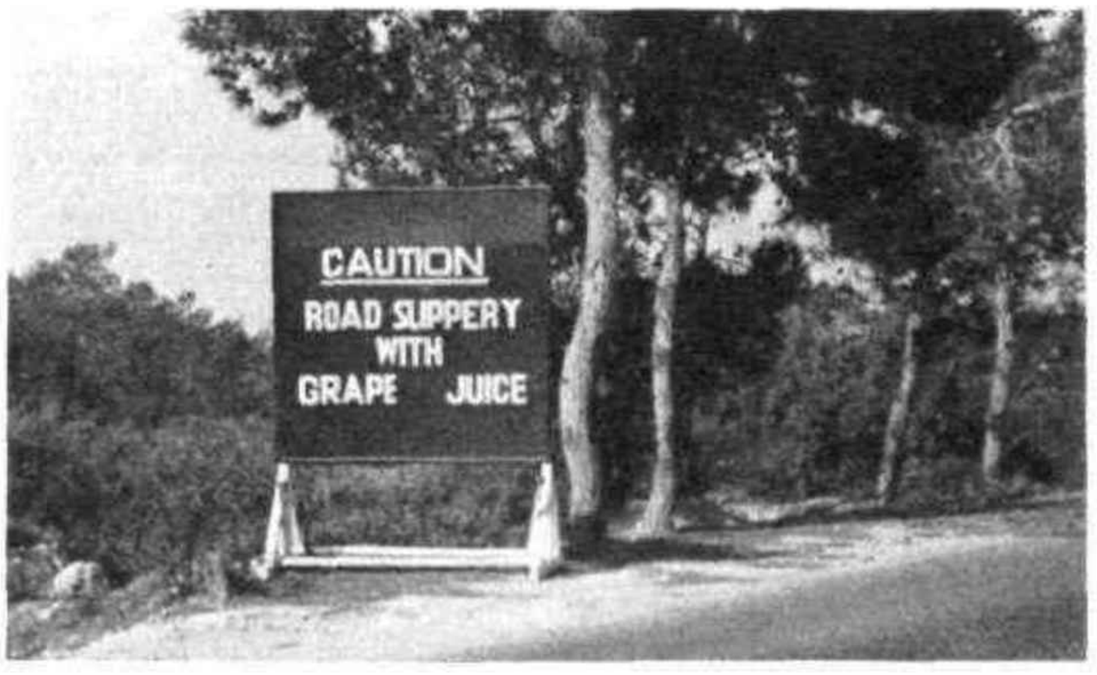
In 1932 I had a black Ulster with Cozette blower and carburetter which I believe worked at about 5/7 lb. per sq. in. pressure. Pressure to the petrol tank on the scuttle was maintained by a hand pump on the passenger side of the dash, and often in the excitement of a challenge my wife would forget to pump until I felt nothing under my foot when I would yell "Pump you silly b . . . h"! The exhaust pipe ran nearly straight to the rear mudguard and thus near the entry to the passenger's seat, and had a guard of sorts adjacent to the lowest part of the dip acting as a good hand and fanny warmer. Of course it was Castrol R in the sump and XXL for the blower and I believe it did either 76.48 or 74.68 m.p.h. timed and I used to pass my friend's Willy Knight at 48 m.p.h. when he recorded 55 m.p.h.!

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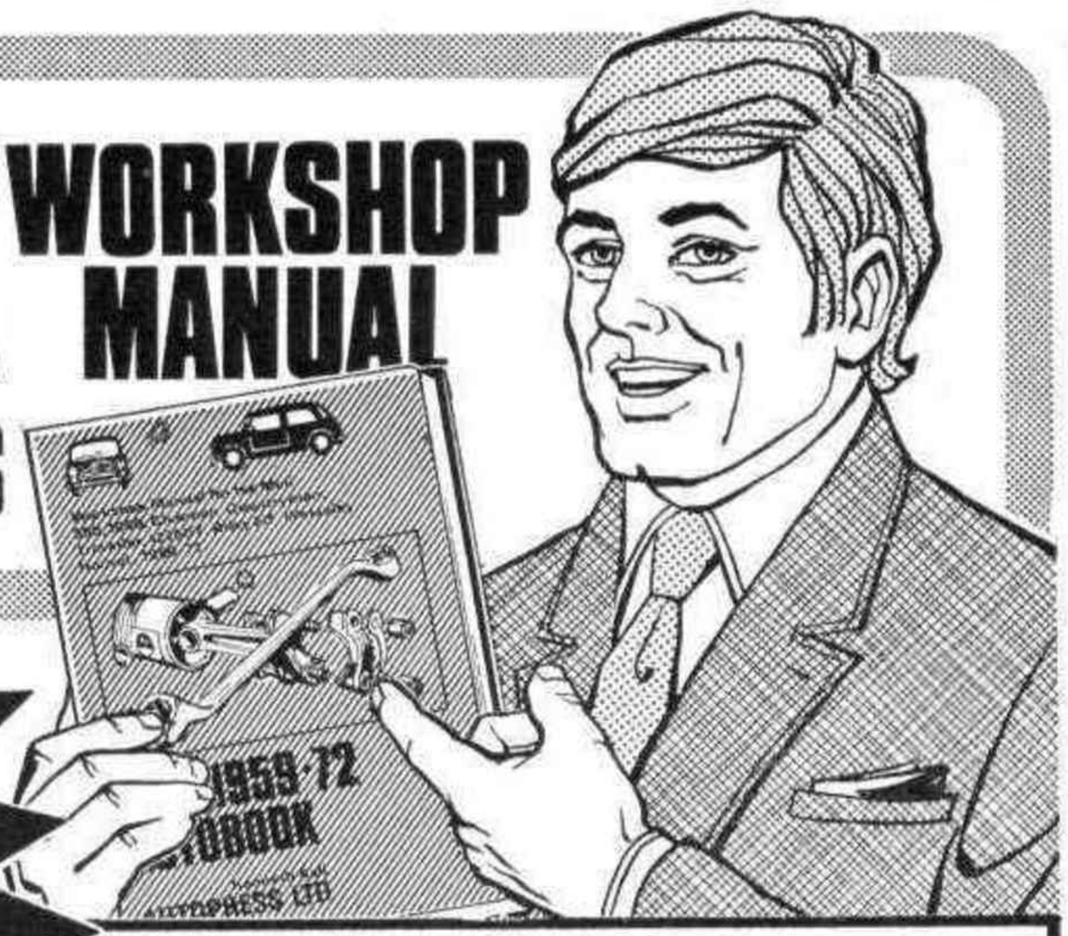
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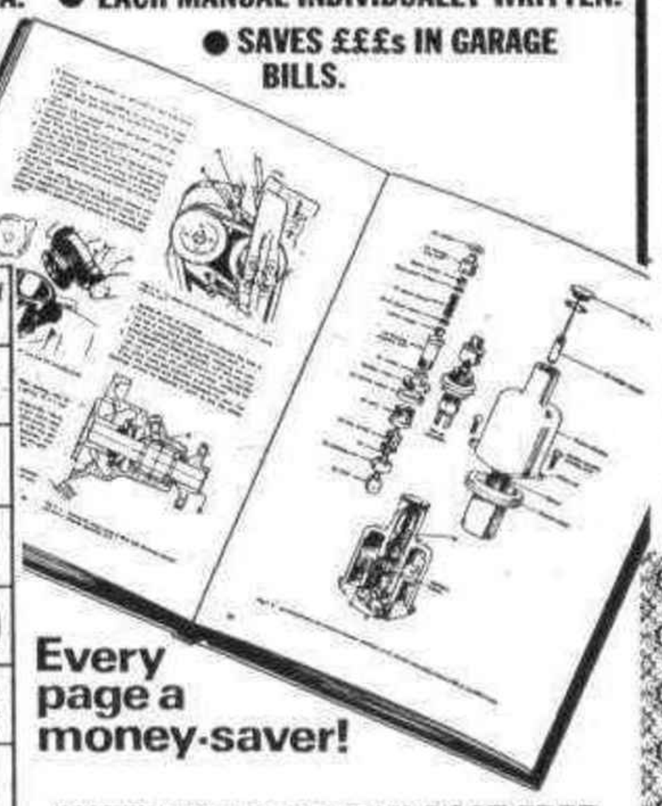
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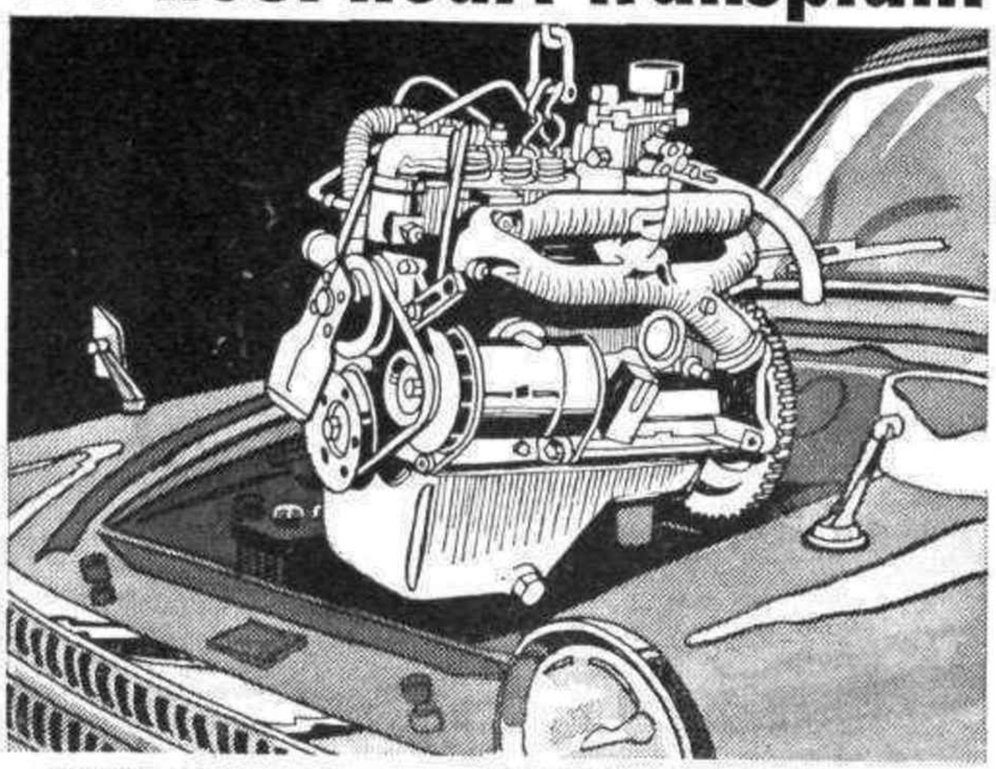
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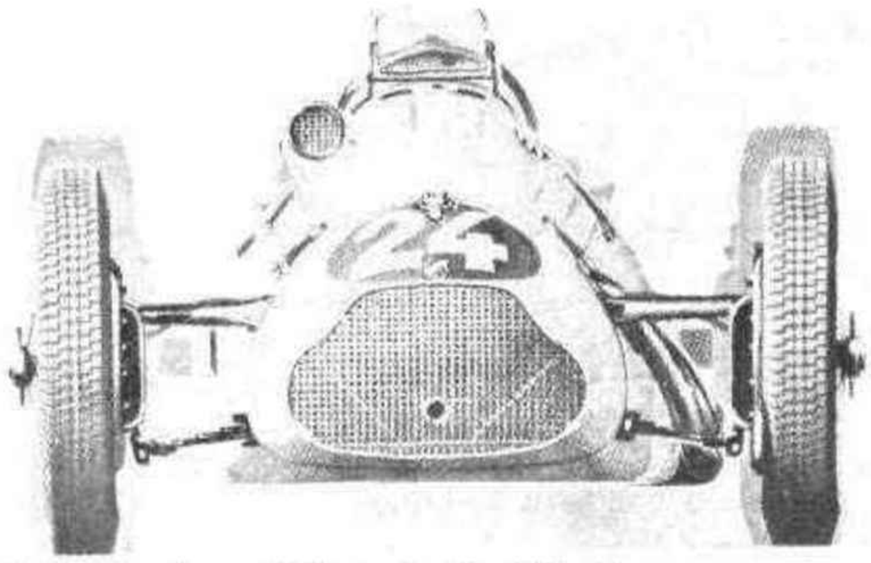


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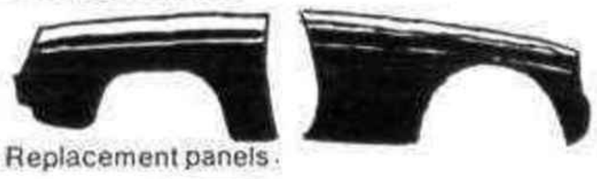
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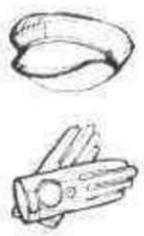
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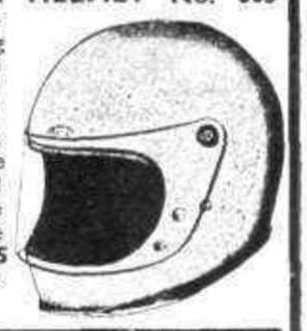
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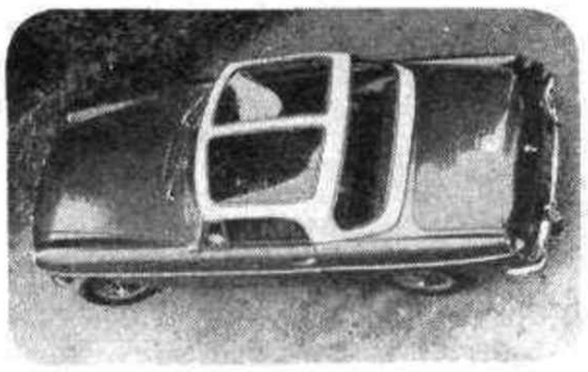


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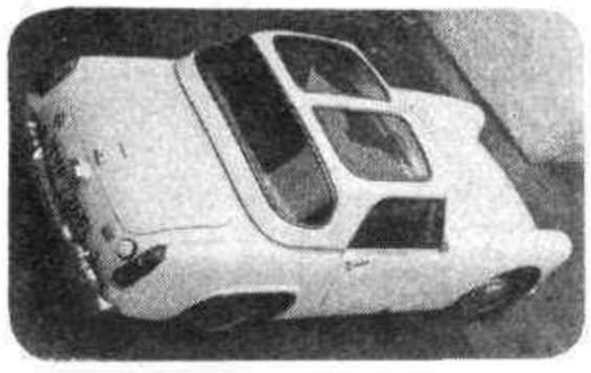
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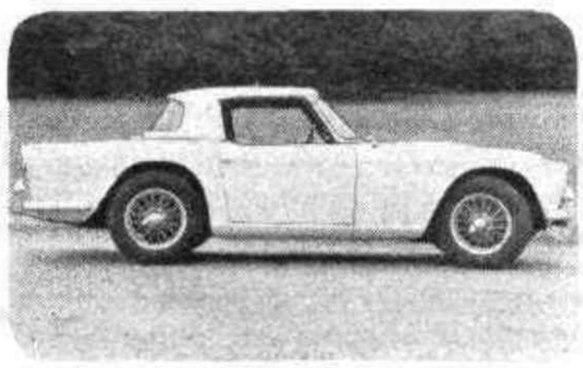
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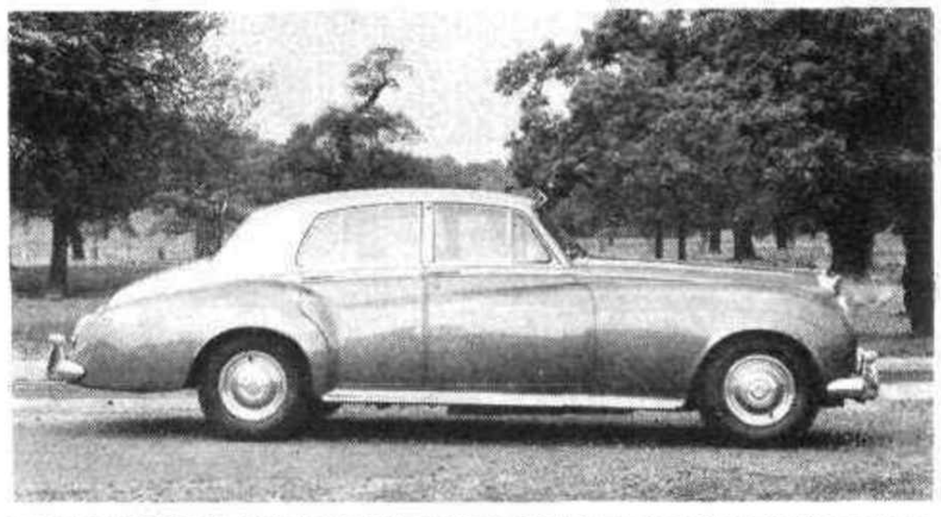
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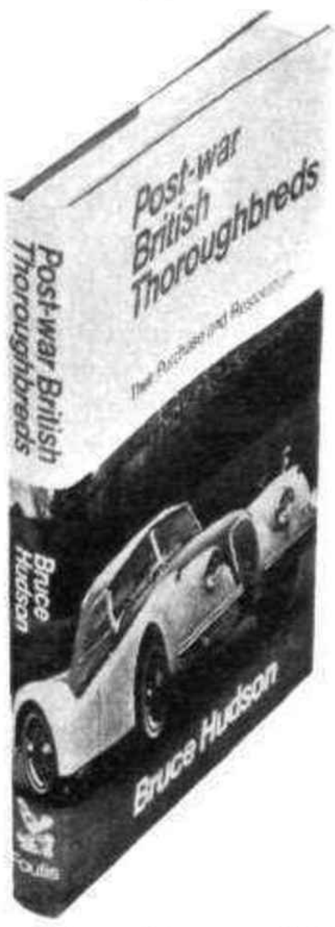
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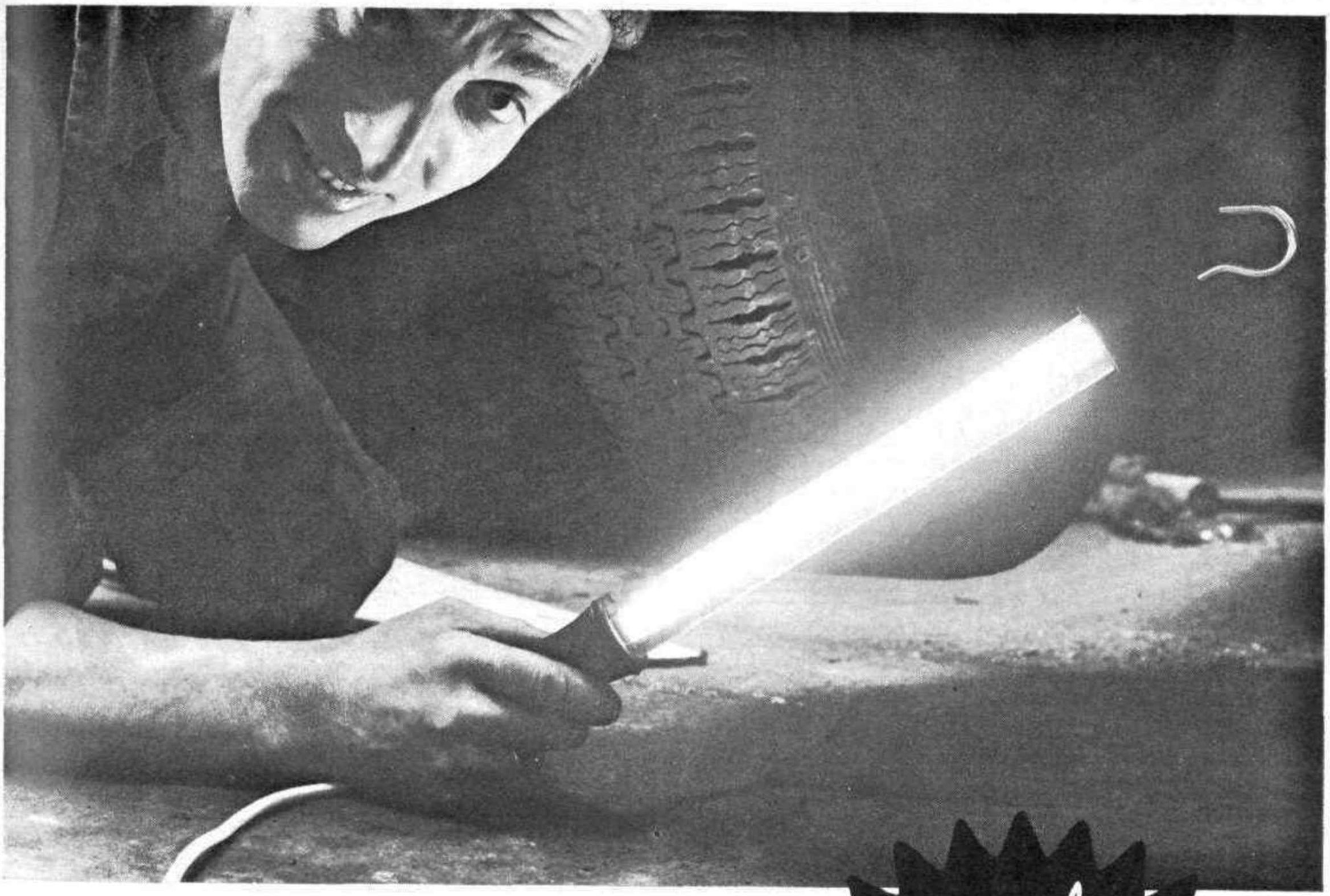
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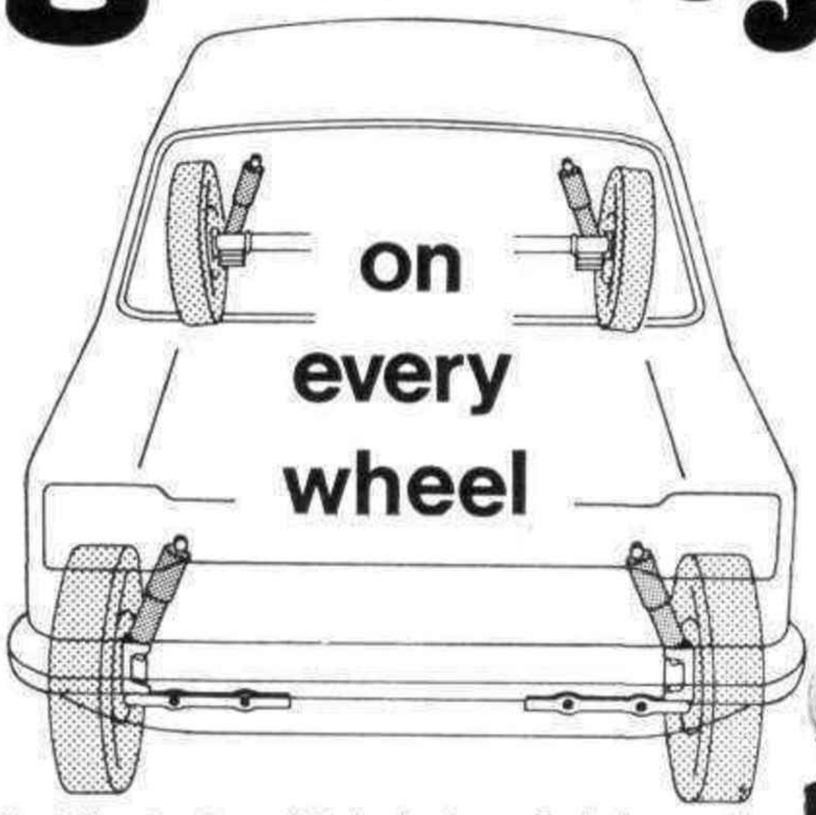
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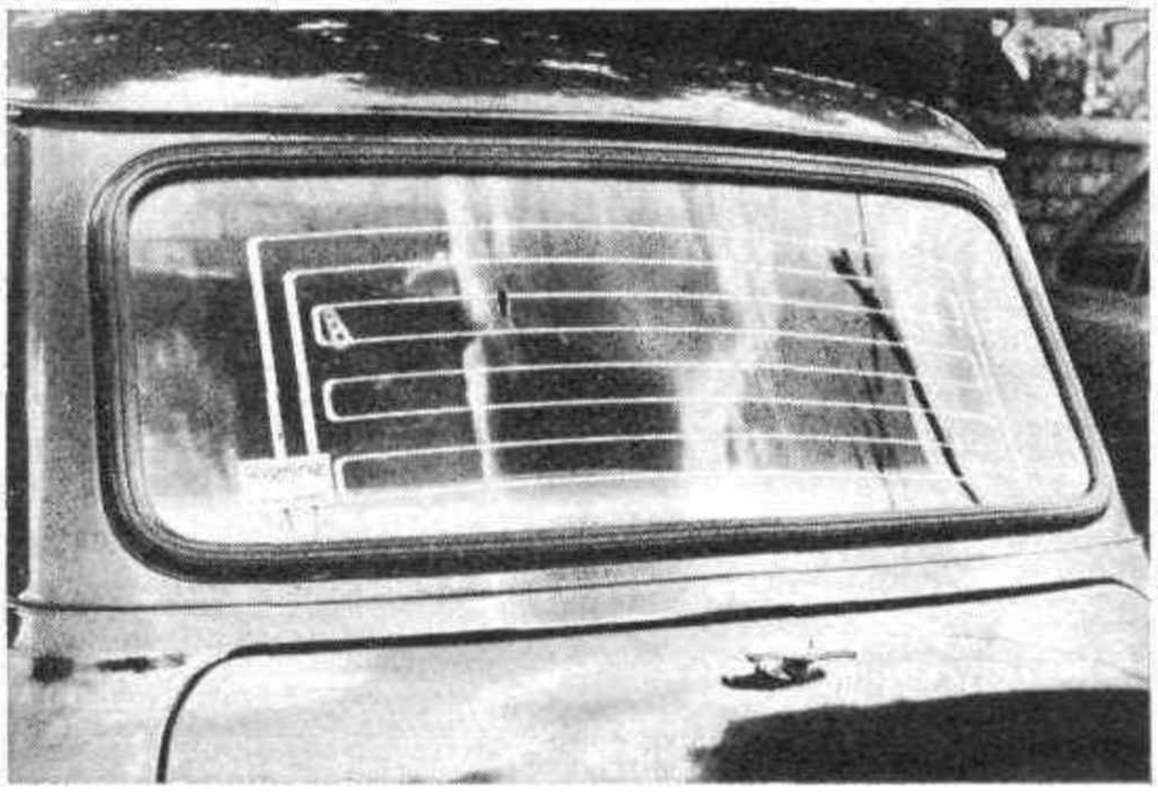
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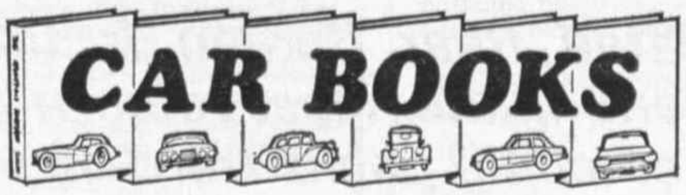
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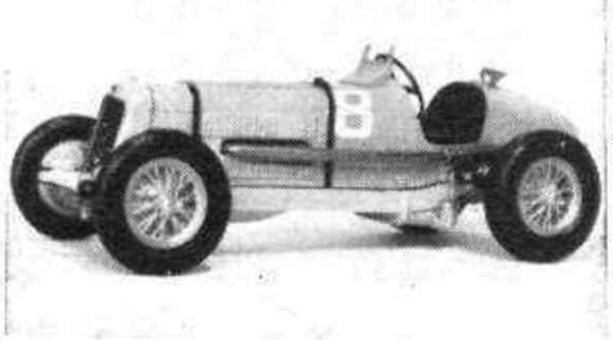


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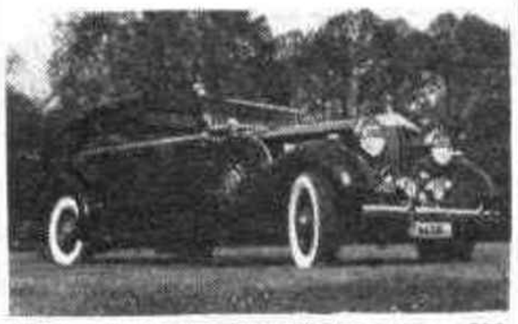
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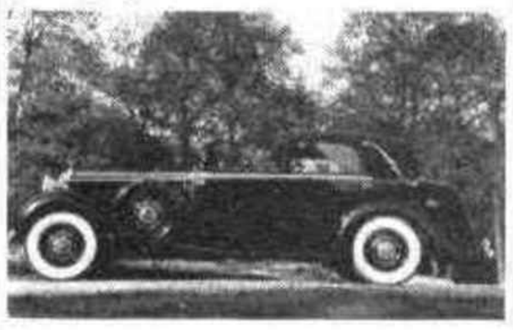
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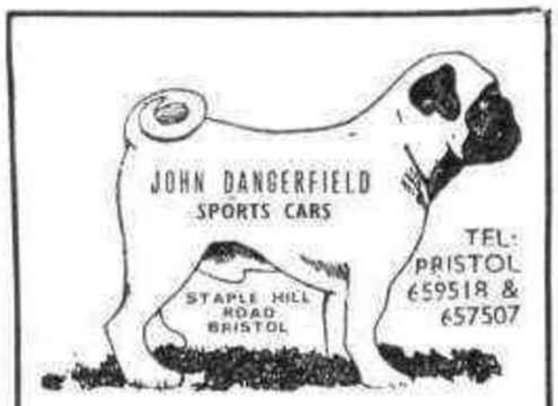
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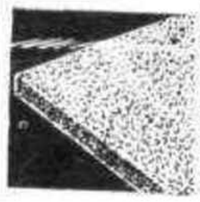
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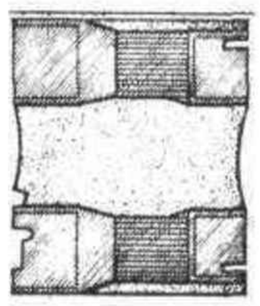
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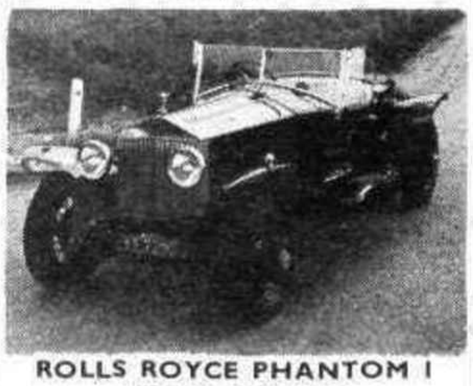
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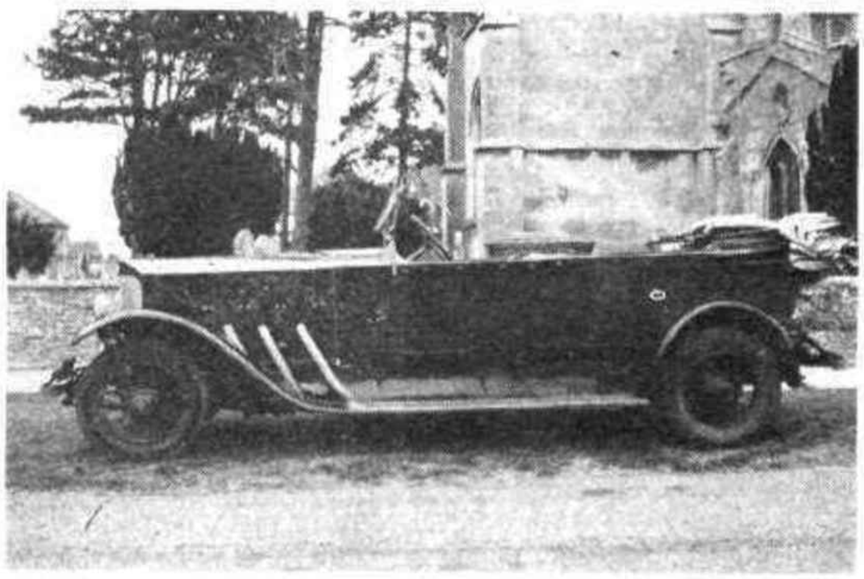
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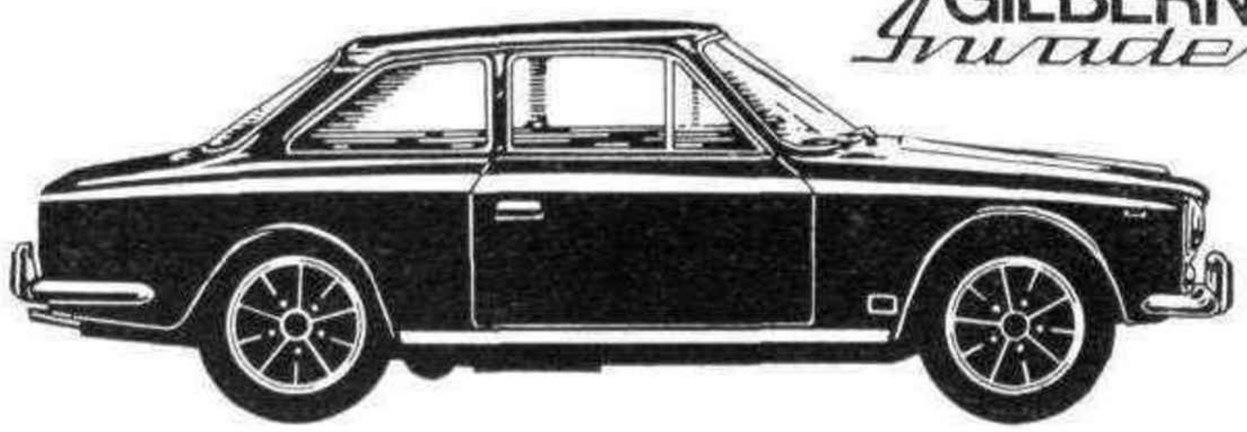
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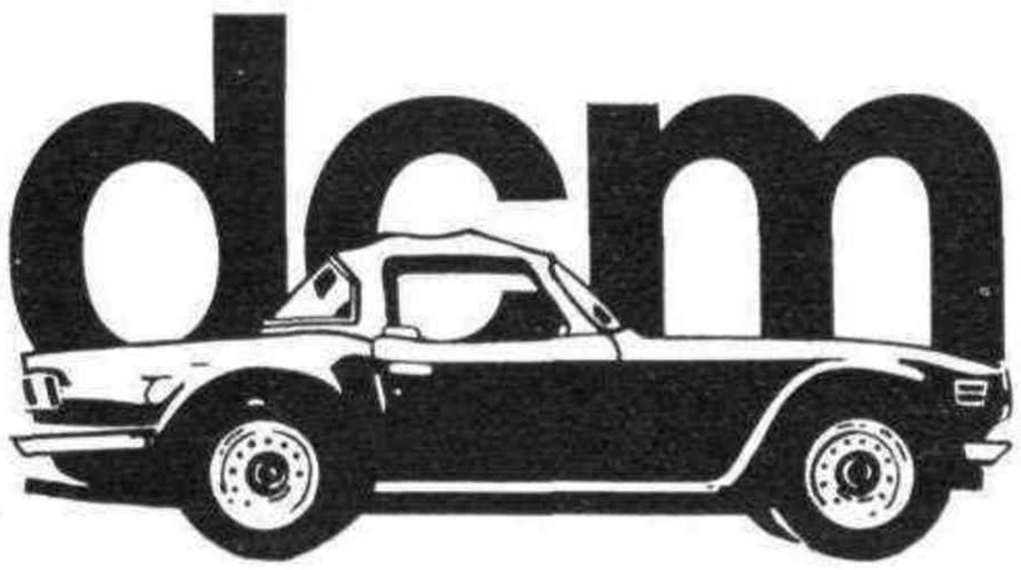


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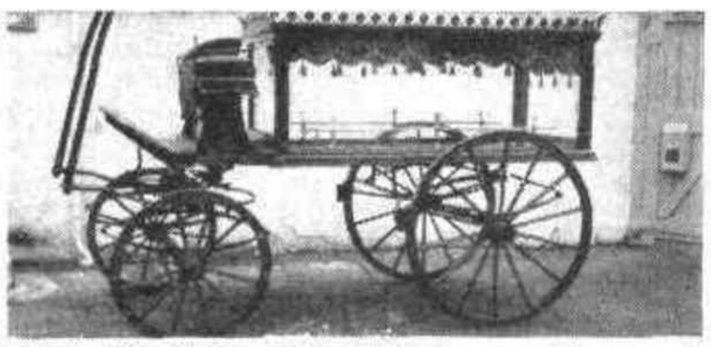
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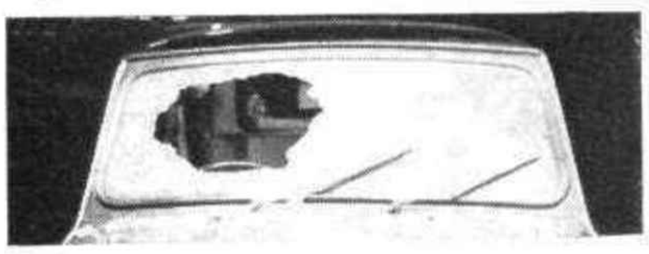


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Austin Mini 1275 GT, 1972. In glacier white with navy trim, radio, special dashboard **£865**

M.G.-B GT, 1967. Finished in Rolls-Royce regal red with black trim, fitted with overdrive, radial tyres, etc. **£845**

M.G.-B GT, 1967. In mineral blue with black trim, fitted w/w, vynide roof **£845**

Ford Escort twin cam, 1969. 'H' Reg. Finished in ermine white with bronze roof **£795**

M.G.-C roadster, 1968. In tartan red with black trim, w/w **£745**

Daimler SP250, 1963. In jet black with red leather trim T/C, hard/soft tops **£695**

M.G.-B roadster, 1966. Finished in black with black leather trim, o/d, hard top, radio **£695**

Lotus Cortina, 1968. Fitted radio, sun-roof, etc., finished in silver fox with black trim **£645**

M.G.-B roadster, 1966. In mineral blue with black trim, fitted wire wheels **£645**

Ford Escort GT, 1969. An above average example in silver fox with black trim **£625**

Triumph Spitfire Mk. 3, 1968. In Spa white with red trim, one owner from new **£565**

Morris Mini Cooper Mk. 2, 1969. In El Paso beige with white roof, black interior, sunshine roof, leather wheel, alarm, supplied new by us, air horns **£585**

M.G.-B roadster, 1965. In iris blue with matching trim, fitted classic Bermuda hardtop **£555**

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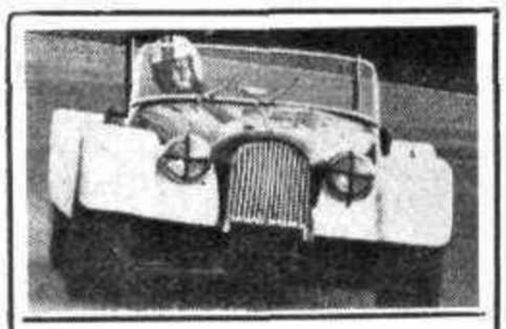


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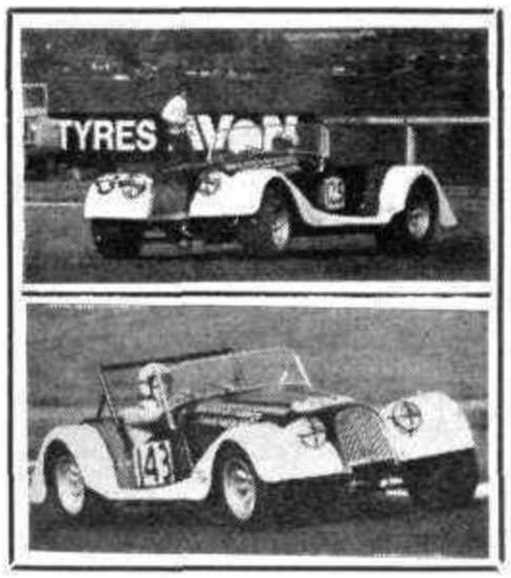
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The Stapleton Brothers for this month have to offer several variations on their favourite breed. In orange stands a +8 with radio, luggage rack and tonneau. To the same specification there is one in red. A 1971 4/4 in crimson with 1600GT engine and black interior. Two 1970 4/4s in orange with wire wheels, black interior and luggage rack. Two 1969 4/4 4-seaters, one in black and one in yellow. The black one being fitted with roll bar and the yellow with Weber carbs. and wide wheels. Pale blue 1968 4/4 2-seater with wire wheels and luggage rack and a dark blue +4 Supersports, aluminium body, wire wheels. Weber carbs. and bucket seats. 1959 +4 coupe in light blue, and another 4-seater dark blue of '70 vintage. A 1969 4/4 finished in green with bonnet strap and Pirelli tyres. Possibility of a black +4 coupe arriving in the very near future, probably before you read this. A black M.G.-A which can only be described as in quite perfect order, fitted with wire wheels. All Morgans desperately required, especially late 4/4s and +8s. A 1969 4/4 in pale yellow with black wings also awaits a new owner, as does another one which is identical, except it is crimson. Does anybody want a 1966 912 Porsche?



FOR SALE

TVR 2500M, June 1972. Absolutely as new. White with black interior. 4,500 miles only. Extras, overdrive, sunshine roof, tinted windows. Director's personal car. Would cost new over £2,300. Genuine reason for quick sale at £1,775. Tel.: Nottingham 53022 (daytime). (7457

MORGAN +4 four-seater, 1968, green, fully equipped, wires; low mileage. Excellent condition. £1,050. Tel.: Tunbridge Wells 28420. (8422

M.G.-B GT, Dec. 1970, 28,000 miles. White/black, overdrive, sunshine roof and all other extras. Perfect condition. £1,265. Tel. Worthing 38449. (7371

GILBERN GENIE, 1967. Tax, M.o.T. Year old engine, sun-roof, Minilites. Radio. Extras. Excellent condition throughout. £850 o.n.o. Clarke, 12 Miskin Green, Llanyravon, Cwmbran, Mon. (7372

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EOND EQUIPE GT4S, 1966. White, sun-roof, Stage 2 S.A.H. head. 33,000 miles. Excellent condition and performance. Must be sold, £295 o.n.o. Tel.: Uckfield 3186. (7376

LOTUS ELAN, 1968, S4, d.h.c., Special Equipment, yellow; very well maintained; extras. Must sell, £945. Tel.: Liverpool, 051-424 8303. (7377

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LOTUS-CORTINA Mk. I. Excellent bodywork. Recent clutch and head overhaul. £250. Webster, Tel.: Blackpool 45255 (office hours). (7381

FIAT 124 Sport coupé, July 1968. White/black interior, 5-speed gearbox, radio. Excellent condition. New clutch, exhaust system; brake pads fitted at 42,000-mile service. Tel.: 061-427 5692 (home), 01-427 9686 (office). (7382

PORSCHE, 1962, Super 90. Full M.o.T. £400 o.n.o. Tel.: 01-235 5344. (8436

RILEY 1½-LITRE RME, 1953. Engine recently reconditioned. Many recent new parts. Taxed and long M.o.T. A fine example worth £295, but all offers considered. Tel.: Putney 01-788 1459. (8438

BENTLEY 3½-LITRE, B18CR, 1935. Unusual, attractive maroon and grey aluminium-bodied Hooper two-door fixed-head coupé. Basically sound and original but needs some attention. Carefully stored in Watford for last two years while owner abroad. £650. For appointment to view, serious enquirers telephone Gwinnell, 01-588 4000 (office), Nayland (Suffolk) 262456 (home). (7383

A.C.428 fastback, 1969, blue. 18,000 miles. Used only by Managing Director and well cared for. £3,950. Jonathan Hill & Co. Ltd., Gas Ferry Rd., Bristol, 1. Tel.: 27161. (7384

BRISTOL 401. Good mechanical order, 100A engine. One owner last eight years, mileage 44,000; total 114,000. Coachwork fair. Offers around £300. Tel.: Lymington 3693 (4-7 p.m.). (7385

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TR6, late 1970. Sienna brown with a gold coachline. 22,000 miles. Overdrive. £1,250 o.n.o. Tel.: Cranleigh 2745 (Surrey). (7392

ALVIS TE21, October 1964. M.o.T. July 1973; taxed. Wire wheels, radials, Webasto sun-roof; power steering. Carefully maintained; mechanics and body above average. £800 o.n.o. Tel.: 031-332 3021. (7393

TR3A, 1960. Good general condition; 70 lb. oil. Tonneau, servo. New tyres, exhaust, steering-box. Space needed. £240. Mr. Storey, Tel.: Colchester 45323 (daytime). (7394

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LOTUS ELITE, 1961, S/E., II. White with new black leather trim. Rebuilt Climax engine, ZF box, w/wheels, Cints. M.o.T. Underpriced at £670 for quick sale. Turner, Tel.: 01-950 6430. (7396

ALVIS TD21 saloon, Sept. 1963. Wire wheels, radio, 5-speed gearbox. Brakes recently overhauled. Bodywork extensively renovated and resprayed metallic beige. Detailed history available. M.o.T. 11 months. Offers around £650. Tel.: 021-329 1386. (7397

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TR5, 1969. Overdrive, wire wheels, radio, Sundym windscreen, Valencia blue. Taxed December. Fine car for £885. Lilley, Tel.: 01-894 5918 (Twickenham) or 01-998 7721 (office). (7400

JAGUAR 1½-LITRE, 1947. Taxed and tested. All rebuilt, many spares. £200 o.n.o. Tel. Bradford 48087. (7401

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SUNBEAM-TALBOT 90 Mk. III, 1956. Outstanding condition. Only two owners from new. Maintained in excellent condition. Sun-roof, overdrive, radio, full original tools, excellent tyres, beautiful interior. Taxed, M.o.T. £295. Tel.: 01-723 5720 (Paddington), Selsey (Sussex) 2250 (weekends). (7406

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ALVIS TD21, 1963, saloon. 5-speed box. 68,000 miles. £450 recently spent. £600 or exchange for estate car plus cash either way. Tel.: 0742 20041. (7408

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TRIUMPH GT6, Mk. I, 1968. Royal blue. 48,000 miles recorded. Regretfully selling as emigrating. £595 o.n.o. Tel.: Uckfield (Sussex) 3966 (after 7.30 p.m.). (7422

LOTUS ELAN S4. "G" registration. Fixed-head. Bahama yellow. Near Bath. £995. Tel.: Limpley Stoke 3270. (evenings) (7424

XK150 F.H.C., 1960, 3.4 overdrive, wires; white with red interior. Sound condition throughout. Long M.o.T. £545 o.n.o. Tel.: Bromsgrove 73124. (7271

FORD ESCORT Mexico, 1972. Superb condition, with Custom Pack. Very comfortable cloth seats, h.r.w., and many other extras. White, no stripes. Owner going abroad. £1,100 o.n.o. Tel.: Farnborough (Kent) 53650 (after 7.00). (7273

SUNBEAM 90 Mk. III, 1955. Tax, M.o.T. Floor change. Recent tyres, brakes, etc. Excellent example mechanically and bodily. £150. 22 Harbour Ave., Plymouth (Tel.: 75315) (evenings). (7274

DAIMLER SP250B, B.R.G., wire wheels, hard- and soft-tops, stereo. Tidy body, exceptional trim in red. Rebuilt calipers; bills for all other work done. £895 o.n.o. Tel.: 01-735 8191, ext. 285 (10 a.m.-4 p.m.). (7275

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ROLLS-ROYCE, 1934, 20/25 landaulette. She really is beautiful and my bijou, so please help for good home. Black over Old English white, recently fitted with new hood, brakes, exhaust and tyres. She's mechanically as good as ever will be. Please, offers around £2,800—(evenings) or will exchange for good original SS-Jaguar 100, 2.5 or 3.5. R. Wilson, Tel.: 01-223 0221. (7277

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LOTUS 7, 1500, completely rebuilt—1968. Long M.o.T. £430 o.n.o. Tel.: Rayleigh 71091. (7280

"E"-TYPE JAGUAR Mk. II, 2+2, Nov. 1969. White, black interior, radio, c.w.w., SP tyres, h.r.w. Two owners, 39,000 miles. Engineer's report available, excellent condition. Bargain at £1,595, no offers please. Tel.: 061-928 2922. (7281

BRISTOL 406 (2.2-litre) saloon, Aug. 1960. Two owners from new (Reg. No. "406"). Radio. Genuine mileage 79,000. Taxed, M.o.T. Exceptional condition throughout; manufacturer's oil pressure. Blue/grey metallic, white hide interior. Photos available. Bargain, investment, £850. Tel.: 061-928 2922. (10 min. from No. 19, M6, Cheshire.) (7281

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M.G.-C SPORTS, Automatic, November 1968. Heron full hard-top, soft-top, wire wheels, Radiomobile. White, immaculate. £795 o.n.o. Tel.: Orpington (Kent) 35479. (7285

SUNBEAM-TALBOT Mk. III. Heater, radio, sun-roof. Excellent order, long M.o.T. An investment. Offers around £200. Tel.: Silverstone 285. (7286

DAIMLER SP250, 1963, "C" specification; hard- and soft-tops; tonneau, Konis, 5½Js with XAS radials, Q.I. headlights, radio, workshop manuals and many other extras. Finished in aquamarine with black leather upholstery. This car is in outstanding condition throughout. £825 o.n.o. Tel.: Plymouth 60494. (4955

DAIMLER 4.2 Sovereign, 1969 (May), Automatic. Regency red, beige hide, chrome wires, Bluespot self-seeking radio; 24,000 miles. Fabulous motoring at only £1,375. Tel.: Crowborough (Sussex) 2156 (day), 4456 (after 7.30 p.m.). (7287

M.G.-B, 1965, B.R.G., £470 o.n.o. Overdrive. M.o.T. August 1973. Tel.: Camberley 25920. (7288

AUSTIN SPRITE, 1971, "K" Reg. Blaze, radials; 12,000 miles one owner. Beautiful condition. £795. Scanes, 47 Wardown Crescent, Luton, Beds. Tel.: Luton 22057. (7289

M.G.-B, 1972 "L". Bronze yellow, every extra including overdrive, head-rests, servos and radio/stereo. Only 2,000 miles, still under warranty. Cost new £1,600. Genuine reason for reluctant sale at £1,350 o.n.o. Must sell, no reasonable offer refused. Tel.: Maidenhead 27117. H.P. arranged, P/X considered. (7290

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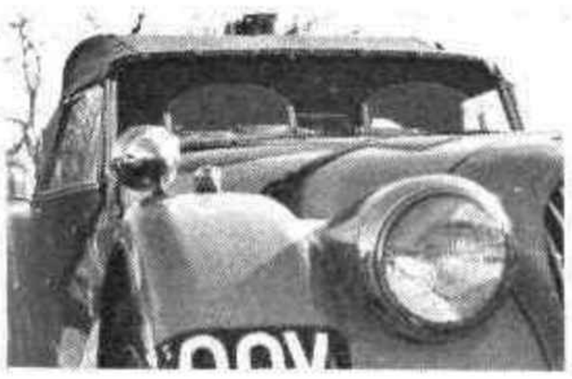
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John Britten

Hail a 107 double-decker; alight at the sports car enthusiast's Mecca! **Morgan 4/4,** 1971K, glacier white, black interior, bucket seats (as Plus 8), louvred bonnet, strap, wing mirrors, Volksy wide-rim wheels with wide SP Sports, tonneau cover, rear bumper. **TVR Vixen,** 1971, lime green, alloy wheels, sun-roof, radio, leather rim, £1,260. **Triumph Spitfire,** 1969/70H, Spa white, overdrive, radials, £6-something. **MG-B,** 1966, Old English white, red leather, wire wheels, radio, £595. **Morgan Plus 4,** 1969 and one of the last built, Westminster green, wire wheels, radials, rear bumper, tonneau cover, buckets. **Lotus Seven** Series III, 1969H, all-white, one owner, 6½" approx. rims with Rally specials, new hood, £825. **Morgan 4/4 4-seater,** 1972, indigo blue but with unusual brown leather although hood and screens remain sober black, wheels of purest wire, other accessories. **MG Midget,** 1968, tartan red, black



interior, radio, £535. **MG-B,** 1969, mineral blue, wire wheels, Abingdon double-skin hard-top, soft-top, radio, £950. **Morgan 4/4 Comp.,** 1968, glacier white, radials, rear bumper. **Morgan Plus 4,** 1967F, crimson, wire wheels, bucket seats and heaps else. **Morgan 4/4** Series II, 1959, tiny and severely rectilinear 1172 side-valve power unit under bonnet, linked to the outside world by a push-me pull-you gear-change, rebuilt, re-chassis'd, re-bulkheaded, repainted; looks more or less like a new car, which is a refreshing change from the way ignorant pedestrians often insist that my 1972 Plus 8 must be a 20-year-old model (one offered me a very small number of hundreds of pounds for it). (Better not be *too* rude about my fellow human beings in case they offer me a job on *Motor Sport*.) **Austin Healey Sprite** Mk. IV, 1969, mineral blue, wire wheels, radio, £635. **Arkley SS,** pepper red, black interior, 7" wire wheels, reclining seats, front bumper, at present doing a small publicity job but available in a week or two. **Lotus Elan S4** convertible, 1970, metallic silver, Spl. Equipment model, radio, averaged mere 1.04mph, £1,225 **Morgan 4/4,** 1965, yellow, wire wheels, radials, tonneau cover, 1500GT power unit. **Morgan 4/4,** December 1968, yellow, wire wheels, bi-focals (see picture), Kenlowe fan, roll-over bar, radio, bucket seats. **Morgan Plus 4,** October 1968, canary yellow, black leather, wire wheels with triple-eared nuts, one owner. **MG-C GT,** 1969, sandy beige, chrome wires, overdrive, leather-rimmed wheel, Motorola 5pb, black vinyl roof, £1,050. **Arkley SS,** 1275cc, harvest gold, 7J wheels with Rostyle centres, ought to be ready 1st week November. **Triumph TR4A,** 1965, red, wire wheels, overdrive, racing mirrors, Webers, alarm, radio, £675. **Triumph GT6,** 1967F, midnight blue, wire wheels, radio, £595. **Morgan 4/4,** 1970, deep Brunswick green, Cinturatos, 5-push-button radio, tonneau cover, rear bumper. **Morgan 4/4,** 1966, red, one owner, 1950 road-tune Holbay power unit, twin Webers, close-ratio box, remote shift, Cobra-width wheels, whole body widened to suit, many other extras, one owner. **Morgan 4/4,** 1972 (June), silver grey, which one might think would look horrible but actually it's the exact opposite, bucket seats, leather interior, triple wipers as Plus 8, back-mounted spotlights as Plus 8, louvred bonnet, rear bumper, tonneau cover. **MG-B,** 1965, red, overdrive, wire wheels, radio, oil-cooler, 5-bearing crankshaft, £480. **Lotus Seven** Series III, 1969H, vermilion with black trimming, £790. **MG-B,** 1965, blue, wire wheels, new hood, 5-bearing crankshaft, oil-cooler, radio, £480. **MG-B GT,** 1966, mineral blue, black leather, wire wheels, radials, radio, £680. **Morgan Plus 4** 4-seater, 1968G, glacier white, wire wheels, **Morgan Plus 4** 2-seater, 1968, royal ivory, luggage grid, underseal, wire wheels, Kenrowe fan. **MG-B,** 1966, mineral blue, radio, folding hood, £560. **MG-B GT,** 1971, flame red, wire wheels, overdrive, heated rear window, radio, £1,345. **MG-C,** 1969, mineral blue, overdrive, wire wheels, Classic Bermuda hard-top, soft-top, radio, £940. **Morgan 4/4 Comp.,** October 1970J, indigo blue, black interior, wire wheels Cinturatos, luggage grid, spotlight, fog-light, badge bar, tonneau cover, rear bumper, 5pb radio, air horns, reversing lights, etc., one owner. **Triumph Spitfire** 1964, signal red, wide wheels, exceptionally fully equipped, £295. **Triumph TR4,** 1965, conifer green, steel hard-top, overdrive, wire wheels, £625. All our cars, except for the very oldest) have thorough service, pre-delivery inspection, fresh oil and filter, defective exhausts, tyres, batteries and mechanical components are mercilessly discarded and replaced with new, mostly we give a written guarantee for up to 3 months. Have a couple of cars this month for the Impec. Enthus. One is the pictured Dec. 1963 black **MG-B,** we sold this car last year and I don't suppose you'll believe me but we forgot to get a signature on the HP form, and by the time our accountant noticed this the bloke had decided he wouldn't sign and handed the car back. The appearance is magnificent and it has a year's MoT but the engine is really rather tired and needs an overhaul, so we only ask £350. The other, also pictured, is a 1962 **Triumph TR3A,** white, overdrive, steel hard-top, immensely wide wheels under flared arches with XJ6 tyres, itsy-bitsy steering wheel, balanced engine, anti-roll bar. It's MoT'd and doesn't seem to have any mechanical faults, also pretty well untinged by rust but needs some titivating, like peeling off the remains of a Wynns Friction Proofing sticker, fitting the front bumper, etc. Also



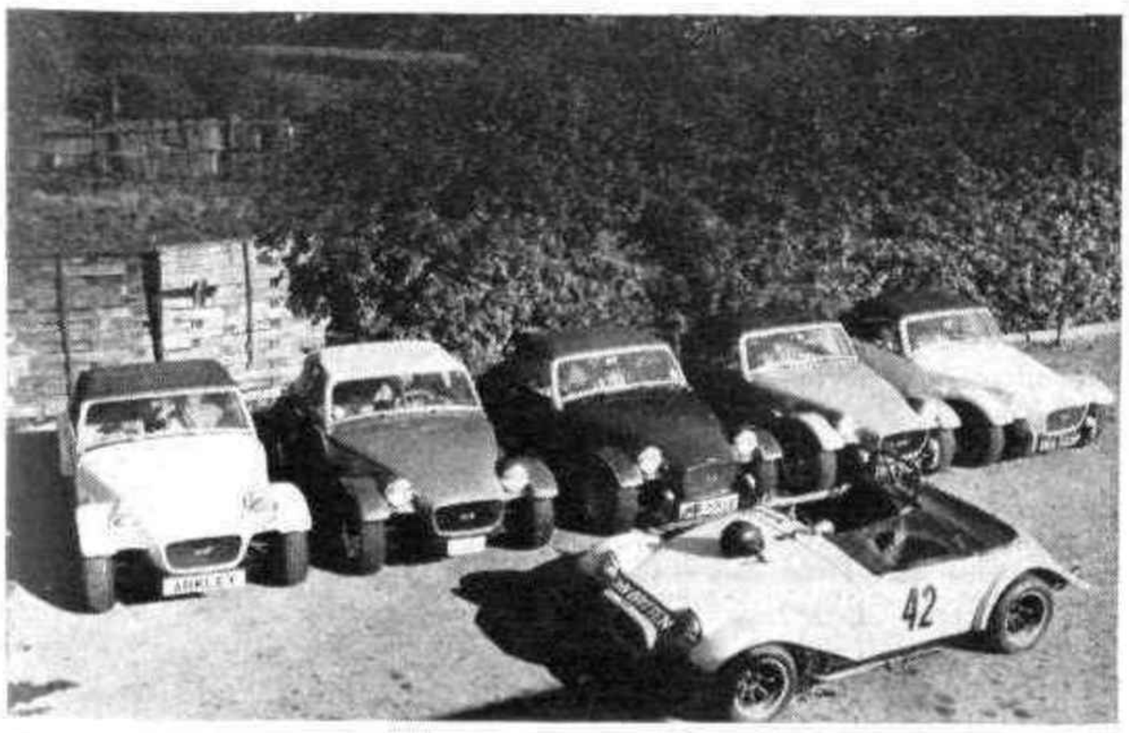
the previous owner got a bit carried away and fitted about 100 dashboard switches, not all of which could conceivably work. The wheel arch flares need ironing. £315. Attn. family men: have 1967 **Morris Trav. New MGs** in stock, and just for once we would like to take one or two saloon cars in part exchange. Also a nice new green **Mini 1000. New TVRs:** some in stock (Tax and VAT-free component form), more



on the way, nearing your last opportunity to get one before they go up. **New Morgans** are simply bulges in the pipeline like a boa-constrictor's dinner going down, but please call in, we have lots of Morgans for you to see and try out. One new **Arkley SS** in stock, also kits available. Now that we have produced over 100 of them, the Arkley



will be eligible for Modsports racing next season and will not only be very competitive but immense fun to drive. It's of course tailor-made for the new 1300cc class. I would be very interested to hear from anybody who's thinking of racing an Arkley. Open to 7pm, closed Sundays.



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

FOR SALE—continued

M.G. MIDGET, 1970. Exceptional condition, tonneau. £695 o.n.o. Radio extra. Wright, 28 Norfolk Rd., RAF Honington, Suffolk. (7173

HEALEY 3000, 1962 +2. Lovely condition hard/soft-tops; radio; new wings/tyres; fast and beautiful. About £500. Tel.: Sheffield 67306. (7174

1965 M.G.-B Roadster. Taxed and tested XAS; radio. Sold to best offer. Wheater, 8 Farfield Rd., Rotherham, Yorks. Tel.: Rotherham 4075. (7175

LOTUS SEVEN bargain S111, 1969. £695. Roll bar oil cooler; alarm weather equipment. Wakelin. Tel.: 01-499 8374 (day), 01-897 1194 (evenings). (7176

1952 BENTLEY, Mk. VI. Acknowledged in the trade as one of the finest in existence, with new engine, suspension, brakes overhaul and respray. All bills since new are available. Offers over £1,000. Tel.: Nottingham 42933. (7177

AUSTIN HEALEY 3000, Mk. III. A truly beautiful model in maroon with black interior. Good SP sports; long M.o.T.; new exhaust and shock absorbers; undersealed. Many extras. £800. Tel.: Luton 52837. (7179

ALVIS TA21 saloon, 1951. Very good condition having had lots of time and money spent over last few months. M.o.T. until March 1973. First offer over £155. Bargain! Tel.: May Hill 269 (Gloucestershire). (7180

1952 SUNBEAM-TALBOT 90. In good condition. £215. 1954 Bentley R-type. Velvet green, beige interior. £1,150. Both these cars have been maintained by Rolls-Royce Bentley appointed agents. Estate car required; exchanges considered. Tel.: Cheltenham 53624. (7181

AUSTIN-HEALEY 3000, Mk. III, 1967 "E". Provable 23,000 miles only. Fantatic condition. Bodywork flawless. Metallic blue; wire wheels, £965 o.n.o. Tel.: 01-603 9982. (7183

AUSTIN HEALEY 3000, Mk. III, 1964. Wings, sills rusted but mechanically sound. Overdrive; radio; tow-bar; long M.o.T. Ideal for renovation and profit as car and buyer will appreciate. £450. D. West. Tel.: Kimberley 3189. (7184

JAGUAR. Silver-grey lowish mileage. 1966 2.4 Mk. II in virtual "as-new" condition. Inspection recommended or Tel.: 061-439 7192 (Cheshire) for further information. (7185

1953 ASTON MARTIN DB2/4 saloon. 3,000 c.c. engine, clean body. M.o.T. June 1973, taxed. Offers. May accept small modern saloon part exchange. Haslam, 172 Carr Lane, Grimsby, Lincs. Tel.: 64792 (evenings). (4509

AUSTIN HEALEY Three Thousand Mk. 3. Metallic blue with Brabham balanced and tuned engine. Overdrive, wide wire wheels, tinted screen, radio. Good condition. Tel.: Devoran 863955. G. Gladwell, "Lynwood", Stickenbridge, Perranarworthal, Cornwall. (7252

ROVER 2000TC, late 1968. Zircon blue, beige hide interior. Low mileage. £950 o.n.o., or would exchange for sports car. Tel.: Brighton 687520. (7256

FORD CORTINA GT, October 1965. Immaculate condition throughout. £450 o.n.o. Tel.: Fulbeck 777. (7257

HEALEY ABBOTT, 1951, tatty but sound. It needs patient, loving care; I need my garage. Must go, hence £60 o.n.o. Tel.: Crawley 32710. (7258

AUSTIN HEALEY 100-4 two-seater sports, overdrive, wire wheels; ice blue. Enthusiast's classic of 50's. £475. Tony Tubb, "Casita", Pages Ave., Bexhill-on-Sea, Sussex. Tel.: Bexhill 505. (7259

1938 ALVIS Silver Crest 17-h.p. blue saloon motor car. One owner and carefully used. Mileage 70,393. To be sold by auction in private house sale of furniture near Colchester in November. Further particulars from Percival & Co., 8 Cornard Rd., Sudbury (Tel.: 72223), Suffolk. (7272

DAIMLER EMPRESS 2½-litre razor-edge saloon by Hooper, 1951. Sound condition. Serviced and fitted new exhaust by Hooper 1971, new battery. Needs little attention to bring to "concours" condition. £500. Box 3653. (7260

ALFA ROMEO Sprint GT, 1965. Engine, brakes, suspension rebuilt 3,000 miles. Good body, well shod. L.H.D. Reg. No. CUW 3C. Open to offers. Tel.: Lichfield 51714 (after 6.30 p.m.). (7261

M.G. MIDGET, March 1972. New specification. Green mallard. Radials, tonneau. Carefully run-in, 6,700 miles. £910. Tel.: Keswick (Cumbs.) 72590. (7262

BENTLEY R-TYPE Continental. Superb 1954 Mulliner, L.H.D., manual, French registered, Swiss francs 30,000 or offer. Box 3655. (7263

ASTON MARTIN DB5, 1963. Aegean blue, red upholstery. Recent clutch, usual extras. Taxed, M.o.T. £950 quick sale. Tel.: St. Albans 54516 (office). (7264

DAIMLER CONSORT, 1950, M.o.T. to 1973. Running order. £95. Tel.: Ledbury 2349. (7265

TWO RARE models: Mk. 2 A Sunbeam-Talbot, metallic blue, £240. P.C. Jowett Javelin, crimson, £140. Business forces sale. Nearest offers secure. 15, Maidstone Dr., Rectory Fields, Wordsley, Stourbridge, Worcestershire. Tel.: 021-472 0925 (business), Kingswinford 6455 (evenings). (7266

GILBERN GENIE V6, 1970, green, electrical windows, electric fan, alloy wheels, overdrive, £1,175. Tel.: Derby 57726. (7267

M.G. MIDGET, 1971, "J" regd., low mileage. Wire wheels, Cints., hood, tonneau, reclining seats, etc. New battery. Immaculate car in royale blue. Bargain at £770 o.n.o. Tel.: 01-397 7155 (evenings and weekends). (7268

FRAZER NASH Le Mans Replica. Ex-Moss. Excellent condition. 450 engine specification. Serious substantial offers only. Box 3656. (7269

ASTON MARTIN DB5, Automatic. White with black interior, Sundym electric windows, heated screen, chrome wires, etc. £1,095. Consider exchange. H.P. available. Tel.: Bishops Cleeve 3134 (Glos.). (727

CENTRAL SPORTS CARS

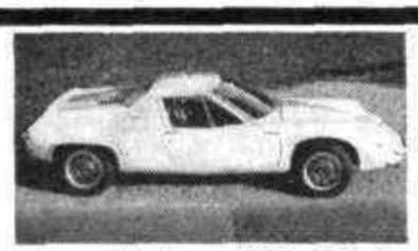
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1972 LOTUS Europa, twin cam, lime green, black trim; 3,500 miles, as new **£1,725**
1971 MARCOS 3-litre, tangerine, o/d., radio, sun-roof; low mileage **£1,625**
1971 TVR Tuscan 3-litre, yellow, o/d., radio, sun-roof; low mileage, immaculate condition .. **£1,549**
1971 TR6, saffron, o/d., radio, low mileage, as new **£1,495**
1971 (K) TRIUMPH GT6, Mk. 3, saffron, o/d., radio, h.r.w.; low mileage, as new **£1,245**
1970 (J) MG-B GT, white, o/d., wire wheels, h.r.w., radio; immaculate condition .. **£1,285**
1969 MG-B GT, grey, o/d., wires, radio; low mileage, immaculate **£1,065**
1969 MG-B GT, red, o/d., mag. wheels; low mileage, excellent condition **£1,065**
1969 (H) FORD Capri, 1600 GT XLR, fern green, black trim; low mileage, exceptional cond. .. **£875**
1967 MG-B GT, blue, black trim, o/d., wire wheels, radio; one owner, low mileage **£865**
1966 RELIANT Scimitar, blue, o/d., sun-roof, wires; excellent condition **£755**

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ALVIS 12/40 2-seater with dickey (1924 Sept.), finished in green and black with black upholstery and hood. This delightful car is the rather rare side-valve model and has had lavish care and attention spent on it by previous owners. Offers invited.

BENTLEY R-Type Continental H. J. Mulliner fast back saloon, two owners from new; black with brown interior trim. Full details on request.

JAGUAR XK150 (1958 Oct.) 3.8-litre convertible. Tastefully finished in dark green with light green interior trim. Wire wheels, overdrive, twin spots, tonneau. Late property of engineer. **£985.**

WOLSELEY E.3 10-h.p. 2-seater with dickey (1921 Jan.). In very original condition, **£965.**

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JAGUAR E-Type 4.2-litre fixed-head coupé (1965 April). Metallic green with green hide upholstery. 4-speed gearbox, wire wheels, new high-speed tyres, radio, seat belts. Performance with surprising economy and effortless cruising at 69.9 m.p.h. **£785.**

FOR SALE—continued

ALFA ROMEO 1600, GT Veloce, 1968. White; good condition; moderate mileage; regular service by Alfa agents; radio; extras. £975. Box 3645. (6800
M.G. TF 1250, 1954. Good condition; extras; M.o.T. to August 1973. £600. Tel.: Kendal 21000, ext. 299 (office hours). (6817
R-TYPE BENTLEY, 1954. Automatic. Tel.: 061-624 7084. (6814
DAIMLER SP250C, 1964. 48,000 miles. Hard and soft-tops. Offers. Tel.: 031-447 4018. (4945
SINGER ROADSTER, 1951. 4AB body chassis excellent. One month's use since engine rebuilt 1971; front suspension rebuilt, new parts; 1970 M.o.T. expired during indoor storage; one broken half-shaft; towable. £120 o.n.o. Dillon, 29 Eastern Esplanade, Broadstairs. (6787
DAIMLER Straight Eight, 5.3-litre, 1954. Regal and gracious chauffeur limousine body by Hooper in excellent condition, but requires attention brakes and steering. First reasonable offer. Dr. Greaves. Tel.: Ramsey (Huntingdon) 2305. (6788
1969 ALFA Duetto Spider 1300. Hard-top; radio. Carefully maintained. Mechanically excellent. Looks fabulous. £1,075 o.n.o. Tel.: Edinburgh 031-229 6392. (6789
M.G.-B GT, 1967. Overdrive; wires, leather-rim; air horns; new exhaust system; spots; taxed and long M.o.T. £670. Tel.: Woodhouse (Sheffield) 4983 (after 6.30 p.m.). (6790
TR4, 1964. Red, overdrive; wires; radio; tow-bar. Good mechanics and bodywork. Quiet, fast, must be seen. £470. Tel.: Winkfield Row (Ascot) 3617 (after 6th November). (6791
S.S. JAGUAR, 1936. 1½-litre sports saloon, exceptional car; concours winner. £1,250. Serious enquiries only please. Tel.: Buxton (Derbys.) 4644. (6792
LOTUS ELAN, 1967. S.E. saloon. Primrose; Kenlowe fan; air horns; radio. £950. R. Bird. Tel.: Torquay 37660 (for full history). (6793
1933 RILEY Nine Special. Two seat tourer similar lines to March Special. £80 spent on mechanical overhaul Jan. 1972; M.o.T. to Sept. 1973. Excellent hood and tonneau; 4 new tyres. £425 o.n.o. Tel.: 01-878 2263 (after Nov. 6th.) (Richmond, Surrey). (6794
PORSCHE TARGA 911, 1968. Excellent mechanical condition; rust free bodywork; blue spot radio; any trial. £2,150 o.n.o. Tel.: (London) 01-579 4999 (6795
LANCIA AURELIA, 1951. 2-litre V6, pillarless saloon. Engine totally reconditioned; alloy body needs some attention. Complete, ideal for interesting low cost rebuild. £100. Tel.: Pontybodkin 214. (6798

FOR SALE—continued

JENSEN INTERCEPTOR, 1967. Automatic electric windows; metallic silver blue; low mileage; undersealed; taxed; M.o.T. Bargain £1,975. Tel.: (London) 01-579 4999. (6795
HEALEY 3000, 2 + 2; Mk. 2, 1962. Bodywork just completely professionally restored (with metal) and resprayed original ice blue metallic. Fitted hard-top; close ratio gearbox; Motolita; recent new competition springs; front shock absorbers; battery; relined brakes; radial tyres. Taxed, M.o.T. Chance to acquire good example of classic sports car. Collector's item. £650. Tel.: Brighton 27855 (evenings). (6796
M.G.-B GT. Nov. 1970; 24,000 miles; Rostyle; radio; o/drive; Teal blue. Excellent order throughout. £1,200 o.v.n.o. Tel.: Worcester 20361 or Evesham 830278 (days), Evesham 831183 (evenings). (6797
M.G.-A 1900. Many new parts; wide wires; 1622 motor; usual extras. £150. Tel.: Bingley 3361. (6799
AUSTIN 7, 1934. Many spares inclusive wheels. Needs attention. £100. Mr. Jarvis. Tel.: Canvey Island 3775. (6801
ASTON MARTIN, DB Mark III, 1959; 52,000 miles; M.o.T. certificate; licence; 4 new tyres; colour blue; superb car. £800. Tel.: Ewhurst (Surrey) 410 (weekends or after 7 p.m.). (6812
ROLLS-ROYCE, 1934. Rare beautiful Landaulette-de-Ville by Windhover on 20/25 chassis. Mileage 128,595; engine; transmission; chassis; brakes in good condition. Body restored structurally, requires finishing. Offers over £2,500. Tel.: Upwey 2076. (6813
M.G. TF, 1250, 1954. Completely stripped from chassis and rebuilt to original beauty with no expense spared. New wood sections fitted, supplied by M.S. specialist; re-chromed; re-trimmed throughout; new chrome-beaded side curtains; new hood and carpets fitted; new clutch fitted; spare unused exhaust system; disc wheels; taxed. M.o.T.; M.G.C.C. Serious enquiries only. £1,150. Tel.: Southport (Lancs.) 67524 (weekends). (6814
AUSTIN HEALEY 3000, Mk III. Good condition; Brabham tuned, very fast. Metallic blue, with oversize wires; overdrive; radio; tonneau; tinted screen. £695. Gladwell, Lynwood, Stickenbridge, Perranarworthal, Nr. Truro, Cornwall. Tel.: Devoran 863955 (evenings). (8019
ASTON MARTIN Special series, DB4 drophead. November 1963. Beautiful condition; metallic blue coachwork; dark blue interior; electric windows included in extras. Maintenance carried out too. Numerous to mention here. Genuine enquiries only no time wasters please. £1,295. No offers. Tel.: 01-393 9420 (for appointment to view). (4354

FOR SALE—continued

ALVIS 21/100 drophead 1953. Good condition, well shod; M.o.T. August 1973. Offers around £350 considered. Tel.: Brimscombe (Glos.) 3380 (evenings or weekend). (4866
BENTLEY R-TYPE, Automatic, November 1953. Beautiful condition throughout; Embassy black; coachwork, dark red interior; 4 new tyres just fitted. Alas will not be able to keep under cover at new house, so reluctantly parting. Asking price £825. No offers. No time wasters please. Tel.: 01-393 2513 (for appointment). (4351
ROLLS-ROYCE Wraith Park Ward, 1939. M.o.T. Sept. 1973. Centre division, wing mounted; S/wheel; recellulosed; re-lined. Very clean condition. £2,000. Tel.: Billericay (Essex) 3010. (3617
ALFA GIULIA Spider 1600, 1964. Smart white d.h.c.; red interior. £300 spent recently on engine; many new bits. Imminent mortgage forces sale. Haggling begins at £325. Tel.: Leicester 871313, ext. 595. (2575
RILEY 1½, 1952. R.M.A. A really excellent and reliable specimen in regular use. Spare engine. Tel.: Bristol 39711 (4722
FERRARI, 275 GTS Spyder convertible, 1966 series 2. Recent extensive overhaul bodywork excellent; Borranis radio; new hood, accept £2,775 o.n.o. Exchange considered. (London) 01-579 3538. (4254
LAMBORGHINI, 2 + 2, F.H. coupé 1967; 28,000 miles; l.h. drive; unused for last 2 years. Regal red; black interior; radio; £2,900 h.p.; part-exchange. Emms, 16 Home Park Rd., Wimbledon, London, S.W.19. Tel.: 01-946 7875. (4251
PORSCHE. 911S Targa 1968 model. This superb car, selected polo red with black interior, is in absolutely mint condition, bodily and mechanically. One previous owner. Regularly serviced at A.F.N.; Blaupunkt radio; seat belts; alloy wheels; etc. Photograph available. Garaged London. £2,450 or offer. Tel.: 01-235 7435 (evenings). (4158
CLASSIC LANCIA, ex Spero, 1962. Open Flamina V6 engine; 46,000 miles only since new, certain concours winner. Detachable hard-top, soft-top; real leather tonneau. Immaculate throughout. Cruises comfortably at 100 m.p.h. £1,750 o.v.n.o. Tel.: Bovingdon (Herts.) 2087. (3879
M.G.-B 1969. White; wire wheels; overdrive; radio; steering lock; body and mechanics in excellent condition. 48,700 miles. £820. Tel.: Epping 3972 (Essex). (6945
1965 ASTON MARTIN, DB5. Recent engine top overhaul. Makers oil press; Sundym glass; electric windows; radio; chrome wheels; h.r.w. etc. Bright red with red leather upholstery. £1,200 o.n.o. Tel.: 0282-25468 (Lancs.) (6946

FOR SALE—continued

MASERATI 3500 GT, 1963. L.h.d.; Superleggera coachwork; good condition. £1,000 or part exchange coachbuilt "R" or Mk. VI Bentley. Box 3649. (6943
LANCIA FLAVIA, 1969; 23,000, 1 owner; h.r.w.; p/steering; radio; new condition. £1,100, exchange? Tel.: 01-866 9876. (6944
1933 STANDARD 12 saloon; 78,000 genuine miles from new; 1 reg. owner in superb and original condition. Complete with full set of tools and manuals as supplied new. Black/green leather; long M.o.T. £400 o.n.o. Tel.: Bath 3625. (6947
WOLSELEY 6/80, 1952. Camshaft saloon; showroom condition; lovely runner; taxed, M.o.T. £125. Bamber, 2 Woodlands Drive, Leyland, PR5 1NE, Lancs. (6948
1956 SINGER Hunter. Very clean interior, well shod; reg. no. XMA 400. £75. D.A.F. 600; l.h.d.; runs well but needs some attention. Reg. No. 75 DLR. Tel.: Colwyn Bay 30859. (6949
SUNBEAM TIGER, 1965. Hard and soft-tops; radio; slot-stereo; 5½J wheels; Michelin ZX tyres. Recent brake overhaul, including new servo; master cylinder; wheel cylinders; discs and calipers. 57,000 miles. All in very good condition. £675. Tel.: Henfield (Sussex) 2407. (6950
M.G. TC, 1948. Stored one year. Since chassis rebuild. Very original, requires wiring and trim. Best offer over £350. David Hare, 20 Holgate Drive, Brookview, Luton. (6951
LANCHESTER LD10 saloon 1951. Barker body; excellent condition; many extras. £175 o.n.o. Tel.: Munderfield (Herefordshire) 652. (6952
MORGAN 4/4, 1962. In good condition. Recent 1500 engine, sub-frame and other sundries. Also has a good registration number. Needs a little work to gain M.o.T. Hence price £280. Tel.: 01-226 0866 (day). (6953
500 C.C. KIEFT, less engine/gearbox. Rare prototype, needs restoration. £135. Tel.: Birtsmorton 454. (6954
MORGAN 3-WHEELER complete rolling chassis; unoriginal beetleback body; box of MX2 engine bits 85 per cent complete. £150. Tel.: Birtsmorton 454. (6954
THE FOLLOWING cars are offered for sale, exchange or part-exchange for any veteran, vintage, post-vintage or interesting motor cycles. 1909 Belsize 4-seater tourer, £3,000; 1914 AC Sociable, £1,750. Brian Verrall, 20 Tooting Bec Rd., S.W.17. Tel.: 01-672 1144. (6979
LOTUS ELAN, S/E4. F.h.c. "K" registered; 14,000 miles; h.r.w.; k/os, etc. £1,260 or exchange 2 + 2, Gilbern, Capri 3,000 etc. Tel.: Sheffield 51074, Long Bennington 652. (6957

FOR SALE—continued

FROGEYE SPRITE. B.R.G. Excellent condition; Gold Seal engine; taxed; M.o.T.; extras including: h/s-tops; boot rack; Corbeau seat. £270 o.n.o. Tel.: Dursley 2663. (7188

TVR TUSCAN V6, Nov. 1970. Genuine 15,000 miles; lime green; radio/cassette player. Any trials. £1,175 or offers. Tel.: 0223-50608 (evenings) or 0223-66466, ext. 337 (office). (7189

1965 HEALEY 3000, Mk. III. All extras including overdrive; wires; radio; air horns; Halogen spots; hard-top etc. Maintained regardless. £850. Tel.: Basildon (Essex) 42873 (evenings). (7193

TVR TUSCAN, 1971. V6 with overdrive, mag. wheels; SP sports; Konis; cassette stereo. £1,100 o.n.o. H.P. Tel.: 01-855 5598 (after 6 p.m.). (7195

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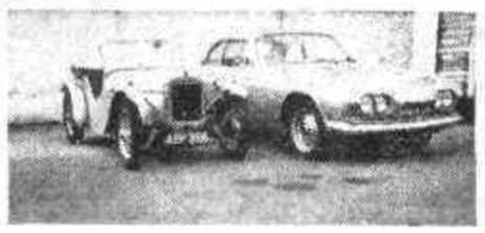
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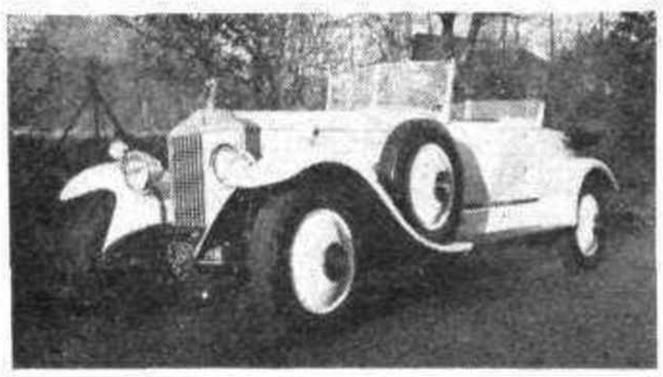
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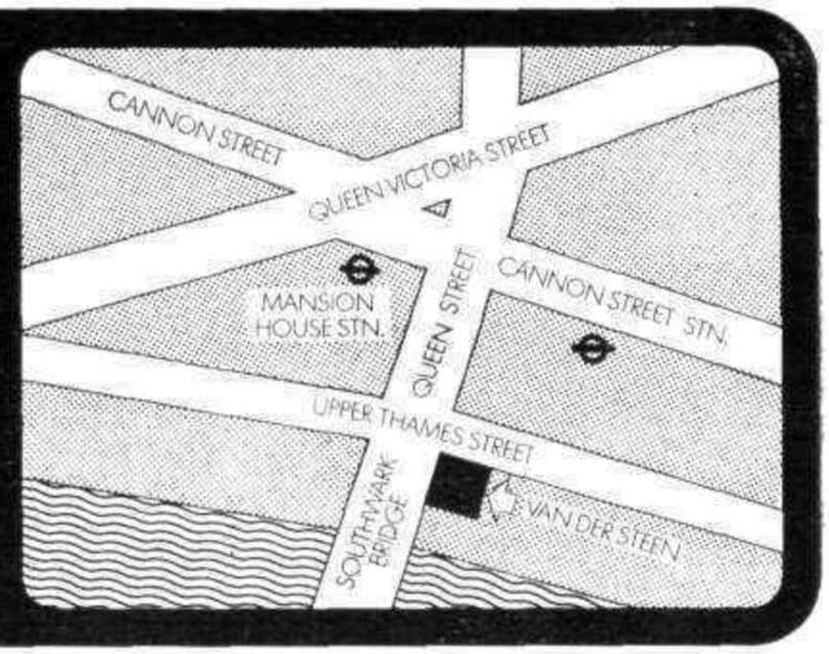
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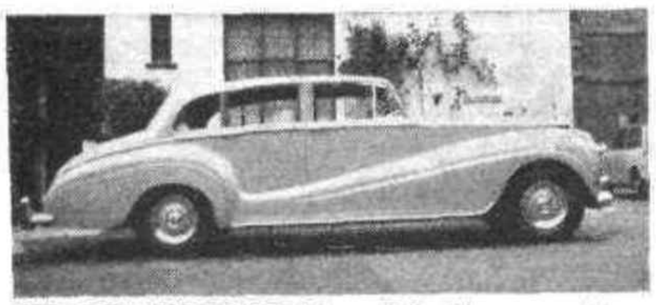
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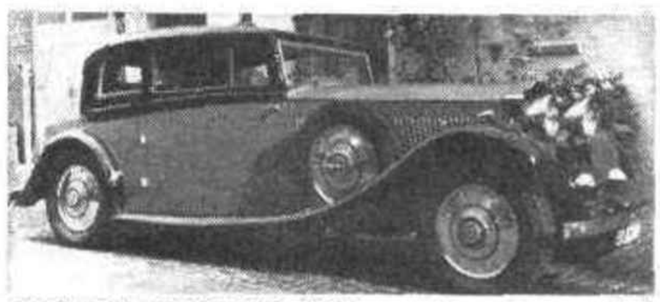
1957 ROLLS-ROYCE Silver Wraith owner-driver saloon by Park Ward, power steering. Excellent example.



1936 ROLLS-ROYCE 20/25 H. J. Mulliner sports saloon. History, exceptional car with Registration number 'R 131'



1934 ROLLS-ROYCE Phantom II Continental Sports saloon. Two owners from new, exceptional and unrestored

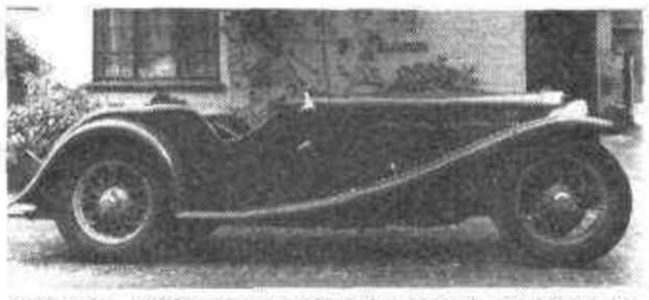


1934 ROLLS-ROYCE 20/25 two-door close-coupled saloon by Windovers. Actual car on page 245 "Those Elegant Rolls-Royce".

BUGATTI GRAND PRIX CARS
Types 35B, 35A and 37
We are working on the above, please phone 584 7472 for details.

BLOWER BENTLEY
1931 Bentley 4½-litre supercharged Vanden Plas tourer. An **original** car.

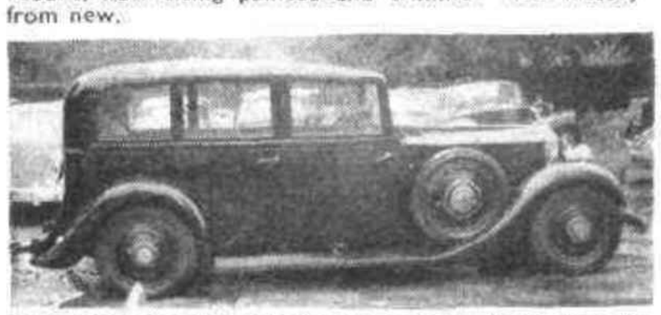
WANTED : ALL ROLLS-ROYCE AND BENTLEY CARS!
HIGHEST PRICES PAID FOR ALL VINTAGE AND P.V.T. CARS.



1938 A.C. 16/90 Competition 2-seater (supercharged). Chassis and engine rebuilt; coachwork and interior restored.



1948 H.R.G. 1½-litre 2-seater; chassis completely rebuilt, now being painted and trimmed. Full history from new.



1935 ROLLS-ROYCE 20/25 limousine by Tarrupp & Maberly, good running order, tidy interior.

1926 SUNBEAM 3-litre Twin-Cam James Young tourer. **1930 BENTLEY 6½-litre** sedanca-de-ville by H. J. Mulliner. **1931 LAGONDA 2-litre** low-chassis tourer. **1935 BENTLEY 3½-litre** drophead coupé by Hooper. **1954 LOTUS 8 1½-litre** Connaught-engined Historic Sports racing car. **1954 BENTLEY "R"-type Automatic** with Radford Countryman conversion. **1948/49 M.G. TC** 2-seater. **1927 ROLLS-ROYCE 20** fixed-head coupé.

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332/01-584 7472

FOR SALE—continued

TR3A, One family from new, exceptional condition; red, £375 o.n.o. P. D. Woodey. Tel.: Gaddesby (Leicester) 419 (6956

PORSCHE 912, F.h.c. 1967. Low mileage; m/extras. Meticulously maintained by private owner. Absolutely immaculate unmarked condition throughout. Enforced sale, hence £1,365. H.P. part-exchange possible. Tel.: Bournemouth 54458. (6958

ROVER 2000 T/C, 1967. Immaculate white; taxed; long M.o.T.; h.r.w., p.b. radio. £720 o.n.o. or exchange GT6 similar condition (1967/68). Tel.: Derby (0332) 880603. (6959

M.G.-B, 1965. Taxed, long M.o.T.; p.b. radio; radials; tonneau; low mileage. Excellent example in B.R.G. £490 o.n.o. or exchange GT6 (1967/68). Tel.: Derby (0332) 880603. (6950

TR3A, 1959. B.R.G.; o/d; radials etc.; new hood; tonneau; taxed until January M.o.T. April 1973. Generally good condition for year. Owner's second car, used mainly at weekends. These cars have a good reputation for reliability and give good performance and handling. Any test. Reason for sale, £295. John Prosser. Tel. Leeds 40841 (business), Harrogate 82124 (after 6 p.m.). (6960

M.G.-C 1968, Red wires, overdrive, radio. 11 months M.o.T. £775. Tel.: Bagshot 3427. (6961

4.7 TIGER, 1967. R.h.d. Ex-Scotland Yard car originally for export. Kept in mint condition; fitted hard-top; 6J Cosmics; Konis. White with black interior. Regrettably forced to sell, £1,150. Richard Wright, (Red House Farm, Gedney Marsh, Long Sutton, Spalding, Lincs. Tel.: Gedney Drove End 214. (6962

MIDGET 1969, Hard-top; tonneau; wires; sports underseated; heater; control inside car; workshop manual; 39,000 miles, two owners, £570. Haslam. Tel.: Moore 353 (Warrington). (6963

BRISTOL 406, ming blue, silver roof, two owners; 80,000 miles, £850 o.n.o. Tel.: Christchurch 3271. (6964

XK 140 F.H.C. Overdrive. M.o.T. Sept. 1973; windscreen, washers, seen Aberdeen, Edinburgh or Durham, £650. Box 3650. (6965

M.G. TA, 1938 showroom condition; 1500 miles since complete rebuild; heater, radio; screen washers, burglar alarm; M.o.T. and taxed 12 months. Genuine buyers only please. Offers over £850. Tel.: Wickford 62779. (6969

1953 RILEY, 1½ R.M.E. Good specimen; new roof, tyre, brake linings and battery. Excellent sound body, mechanical fitness strengthened by recent decoke. £200 o.n.o. 95 Cromwell Ave., Manchester 16. (6971

1936 RILEY, Nine Monaco original. Good mechanics. Must sell, £110 o.n.o. Tel.: Bournemouth 45924. (6966

JAGUAR GT coupé, 1970. Tuned 3.4 triple S.U.'s; spaceframe chassis; coilspring suspension; Dunlop racing tyres. Dual braking, dual fuel system, trailer and many spares. £400. Bryant, The Riffel, Sunbury Hill, Torquay. Tel.: 0803 28105. (6968

ATALANTA 2-seater sports. Picture in October 1938 "Motor Sport", page 366. Superb car, full independent suspension; 16 electron brakes. Collector's piece show car 1936? Looks like Squire 8 ft. short chassis. Requires rebuild; one of 50 built. Only £500. As seen, 2 Barton Rd., Luton 56927. (6972

LANCHESTER 14, 1952. Exceptional condition. £250 o.n.o. 4 Forest Rd., Winford, I.o.W. Tel.: Arreton 466. (6973

ASTON MARTIN, DB 2/4, 1955. Red, 3-litre collectors investment. £1,450 o.v.n.o. Tel.: Maidstone 39168. (6974

RILEY 2½, R.M.F. 1952. Recent M.o.T., new brakes; new steering linkages; new roof, etc. Bodywork fair. £150. Tel.: Bridgnorth 4491. A. Furness, White Croft Nurseries, Danesford, Bridgnorth, Salop. (6975

ASTON MARTIN, Mk. II. Long chassis 1935. Unaltered. In daily use Dorset by private owner. £2,300. Box 3651. (6976

1927 AUSTIN Windsor saloon. Mechanics and body good condition, some spares. Only three owners. M.o.T. to October 1973. £500 o.n.o. Tel.: Hythe (Hants.) 2614. (6977

M.G.-B GT, 1966. Registration No. FAM 666D; overdrive; wires; new Dunlop sports. £650. Tel.: Bradford-on-Avon 2090. (6978

ASTON MARTIN, DB5, 1964. Burgundy, beige interior. Recent top end overhaul; new shock absorbers; radio; h.r.w.; sunshine roof; tinted glass; good tyres and spare set chrome wheels. £1,100 o.n.o. Pinkney. Tel.: Leighton Buzzard 2031 (office hours). (6980

1937 FORD V8 30. Rare utility wooden 5-door body. Good original order. One owner from 1947. Offers. Smith, Tel. Tenterden 3344. (6981

JOWETT JAVELIN de luxe, 1952. Present owner 18 years, splendid condition; full maintenance history. £300. 73 Northey Ave., Cheam, Surrey. Tel.: 01-643 1749. (6982

ALVIS TE21, series III saloon, 1964. Superb condition; quality respray 3 months ago in Rover blue and pale gold. Really beautiful, well shod; engine completely reconditioned by Alvis specialists 500 miles ago at cost of £320. M.o.T. and tax till May 1973. Price £900. Tel.: Chagford (Devon) 3313. (6984

JENSEN INTERCEPTOR, 1958. In specimen condition. 35,000 miles believed genuine, all good (alloy) body; chrome; trim and woodwork; 4-litre BMC engine, three carbs.; overdrive verified the 83rd car out of only 88 cars made. J. March. Tel.: 01-595 0467. (6985

FOR SALE—continued

AUSTIN HEALEY, Mk. II, 1963. Ice blue. Chatham reconditioned; overdrive. Very good body and mechanics. £545. Tel.: 01-680 2014. (6983

ASTON MARTIN, DB2/4, 1957. Tickford body. Has been beautifully reconditioned and resprayed metallic lilac; rechromed throughout; new carpets, etc. New M.o.T. Offers. Tel.: Chislehurst 01-467 2176. (6986

BRISTOL 405, 1956. Maroon with radio; overdrive; 4 new Turbospeeds etc. One of the nicest examples for sale of this rare, desirable car, which can still do 110 and returns 24-30 m.p.g. Offers over £750, or consider p/exchange cheaper; small, hot car. Hannah. Tel.: 01-794 5840. (6987

LOTUS +2, 1969. (SAM 22H). Royal blue; 38,000 miles. Immaculate condition. No reasonable offer refused. Tel.: Yatton (Somerset) 833747. (6988

300 SL ROADSTER, 1957. Red with black leather; 30,000 recorded miles. Beautiful condition; service history. Recent fuel injection overhaul. £2,450 o.n.o. Dr. T. Roberts. Tel.: Smallfield (Surrey) 2201 (weekdays). (6989

SPRITE, Immaculate Sapphire respray; new engine and hood; many extras. £250 or exchange. Tel.: 051-608 4430. (6990

BENTLEY 6, 1951. Grey. Good condition; original tools; some history. £475. Tel.: Holmewood 559. (6991

CITROEN LIGHT 15, 1940, with dicky seat; rebore; brakes overhauled; new hood; tyres; M.o.T. £550. Lonbay, Craythornes; New Romney, Kent. Daimler Barker special sports 19, new gearbox; hood; carpet; tyres; steering overhauled 1 year; M.o.T. £565. Lonbay, Craythornes, New Romney, Kent. (6992

TRIUMPH TR6, 1970 "J" overdrive. Hard and soft-tops; wire wheels; radio. 16,000 miles. £1,295. Tel.: 061-709 5205 or 061-483 6256 (office hours). (6994

JENSEN 541R, Reluctant sale due house purchase. Webasto; some spares; manuals. £650 o.n.o. Tel.: Sunbury on Thames 89452. (6995

SUNBEAM TIGER, 1965. Midnight blue; hard/soft-tops; tonneau; new clutch; exhausts, etc. Beautiful condition. £550. Tel.: North Rode 440. (7239

XK 140, F.h.c. Just finished 2 year rebuild; white with black interior; wires; long M.o.T.; new exhaust; brake linings; cylinders, carpets, etc., etc. £650 o.n.o. Tel.: Lockerley 266. (3881

OFFERS M.G. TC 1947, Red, black interior, details and photo on request. Mr. Roberts. Tel.: 061-928 4784 (after 6 p.m.) no Sundays. (2965

XK 150S, 3.8, 1960. F.h.c., grey. All extras and bills; March M.o.T. Immaculate bodywork; clean interior; sound mechanics. Offers over £600. Tel.: 01-723 0037 (evenings). (3224

JENSEN FF, 1969 auto. Rolled. Severe body damage. £750. Tel.: 01-205 2100. (2301

MARCOS 1600 GT, 1968. "F" reg. Orange; sun-roof; wire wheels. Good condition. £1,045. Tel.: Sandown (I.o.W.) 3677. (2388

SPITFIRE, MK. III, 1968. Valencia blue; 51/2Js. Very clean. £485. Tel.: 01-363 1115. (6752

ABOUT AS near as you can get to an S5100 with the advantages of an aluminium body on an XK 150 chassis. This really superb rebuild is now being offered for £1,750. Photograph on request. Box 3643. (6744

1936 MORRIS 10/4. BRW 385. Original owner. Car completely original. Many spares. 1939 Morris 12/4, BNR 345. Both M.o.T. Offers invited. Information, reasons for selling. Beasley, 32 Bradgate Rd., Hinckley (Leics.) 36890 (evenings). (6745

JAGUAR LOVERS only. White, 2.4, Mk. 2 manual, "F" registration; 25,000 miles only; negligible short runs. Owner getting company car. Blue trim; radio; rear light heater; Halogen spot and fog. Garage maintained, virtually mint. £900 o.n.o. Tel.: Emsworth (Hants.) 3849. (6747

LOTUS ELAN, 1967. S3, d.h.c.; K/O wheels; SP sports; radio; tinted windscreen. £800. Tel.: Stanford-le-Hope (Essex) 79944. (6748

LOTUS ELAN plus 2S, 1970. Yellow; radio; h.r.w.; taxed. H.P. £1,650. Tel.: Gateshead (0632) 693235. (6749

JENSEN 541S, 1961 Gold Seal engine; new clutch; o.d. Blue, red leather; excellent condition; long M.o.T. £600 o.n.o. Tel.: Sway (Hants.) 2039. (6750

ROLLS-ROYCE 1936 20/25 limousine by Barker. Very fine original. Believed one previous owner only. All tools, handbook and Mascot. Rear compartment almost like new. Mechanics excellent. £1,895. Tel.: Littlebourne 280. (6752

MARK IX JAGUAR, 1959. Grey automatic; power steering; last model made with a chassis. One titled owner since new. Chauffeur maintained; mint condition inside and out. Engineer inspection invited. Condition must be seen to be believed. M.o.T. and taxed. £595. Tel.: Milverton (Somerset) 556. (6753

LANCIA FULVIA Rallye, 1968. Dark blue; 38,000 miles; radio in first class condition and well maintained. £950. H.P. available. Tel.: Stonesfield (Oxfordshire) 258. (6755

ROCHDALE OLYMPIC phase One. New M.o.T.; 1500 c.c. engine; 5½ Js; servo; Kenlowe; metallic blue; good condition. £300 o.n.o. Tel.: Maynard, 47 Coppice Farm, St. Leonards, Tring, Herts. (6756

ABARTH FIAT, Simca 1000, 1970. Rare and extremely attractive; bodywork immaculate; radio; radial tyres; metallic maroon. £700 o.n.o. Tel.: 01-337 8816. (6759

FOR SALE—continued

FERRARI 330 GT, 1965. Ex-property of John Lennon and finished specially in black with black leather trim. Fitted sun-roof and radio. Interior and coachwork are unmarked. Mechanically perfect and fastidiously maintained by enthusiastic owner. This Ferrari looks and drives like new and should not be confused with the usual examples on offer. £1,895. First to see will undoubtedly buy! Tel.: 01-897 0159 (for more details). (6754

TR3A JUNE, 1959. White wire wheels; disc brakes; two soft-tops and tonneau; new carpets. Immaculate condition as new; three owners; history available. Forthcoming addition to family necessitates reluctant early sale. £400. Tel.: 01-888 4606 (day or evening). (6757

ALFA ROMEO Spider 1750. Immaculate 14,000 miles. White, 5-speed box; 120 m.p.h. Religiously serviced. £1,250. Tel.: Walton-on-Thames 22983. (6760

JAGUAR XK 140, 1956. F.h.c., black; long M.o.T.; overdrive; new exhausts; 3.8 engine; undersealed. Beautiful mover and looker. Offers over £750. Tel.: Eastbourne 51646. (6762

ASTON MARTIN, DB4, 1961. Superbly tuned engine. Bills for £700. First £850 (52,150) secures. Platt, 33 High St., Alconbury Weston, Hunts. Tel.: Woolley 207. (6763

MERCEDES 190SL, 1964. White. Hard- and soft-tops; M.o.T. Jan. 1973. £700. Tel.: Hurley (Warwicks) 674. (6764

1932 LAGONDA, 16/80. Special Six S-type; 4-seater tourer. Good condition. Stored last five years. Offers over £1,250. Tel.: 0902 45413 (Midlands) (after 6 p.m.). (6765

M.G. YB saloon 1952. Good condition. £250. Tel.: Bradford (Yorkshire) 881206 (daytime). (6766

FIAT 124 Sports coupé, Dec. 1968. White, black interior; 38,000 miles; 5-speed gearbox; one owner. Faultless and immaculate. £900. Tel.: Watford 41207. (6767

M.G.-B GT, 1969 model. Radio; o/drive; servo; heated rear window; full instrumentation; wire wheels on XAS; 36,000 miles; 12 months M.o.T. RAC/AA inspection invited. £850. Tel.: Blackburn 59970. (6768

1960 JAGUAR XK150. Pearl white; red interior. £650. For details Tel.: Wansford (Nr. Peterborough) 515 (5-7.30 p.m.). (6837

RELIANT SCIMITAR, 3-litre GT, 1967. Manhatten blue; overdrive; radio; h.r.w.; 15,000 miles. £875. Tel.: Trearddur Bay 527 (evenings). (6841

M.G.-C GT, 1968. "G" reg.; radio; overdrive; w/w etc. One owner; new engine only 10,000 miles. Quick sale £750 o.n.o. Tel.: Chichester 84062. (6842

FORD ESCORT, 1300 GT. Late 1968; 24,000 miles only; red; black trim; air horns; extras. Immaculate condition throughout; tax and M.o.T. £535 o.n.o. Tel.: Ashtead (Sussex) 72178. (6845

JAGUAR S.S. saloon 1938 model. Not in running order. Best offer over £100 to close an estate. Inspection at Duke Street Garage, Rochdale. Negotiations with Capes, Dunn & Co., Auctioneers, 38 Charles St., Manchester. Tel.: 061-273 6060. (6846

M.G. TA 1938. Well known car carefully restored. £500 o.n.o. Tim. Tel.: 01-953 7106 or 01-626 1251. (6847

AUSTIN HEALEY 3000. Overdrive; excellent condition; new tonneau; 10 months M.o.T.; new Cinturatos; makers oil pressure; modified rear suspension. £410. Tony Hodges. Tel.: 01-460 6143; 01-240 3821 (day). (6848

LOTUS ELAN S4, SE "H" reg. Bahama yellow; h.r.w.; 25,000 miles. £1,050 o.n.o. Tel.: Rudgewick 2849. (6849

M.G.-A 1600 Roadster 1960. W/w; white; good sound condition except hood tatty. All metal panels; long M.o.T. spares. £340. Tel.: Bishops Waltham 3584. (6850

ALFA ROMEO Giulia Spyder, 1964 model. L.h.d., fitted Ford engine and box; slight damage to front. Alfa engine and box available. £250. Tel.: Frome 3433. (6851

1968 "F" SUNBEAM Tiger; 33,000 miles. Red, black; hard/soft-top. Dunlop alloy wheels. Excellent car. £895. Tel.: Sheffield 368675. (6852

M.G.-B 1965. BMC hard-top. Red; h/c head and pistons; balanced flywheel and crank; Konis; G800s; Radio, etc. Must sell. Offers around £475. Woolpack Inn, (A20) Hothfield, Nr. Ashford, Kent. Tel.: Charing 2496. (6853

JAGUAR MK. 5, 3½-litre. Dismantling complete car for spares. A, B Price Ltd. Tel.: Studley 2377. (6855

PORSCHE 356B, S75 coupé, 1963 model; light blue/grey trim; 2 owners; full service history. Xs Blaupunkt; luggage rack. £560 o.n.o. Tel.: 01-898 1141 (Isleworth) (evenings). (6856

ASTON MARTIN, DB2/4, Mk. II, November 1957. Recent engine rebuild and other mechanical work. Full details Box 3617. (6858

SCIMITAR GT 2.6. Reg. early 1967. Gold, black roof; overdrive; many extras. Excellent condition. Just had new engine; work abroad forces sale. Offers around £700. Tel.: Wolston 3267 (Warks.) (evenings). (6859

1930 18/80, Mk. 1 speed model. £450. Tel.: Bedford 61387 (daytime). (6860

RILEY 1.5, 1954. R.M.E. Moving London without heated garage. Must find her good home. Very smart maroon. long M.o.T. £450. Tel.: Nailsworth 2424 (Gloucester) (Sat., Sun. only). (6861

FROG-EYED SPRITE, 1959. 12 months M.o.T.; reconditioned Mark 3 engine/gearbox; good bodywork. £220 o.n.o. Tel.: 061-872 1598 (between 9 a.m.-6 p.m.). (6863

FOR SALE—continued

M.G.-A 1500, Recent overhaul and respray. Gold Seal engine; new radials; carbs.; clutch; hood; brakes, etc. Fitted Radiomobile; alloy sidescreens; boot-rack; alarm; screenwash. Excellent appearance and performance. M.o.T. £225. Tel.: 01-693 6979. (6864

1922/23 CHEVROLET 21.9 chassis complete. Very rusty; large quantity spares. Ideal for restoration. £300. Tel.: Sandhurst (Kent) 532. (6865

RILEY 2½ drophead coupé, 1950. Rare and beautiful. Offers £400. Highton, 3 Fir Rd., Colerne, Chippenham. Tel.: Bath 6911 ext. 2894 (work). (6866

M.G.-B GT, 1966. 120 b.h.p. Professionally built engine 15 months ago. Overdrive, 5½J Cosmics; G800s; radio; Motolita s/wheel. New batteries and shock absorbers. £685 o.n.o. Tel.: 0564 (Wythall) 823440. (6867

SP250, 1963, Rolls-Royce Regal red, grey interior, virtually as new; full history. Offers around £825. Tel.: Harpenden 62719. (6868

OGLE RILEY 1.5. One of only eight ever made. Collectors piece, but ideal for fast every day motoring. Hassle around £400. Tel.: Witham (Essex) 2321. (6870

TR6 1972, "K" reg. Overdrive and radio; absolutely immaculate; one owner; Sienna brown; taxed. Private sale only £1,395. Tel.: Bagshot 3319 (evenings). (6871

JENSEN 541R, 1959. £200 spent 1969, including new engine. Complete new braking system and suspension this year. An extremely well kept vehicle. £650 o.n.o. Photograph available. Law, 179 Victoria Ave., Hull. Tel.: 400704. (6563

1953 XK120 Jaguar, f.h.c., carmen red. Immaculate. Taxed and M.o.T. Price £1,250. Tel.: Leahrooks 2366; Matlock 2045 (after 5 p.m.). (6571

AUSTIN HEALEY 3000 Mk. III, 1965. Red, beige hood/trim. Overdrive, Minilites, Pirellis, Konis, racing radiator, adjustable s/column, sports s/wheel and exhaust; maker's oil pressures, Klaxon, special tinted screen, radio, seat belts. This car really looks and handles like new. £1,095. All offers considered. Dr. Goodison, Tel.: 01-370 4733. (6571

FLYING STANDARD 12, 1938. One owner. Very low mileage. Original paintwork. Everything works. M.o.T., taxed. This car should be preserved. Offers. Tel.: Bristol 651369 (evenings). (6572

1964 LANCIA Flavia 1200 Farina coupé, white with blue interior. One owner. Excellent condition. Fitted tow-bar. £420. Tel.: 01-979 2271. (6573

RILEY, 1954, R.M.E. Black with maroon interior. Superb in every detail, original tools, handbook and log book. Tel.: Farnham Common 3866 (Bucks.). (6574

BENTLEY AUTOMATIC R-Type, 1955. Hooper body. Regularly maintained by specialists. Electric windows. New tyres and radio. £950 o.n.o. Tel.: Rickmansworth 72877. (6577

TWIN-CAM M.G.-A. Original grey/red interior. Must be the best untampered with specimen left. New o/s G800s, recent new clutch and complete brake system, Kenlowe, radio, etc. Good for 120 m.p.h. Highest offer over £550 drives away. Must be sold—have other transport. Ask for Peter Williams. Tel.: Bedford 50741, ext. 245 (day), or Bedford 771674 (evenings). (6579

1954 M.G. TF 1250. Superbly restored to original high standards, new timbers fitted, rechromed, re-upholstered, new carpets fitted, new beige hood and chrome beaded side-curtains. Finished in B.R.G. Complete with spare 1,500-c.c. reconditioned engine, also spare unused exhaust system. Taxed. M.o.T. M.G.C.C. member. Offers over £1,250. Serious enquiries only (no dealers). Box 3637. (Lancs.) (6581

ASTON MARTIN Mk. III. This must be the finest Aston Martin in England, under 40,000 miles, used only for pleasure by its present owner. Colour blue and chrome. A car for the connoisseur at £1,200 o.n.o. Tel.: 031-638 5321 (evenings after 7 p.m.), or 638 1158. (6582

LANCIA FLAMINIA 2+2 coupé, silver grey alloy coachwork by Carrozeria Touring of Milan. Immaculate condition; 3rd in class L.O.C. Concours. Imported 1957, "F" registered. 2.8-litre V6 alloy engine, de Dion rear-end, 4-wheel power discs, Radiomobile, electric aerial. Low mileage. Full history. Very rare vehicle. £1,075 or offer. P. T. J. Edbrook, 7 Thornlea Ave., Hollinwood, Oldham, Lancs. Tel.: 061-205 2321, ext. 567 (office hours); 061-330 1826 (home). (6583

RILEY 2½, 1953, in exceptional condition. Black. New M.o.T. Blaupunkt radio; new back axle, springs and carbs. £350. W. Cobley, Blue Ocean, Hookhills Grove, Paignton. Tel.: Churston 2318. (6581

1936 AUSTIN 12, unused on road since 1966. Extensive overhaul including engine, gearbox, steering, costing £238, December 1971. Invoice available. Offers invited. Tel.: Ranskill (Notts.) 661 (business hours). (6585

PRE-VINTAGE WOLSELEY saloon, Model 12/48. First reg. Feb. 1948. Two owners, genuine 36,000 miles from new; good condition. Offers invited. Tel.: 021-351 3571. (6543

LOTUS EUROPA, S2 1971 "K". White, 9200; servo cibies. £1,275. Tel.: Clevedon (Somerset) 2357. (6718

1964 ALFA Giulia T1. Red rebuilt engine. New exhaust system, rebuilt brakes; taxed; new M.o.T. Various mods. £350. Tel.: Biddenden (Kent) 538. (6719

SCIMITAR COUPE. August 1968. One owner; overdrive. Webasto roof and radio. Excellent buy. £825. Tel.: 01-954 1926. (7130

TVR VIXEN S3. Lime Green; 12,000 miles. One owner, alloy wheels. £1,150. Tel.: Ilkeston 71527. (7131

1937 AUSTIN 18. York limousine. Good condition. Some spares. £220 o.n.o. Tel.: Bristol 625007. (7132

M.G.-A 1600, 1960. Recently resprayed yellow with black vinyl hard-top. Reconditioned engine. Offers over £200. Tel.: Rugeley 4932. (7133

smg SLOAN MARSHALL GARAGES



This month's selection :

1970 MG-B roadster Mk. 3, o/d., w/w., 26,000 miles only. **£1,155.**

1969 MG-B roadster, o/d., w/w., hard-top, radio; mineral blue. **£975.**

1967 Lotus Elan S3 convertible, red, knock-ons, electric windows, etc. These are getting quite rare it seems. **£875.**

1968 Mini Automatic Mk. 2, 1,000 c.c., blue. Recent de-coke by us. Another rare car just in part exchange. **£475.**

1967 Ford Mustang V8 convertible, finished in blue. Automatic, p.a.s., power hood, power brakes and radio. **£1,295.**

1968 Jaguar 'E' f.h.c. 4.2, sun-roof, chrome wires, radio, h.r.w. Superb. **£1,495.**

1967 Jaguar 'E' drophead, B.R.G., chrome wires, radio. Outstanding car. **£1,225.**

1969 TR5, blue, overdrive, wires; nice car. **£995.**

1969 M.G.-B roadster, primrose, folding hood, overdrive, radio; very clean. **£945.**

1964 M.G.-B roadster, wires, yellow, sound. **£395.**

1965 Austin Healey 3000 Mk. 3, white, overdrive, wires, radio; really outstanding. **£895.**

1967 TR4A coupe, hard- and Surrey top, overdrive, wires, radio; royal blue; fabulous. **£795.**

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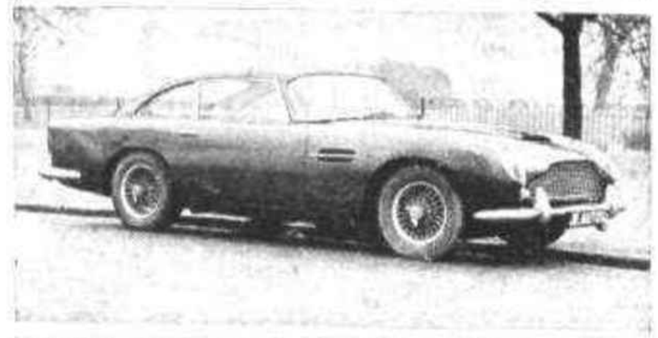
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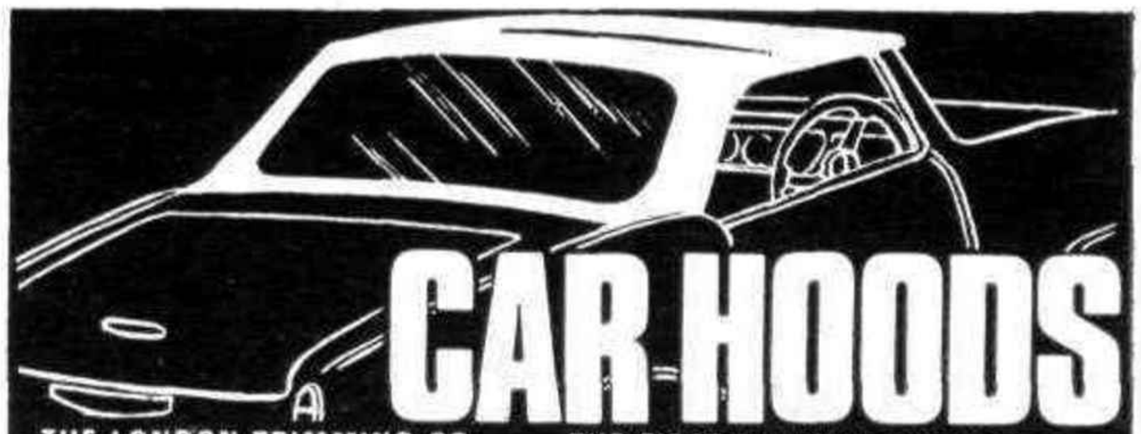
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GBL 2 on 1950 Mk. VI Bentley. Silver and black. £285. Tel.: 061-338 5517 (day), 061-330 3191 (night). (7223

COOPER 998 C.C. Red/black, December 1964. New tyres; exhaust; 12 months M.o.T., taxed Jan. 1973. £175 o.n.o. Tel.: Aylesbury 82496. (7224

1932 LAGONDA 16/80 four-seat tourer. Pleating replica body, near new (including full weather equipment). £1,850. 1 Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (7225

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1951 M.G. YA. 1¼-litre sports saloon in excellent condition. M.o.T., Tax. £300. Apply Cherry Tree Cottage, Forest Row. Tel.: 3388. (7237

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RILEY 2½-LITRE. 1949. White. See "Motor Sport" August 1971, page 830. Good tyres, M.o.T. December. Offers around £250. Llwynbarried Hall, Nantmel, Llandridnod Wells, Radnorshire, Mid. Wales. Tel.: Rhayader 584. (1829

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MISCELLANEOUS

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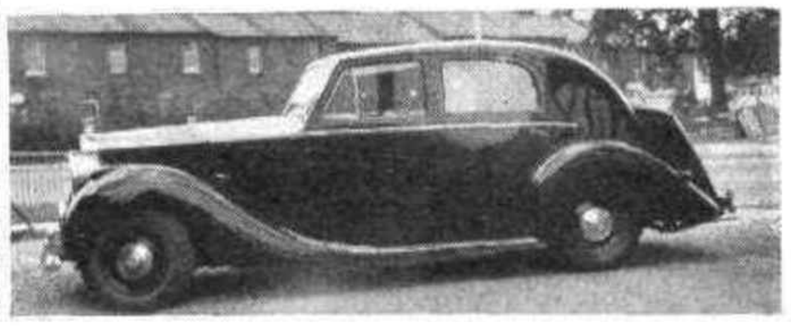
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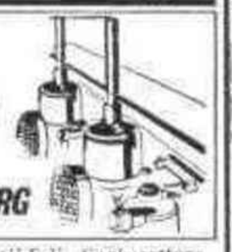


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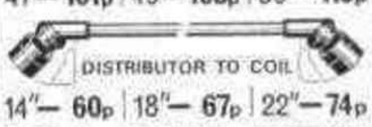
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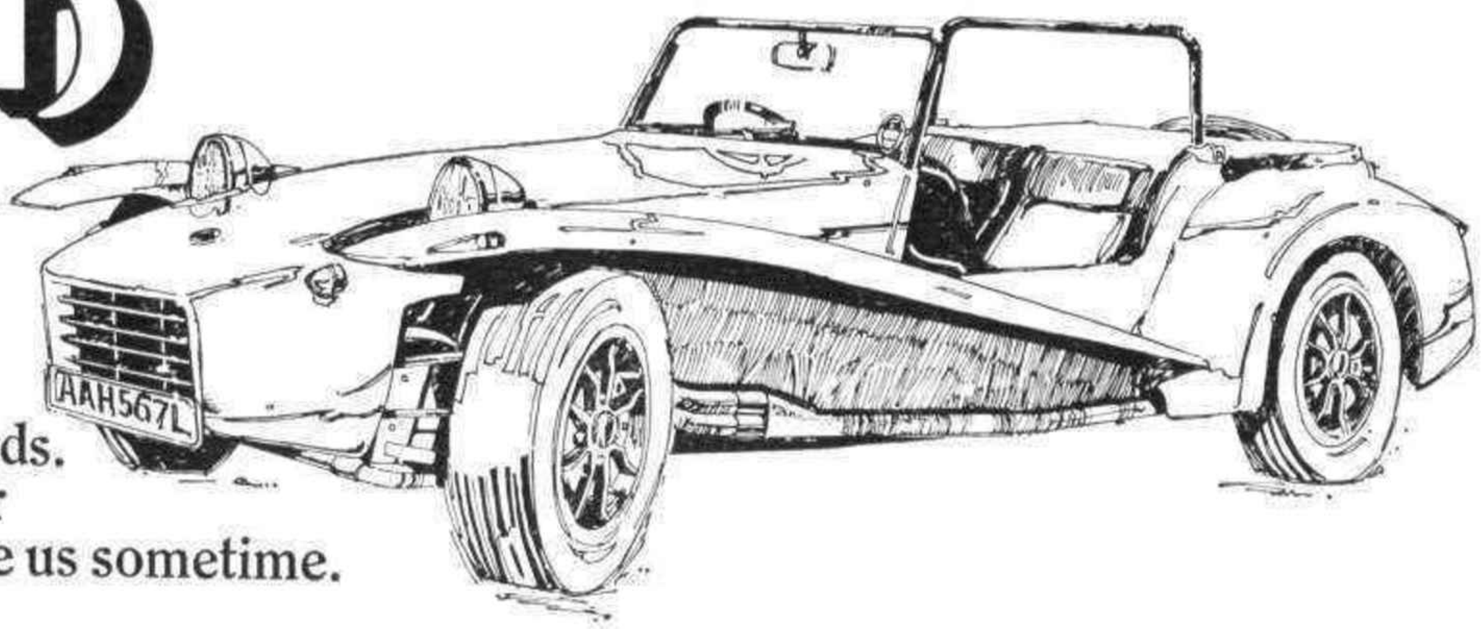
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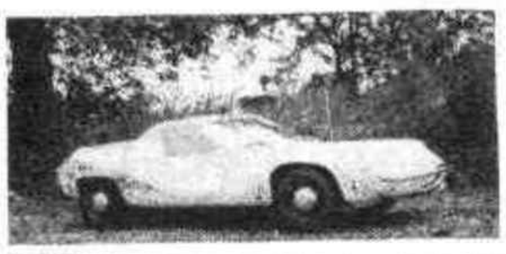
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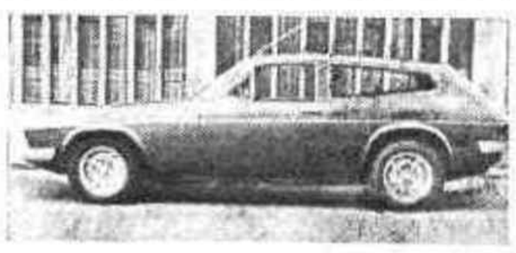
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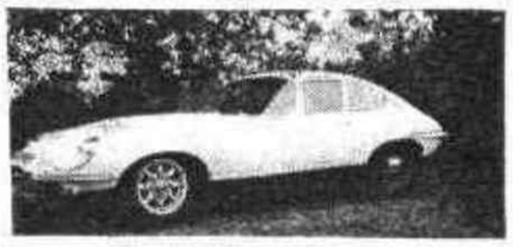
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1968 M.G. Midget, fitted with wire wheels and tonneau cover, and finished in red with black interior..... **£549**

1969 M.G. Midget. Blue with black upholstery. Very pretty example of this popular small sports car. Radio... **£629**

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1969 M.G.-B roadster. Fitted with overdrive and wire wheels, and attractively finished in blue with black trim..... **£969**

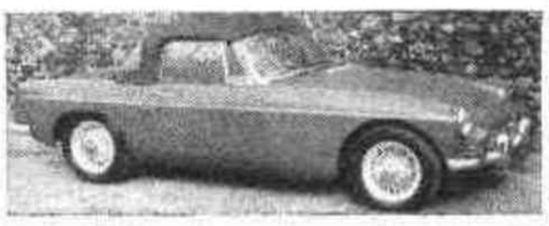
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1971 SCIMITAR GTE. Overdrive and h.r.w. Attractive in blue with black upholstery. Usual high spec. of this model **£1,999**

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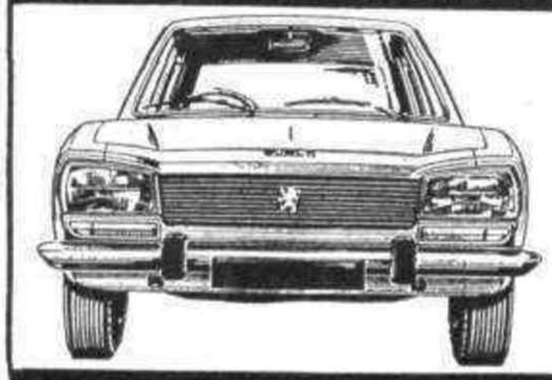
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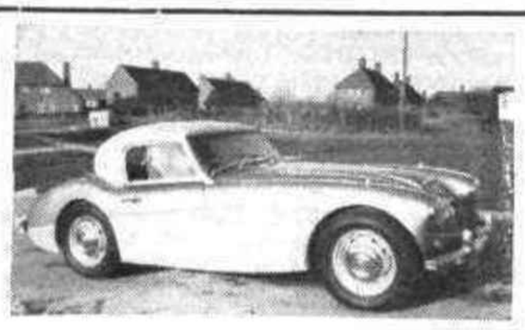
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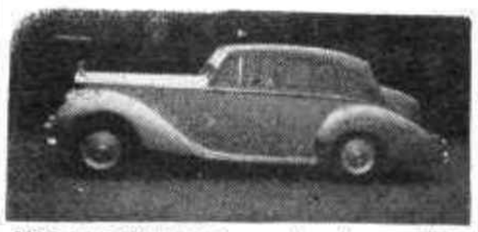
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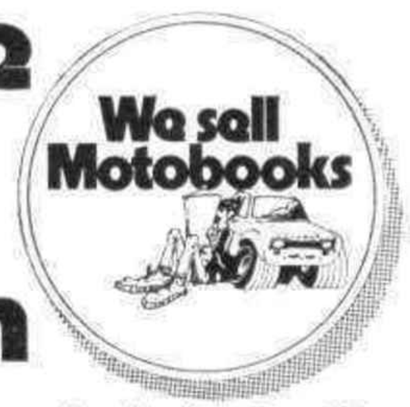


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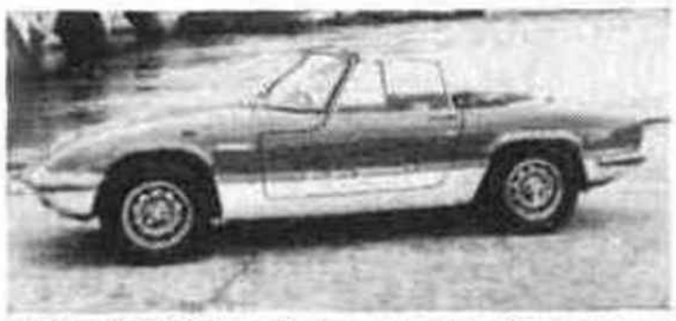
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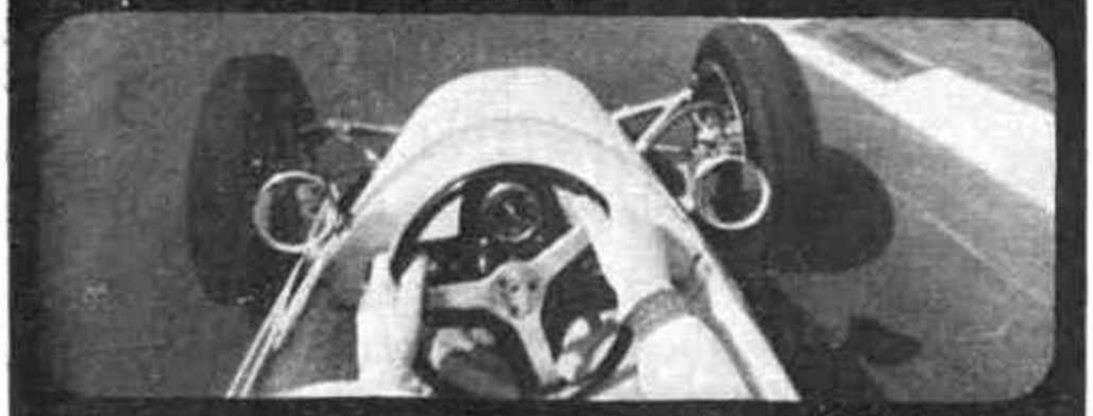
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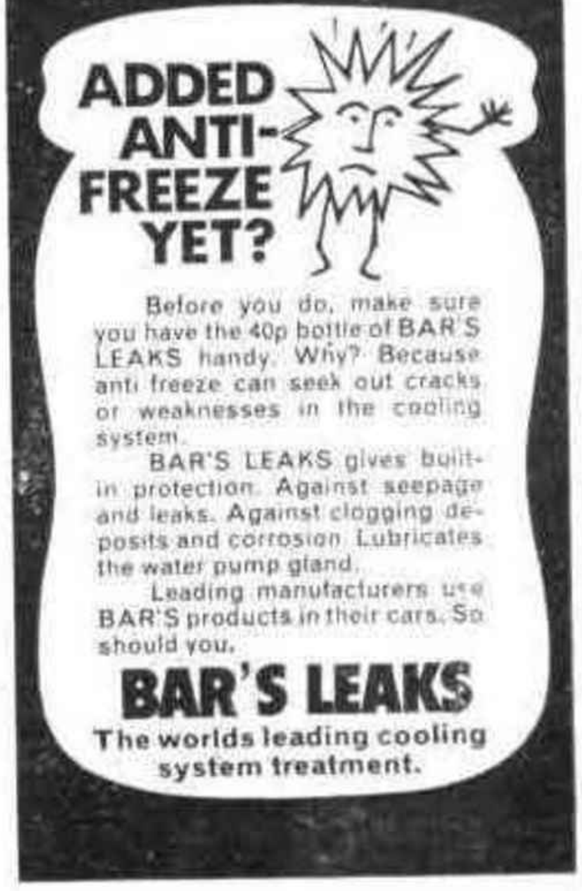
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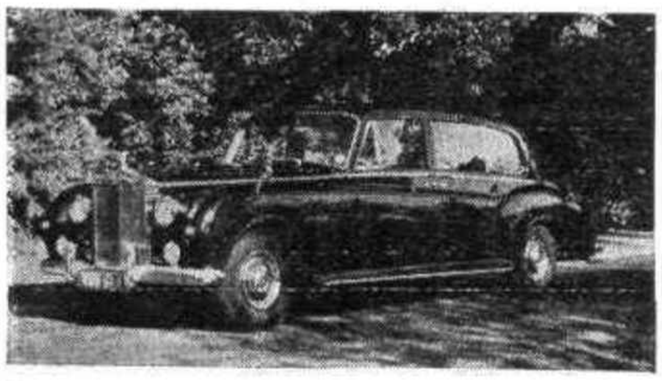
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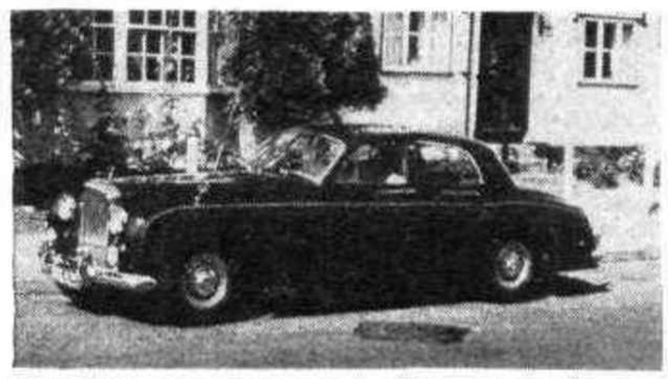
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1934 RILEY 9 Kestrel sun-roof sports saloon. It has recently been fully restored in mechanics and coachwork (inside and out) to a very high standard (the engine has been chrome plated, etc.). This Kestrel must be the finest example of its type, having won many recent *Concours*, and must be seen to be appreciated.



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ROLLS, 1937, 25/30 owner-driver saloon by Barker.
LAGO TALBOT, 1938, 4-litre d.h. coupé.
VAUXHALL, 1928, 20/60 open 4-seater.
RILEY 9, 1933, coachbuilt 2-door fixed-head coupe.
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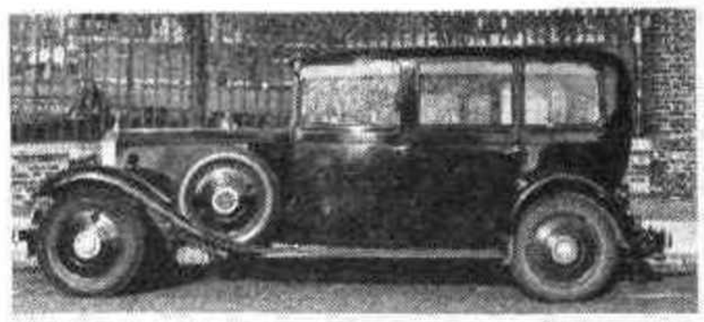
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1933 20/25 Landaulette limousine by Barker. Black hide to front with cloth to rear compartment. 1-owner since 1946. Similar to that illustrated above.



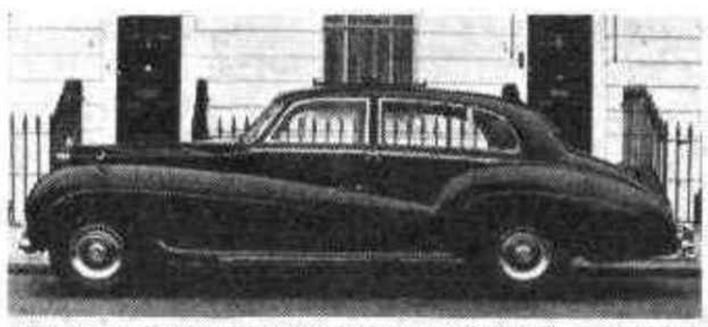
1953 BENTLEY R-Type by James Young. Almond green over light metallic green. Manual gears—beautiful condition.



1932 20/25 limousine by Barker. Black over blue livery. Believed 100,000 miles only from new. Unused since 1954.



1959 BENTLEY S1 touring saloon with electric divider by Hooper. Black over opal with faultless hide throughout, interesting veneer cappings. Beautifully maintained by a fastidious merchant banker.



1955 Silver Wraith touring limousine by H. J. Mulliner Black with light tan hide throughout. 42,000 miles only Probably unrepeatable.



1952 BENTLEY all-alloy **Radford "Countryman"** conversion: fully opening rear folding seats and the usual plethora of special features found on this type.

1938 25/30 touring saloon by Freestone and Webb. Black over Lonsdale yellow, grey hide throughout. An excellent specimen.

1934 20/25 limousine by Barker. Black with excellent tan hide throughout: another very well kept car which has had 1-owner since 1947 and been unused since 1964.

1963 Silver Cloud III in B.R.G., with mid-green hide. New automatic transmission. Pristine.

1948 Silver Wraith Sedanca de Ville by H. J. Mulliner. Known by us for some years, recorded service history from new: concours order in garnet with grey hide throughout.

1960 BENTLEY S2 saloon, shell over black with grey hide in immaculate condition.

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1953 Silver Wraith sports saloon by Park Ward. Similar to that illustrated last month but black over burgundy. Manual gears.

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1956 Silver Cloud with the beautifully-styled alloy 4-door sports saloon body by James Young. Recorded mileage only 37,000. Resplendant in Kingfisher over midnight blue. Exceptional car

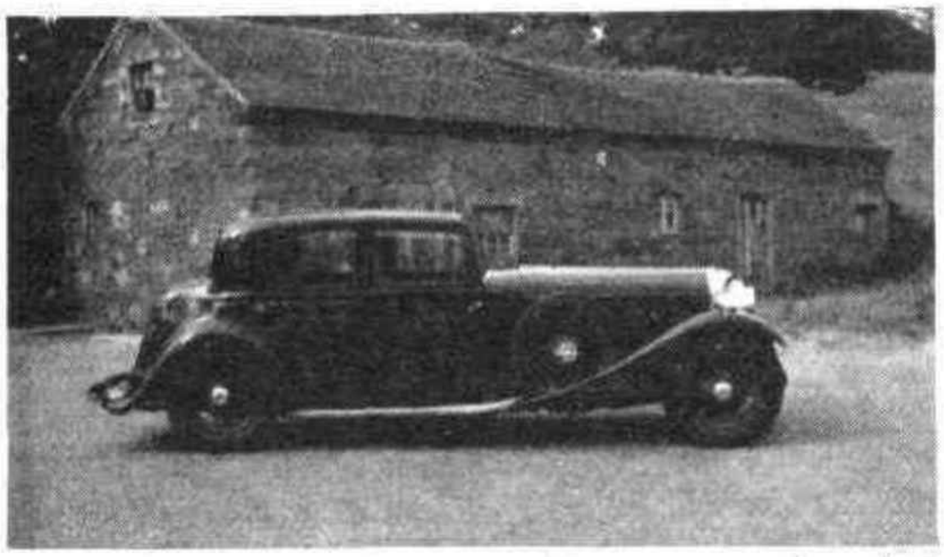
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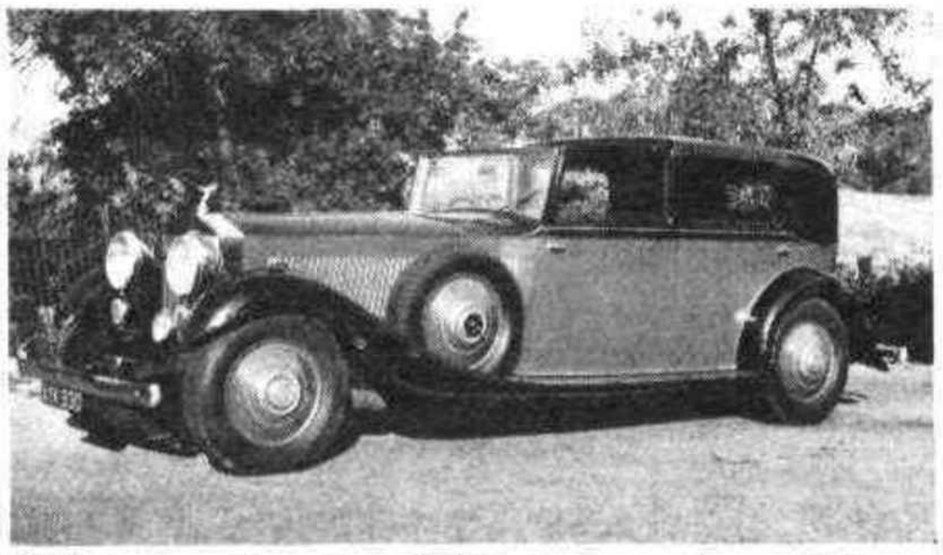
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1934 3½-litre BENTLEY with small sporting coachwork by Hooper. This car has had only three owners since new and has a fairly well documented history. The recorded mileage is 110,000 and the engine has recently been rebuilt. The body is rather shabby so offered at £950.



1933 Phantom II with probably the most elegant Sedanca de Ville body ever executed by H. J. Mulliner. In superb original condition, not restored, just very well kept. Black with olive green side panels. The interior is black leather to front and West of England cloth to rear. Two occasional seats and cocktail cabinet in excellent order. A rare and exotic collector's item at **£4,250.**

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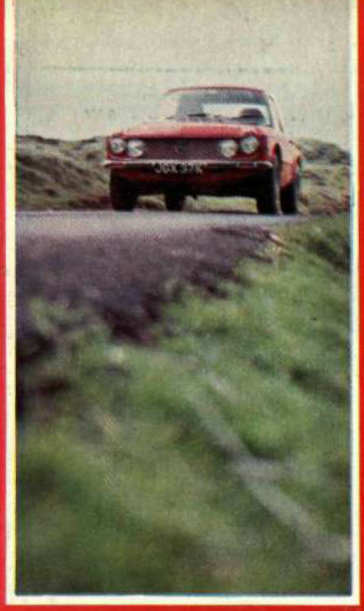
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