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Founded in the year nineteen twenty-four



# After a night in a cold garage how would you feel about making an early start?

Every motorist knows the feeling. You want to get off to an early start, but when you turn the ignition, your engine just turns over and goes back to sleep.

The reason you probably know.

During the night your carburettors and whole fuel system ice up.

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One can of it gives your engine a thorough tune-up. The same effect as taking the engine to pieces and cleaning each part carefully.

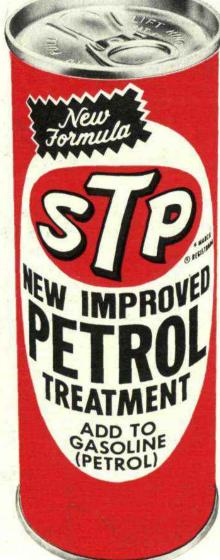
Add a can of STP Petrol Treatment every 1000 miles and give your car the necessary winter tonic it deserves.

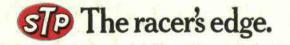
Then you'll avoid carbon deposits building up. Avoid sooted up sparking plugs. You'll be keeping the carburettors clean and most important of all during the winter, you'll prevent the fuel system from icing up.

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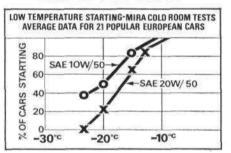
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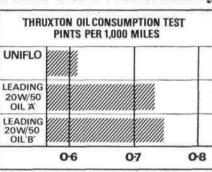
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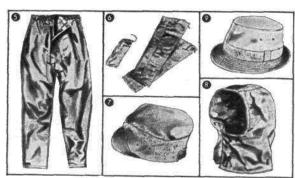
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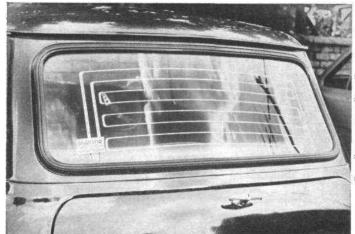
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**TVR 2500M** 

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	OTUS Se					
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1969 M	I.G. Midg	et. Red				. £62
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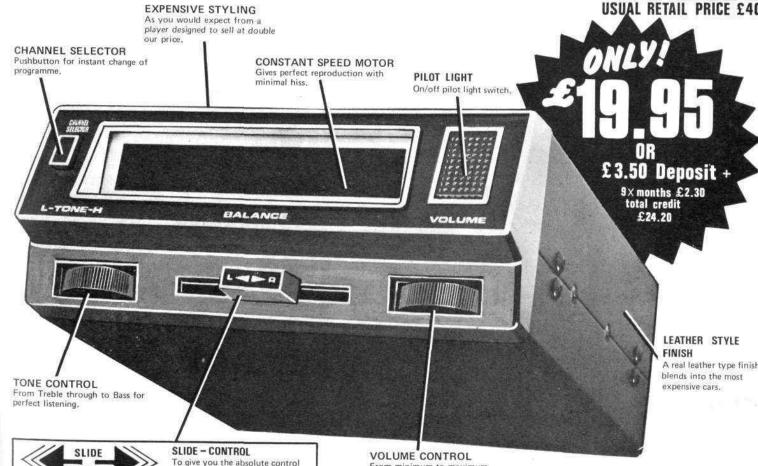
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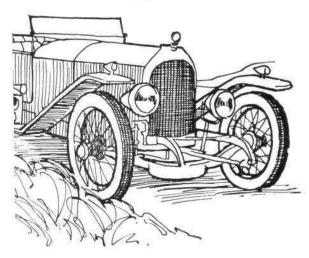
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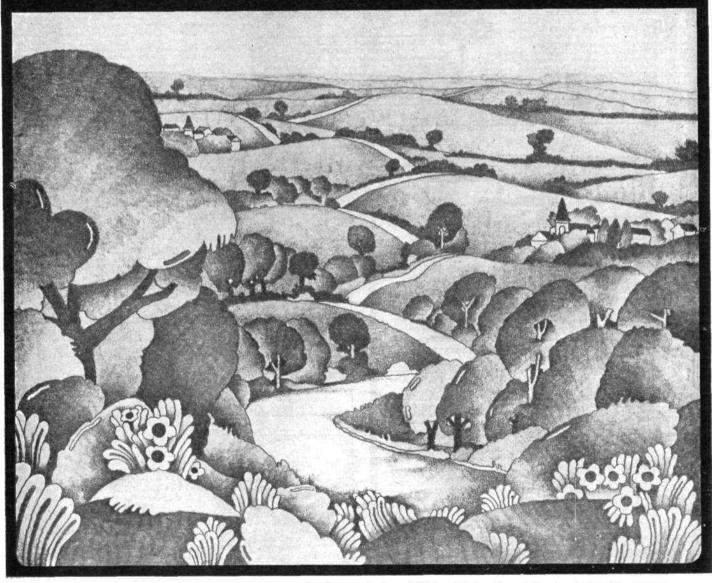
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## MOTORSPORT

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

VOL XLVIII No. 12 DECEMBER 1972

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FRONT - COVER	PIC	TUR	Ε.	THE

RONT - COVER PICTURE : THE LANCIA TEAM, rallying for the first time in the colours of Marlboro, its new sponsors for the coming year, put six cars into the Sanremo Rally. Only two finished in first and second places. Pictured are the winners, Amilcare Ballestrieri and Arnaldo Bernacchini. In America's Press on Regardless Rally in early November, no points were scored by Lancia, Fiat or Porsche, which means that Lancia has clinched the 1972 International Rally Championship for Makes.

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#### **MATTERS OF MOMENT**

The prevailing state of the National economy is a matter for political rather than motoring writers and for this we are grateful, because we confess we would rather think in terms of Fittipaldi versus Stewart than Mr. Heath versus Jones and Scanlon. What we do see clearly is that, whether ultimately Britain is ruled by a democratic Government or the TUC, we are in for a tight squeeze, economically.

Such a squeeze directs attention towards motoring in economy-type cars. Fortunately, little cars have improved enormously in the decades since the war, offering good performance, excellent roadholding and reasonable space within, coupled to the obvious advantages under town-driving conditions which modest overall dimensions bring. It was, however, apparent at the Earls Court Show that two very long-established frugality-cars, the Morris Minor and the Fiat 500, had gone from the economy-car scene. (Fiat rectified this at Turin with the new Tipo 126). France however, had the 956 c.c. Renault 5 to sell. But Citroen and Honda are at present the only truly inexpensive baby cars to challenge the British Leyland Mini, still available in 848 c.c. 34 b.h.p. form. Improvements in tyres and suspension have enabled larger saloons to catch up with the Mini's tenacious front-drive stability, so that no longer does it cock-a-snoot on corners, as it once did to Jaguars and other big cars, in saloon-car races. But it remains the popular small car, the 1970s' equivalent of the original Austin 7. In the first half of this year BL sold 52,429 Minis. In the hard times ahead many people will be grateful to Austin/Morris for continuing to make Issigonis' ingenious little car, which the tune-up-shops might now consider endowing with even greater economy, as well as extra urge.

We should be proud, too, that British Leyland still offer the most economical sports car, that cheeky, long-lived M.G. Midget.

#### ■ DRIVER LEGISLATION

When MOTOR SPORT warned of what might happen to the vintage and veteran car movement under EEC legislation we were informed that we were talking nonsense and we had our knuckles rapped for spreading false information, because, we were told, Britain will not tolerate any changes in the existing laws governing the old-car movement. To this we asked to be reminded of how wrong we were, ten years hence.

Apart, however, from any concern we feel about possible changes in old-car legislation, we have been freshly disturbed by the announcement, in the Evening Standard, that Britain is studying proposals for a European driving licence, intended to replace all National licences issued by member countries of the EEC after 1976. Such driving licence requirements would embrace tests from every five years to annually, depending on a driver's age, regular medical check-ups, and "psycho-technical" examinations to compute "character aptitude" for handling a motor vehicle. From 1974 it is proposed to institute a National file of driver convictions and set up common rules for driver disqualification. At the same time, methods of vehicle testing would be brought into line with EEC ideas.

There are other ways of controlling motoring than banning certain conditions and types of vehicles! As the reader who drew our attention to this news-item (this time a well-known prewar racing driver) says, medical tests seem reasonable but depend on what sort of tests are in mind, while "psycho-technical" tests sound like the LSD fantasies of a long-haired freak-and who would conduct them and in how unbiased a frame of mind? Then there is the proposal to have a lifelong driving licence, expiring when the holder reaches the age of 70, although many drivers of greater age enjoy accident-free motoring.

No doubt we shall have our knuckles rapped again for bringing these matters to your notice, After all, hasn't the Transport Industries' Minister said that he does not favour some parts of the scheme laid before Europe's Council of Ministers? We would emphasise, nevertheless, that therein lies a possible loss of future motoring freedom. You have been warned and we say-watch it, and fight for your rights, especially those of you who have driven safely for decades without such rules.

Continued on next page

We wish all our readers A BARRY CHRISTMAS and THETO DEAR

#### **Motor Sport Fixture List For December**

★ 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
Dec. 2nd   7th   Dec. 2nd   7th   Dec. 3rd   Dec. 3rd   Dec. 7th   Dec. 10th   Dec. 10th   Dec. 15th   Dec. 16/17th   Dec. 16/17th   Dec. 26th   Dec.	Royal Automobile Club Thames Estuary AC Newport CC Aberdare MC Port Talbot MC Maidstone & Mid-Kent MC Kentish Border CC Sevenoaks & Dist. MC BRSCC BRSCC Darlington & Dist. MC	Goldfields Royal Station Hotel Lydden Howells Garage, Corporation Road W. H. Baker Ltd. Géorge Rees & Sons Ltd. Hoverlloyd Hoverport Cadwell Park Castle Garage Pietermaritzburg Brands Hatch Mallory Park Croft Autodrome	Welkom, South Africa York Canterbury, Kent Newport, Mon. Merthyr Tydfil Llanelli Ramsgate, Kent Louth, Lincs, Ludlow, Salop Pietermaritzburg, South Africa Dartford, Kent Kirkby Mallory, Leics, Darlington, Co. Durham	Springbok Serics Round 4 (INT) RAC Rally (INT) Wills Rallycross Meeting (C) Tour of Dean (N) Nutcracker Rally (R) Virgo Galaxy Rally (R) Special Stage Rally (R) Castrol Rallycross (R) Kent Rally (R) Springbok Series Round 5 (INT) Race Meeting (N) Race Meeting (C) Martins/Texaco Rallycross (R)	13.30 09.01 22.45 21.30 09.00 13.00 23.00 

#### MATTERS OF MOMENT—continued from previous page

Just as officialdom is unable to differentiate between the hysterical safety recommendations of Ralph Nader and the sensible "primary safety thinking" of the more intelligent car manufacturers, so it seems highly probable that it will be unable to accept that many drivers of all ages who through skill, experience, an affinity with cars and a knowledge of their personal limitations are able to drive safely, will be denied the right to earn a living and/or enjoy motoring because they will fail the sort of advanced, scientific, brain-washing requirements of the proposed EEC tests.

#### THE LANCIA BETA

THE Issigonis concept of front wheels driven by a transverse engine has been seen in push-rod-o.h.v. and single-overhead-camshaft guise; and in side-valve, T-head and two-stroke versions if the historians are to be humoured. Now we have it in twin o.h.c. form, for that is the way it is done in the new Lancia Beta. The Beta's release was to have included a test-drive in Scotland but this was mysteriously postponed (until the fallen-by-the-wayside IPC weeklies got back into circulation, Mr. Breach?), nor was the Beta at Earls Court. But we know from experience that Lancia of Turin has made very few poor cars and that its Fulvias and Flavias have been excellent, the sort of cars which are as nice to drive slowly as fast, and vice versa. So the Beta is presumably worth waiting for. It is to come in 1.4, 1.6 and 1.8-litre forms, with claimed maxima of 102, 105 and 109 m.p.h. respectively, and the specification embraces an 8 ft. 4 in. wheelbase, five-speed gearbox, disc brakes and LX editions of the two larger-engined models. The name Beta was used for the first commercially-successful Lancia, of which the blurb says its "single block four-cylinder motor constituted an absolute novelty of major technological importance in 1909." Leaving aside such histrionics, we look forward to trying the Beta, in Scotland or anywhere else, when Lancia decide that the time is right for Motor Sport to do so. Interesting that the camshafts are belt-driven, that the cams operate directly on the valve stems, with shim tappet-adjustment, and that the engines all have an 8.9 to 1 c.r. and run up to 6,400 r.p.m.-W. B.

#### PARTY DATE

OWNERS of old cars made in any year earlier than 1953 may care to note that from April 13th-15th, 1973, British Transport Hotels Ltd. and British Rail, in conjuncti with the RASC, are holding the Turnberry Veteran and Vintage Car Classic, based on the Turnberry Hotel in Scotland. The usual V-E-V classes are supplemented by two more of the RASC's devising, for thoroughbred cars of 1931-41 and cars of any social strata made between 1946-52, if we interpret the announcement correctly-not that we approve of "unofficial" vintage designations. Driving tests, elegance contests, and a Burns country tour are visualised, with prizes and plaques. The entry fee of £25 per person covers hotel expenses (minimum two persons) and British Rail will provide a Motorail service between London and Girvan at £10 return for car and driver. The event is to conclude with an "Edwardian-style banquet" and entries are limited to 60. Details are available from The Central Reservation Service, British Transport Hotels Ltd., St. Pancras Chambers, Euston Road, London, NW1 2QR, on mentioning MOTOR SPORT.-W. B.

#### THE AUSTIN SEVEN BOOK

"The Austin Seven". Edited by W. Boddy. 95 pp. 8\{\frac{3}{2}} in. \times 5\{\frac{1}{2}} in. (Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2A 4DA. 75p.)

Reprinting past articles from a monthly magazine into a 95-page, soft cover book, may seem at first sight the epitome of jumping aboard a vintage band wagon; however, in the case of Moror Sport's "Book of The Austin Seven", published to neatly coincide with the Golden Jubilee of the car's introduction, this is certainly not the case. The selected material has been freshly set, and the attractively embossed covers contain paper and printing of a very reasonable quality for the impossibly low price of 75p. Photographs, diagrams and contemporary advertising literature are mostly remade from original documents, although in several cases the pictures, reconstructed from printed pages, have suffered more than a usual loss of clarity; better something indistinct than nothing at all, however. Several of the illustrations were new to this writer, and the majority of today's youthful Seven fanatics will find plenty of fresh material for their magnifying glasses to scan.

The emphasis throughout is naturally of a sporting nature, although by no means overplayed or reminiscent of those ritual accounts of racing processions which ruin so many otherwise enjoyable books. The original authors were those actively participating in the "events" described, and they bring into focus many lessons of maintenance and driving technique which can still be found viable today by those running any type of older car. Who, for example, would imagine that new, presumably works'-prepared, Gordon England Cup Model being driven through the 1926 Land's End Trial could contrive to oosen its foot-brake pivot bar, and consequently lock the steering and brakes in the middle of an observed section? Evidently the disgruntled journalist driving could not, for he acidly commented: "Car manufacturers . . . used to gain valuable experience by participating in trials. In future such things will be discovered by novices and the coroners will make suitable comments"-well, do you check every nut and bolt?

Happily, Mr. Boddy has left the articles untouched, although in one case has seen fit to include something which was originally *left out*, thereby displaying both a remarkable memory and an awareness that moral indignation is not so quickly aroused now, as then.

Mistakes naturally remain, but for the expert this can only lead to euphoric feelings of cleverness as he finds them one by one, and the beginner will have to suffer as we all did by following the paths of long discredited mythology. The stories thus retain a very strong period character, and show the Seven in the unique views of expert and enthusiastic owners who had the chance to sample the car when it was "new", and of all the book's values, this is the one to regard most highly. The material follows no chronological sequence, and is on balance the better for it; not one of the tales can be described as dull to read or tedious of content and fact, and the variety of outlandish activity surrounding such a small and prosaic car is further enhanced. The famous Holland Birkitt "Paper" is there, and must still provide essential reading for any novice; road-tests of the "65", overheadvalve converted Boyd Carpenter, Unblown Ulster, Super Sports, Seagull Motor Launch and G.E. Brooklands Super Sports are included, together with a substantial article which traces the racing development of the Seven, a compact recipe for a 70-m.p.h. Chummy, John Moon's valuable observations on the esoteric points of owning a Nippy and interviews with works drivers Pat Driscoll, Charles Goodacre, etc., etc.

If you own a Seven which never moves from the motor house, or are the type to take on 'Nashes in VSCC events, this is a book which I am sure you will enjoy.—Tony Griffiths.



# Motor Sport talks to the former Lotus designer behind the successful Parnelli USAC car

MAURICE PHILLIPE left Team Lotus, where he had worked elbow to elbow with Colin Chapman on some of the world's most advanced racing cars, just over a year ago. The Vel's Parnelli Racing Team, one of the top outfits in American USAC racing, had made him an offer he couldn't refuse. The 40-year-old Englishman is now living and working in California and his first design for the team has brought driver Joe Leonard his second consecutive USAC Championship; the team also finished second at Indianapolis, MOTOR SPORT visited Phillippe at the new headquarters of the team at Torrance in the suburbs of Los Angeles to find out just how those twelve months had gone.

Phillippe immediately stresses that he has not for one second regretted the decision to move from Britain. He has been living in idyllic surroundings at an apartment of the Portofino Inn at the delightful Redondo Beach resort right on the Pacific Ocean. He loves the Californian way of life, while the dollars are pouring into his bank account in a way that would never be possible anywhere else in the world. He is at present negotiating for the purchase of a house up on the Palos Verde peninsula and drives around in a new Ford Torino GS.

The only thing he misses is Grand Prix racing as he finds oval racing far less exciting than Formula One. But designing a car specifically for these conditions has been a tremendous challenge which he has tackled with enormous enthusiasm. Now he is working on a second generation Phillippe for next year.

#### The backer

The curiously named Vel's Parnelli Racing Team is only one branch of the business enterprises of Vel Miletich and Parnelli Jones. Miletich has worked for the same Ford dealership in Torrance California since 1949. He started as a junior employee, soon worked his way up through the firm, became a partner and, since 1955, has been the principal owner. During the 1950s he sponsored Parnelli Jones and they have been close friends and associates ever since. In 1964 he sold part of the Ford agency to Jones, who had won the Indianapolis 500 the year before, and since then the pair have expanded their operations to include several Firestone tyre centres in the Los Angeles area, a Firestone racing tyre distributorship for 11 Western States, an alloy wheel marketing outfit with quite astounding sales plus the racing team. Added to this they also have various property interests.

Parnelli Jones, readers will no doubt know, is one of the all time greats of American racing. Now 38, his legend started in the early 1960s when he ruled the rugged USAC sprint car circuits. He reluctantly ended his racing career in 1970 due to business pressures with a victory in the Trans-Am Championship although he still has a tremendous competitive urge. His motoring sport is now restricted to off-road racing and last year he won THE event, the Baja 1000. Jones had something of a reputation as being a hard and mean driver on the track but off it this former Indianapolis winner exudes Californian charm. It is his strength of character and leadership that welds the Vel's Parnelli team into the success it is to-day.

Vel and Parnelli now direct operations from a brand new 59,000 sq. ft. office block, warehouse and race headquarters in Earl Street, Torrance, from two adjoining offices. Parnelli proudly showed them to us with obvious delight for they are the most breathtaking set of executive offices I have ever or am ever likely to set my eyes upon. The pair like the rewards that success and fortune has brought them.

#### The Superteam

This year their racing operation was nicknamed the "Superteam". Behind them at the start of 1971 were victories in the 1969 and 1970 Indianapolis races (both recorded by Al Unser) and two USAC Championships (Unser and Leonard). They had on their staff the fabled George Bignotti who has more USAC Championship wins to his credit than any other chief mechanic plus a bunch of fine mechanics, engine men, and fabricators. Then they hired Phillippe, undoubtedly one of the finest racing car designers in the world, they added a third driver to their strength and his name just happened to be Mario Andretti and, to complete the picture, they pulled off a top sponsorship arrangement with Viceroy cigarettes.

The driver line-up was quite extraordinary for a start. It was like having Stewart, Fittipaldi and Ickx all in the same team. By way of explanation one should explain that the United States Automobile Club's Championship series is of utmost importance in America. It comprises about 10 races through the year, up and down the United States, headed by the three big 500-mile events—Indianapolis, Pocono and Ontario—but many of the other rounds are run on little 1-mile ovals at places like Trenton, New Jersey and Phoenix, Arizona. All the races are on banked ovals of one description or another, after a plan to include some road courses fell through.

In 1971 Joe Leonard just pipped Al Unser to the post for the championship which was, at that time, sponsored by Marlboro and both had been driving the team's PJ Colts, basically a copy of a Lola design. Jones realised that, to keep pace with the new era of cars like the latest Eagle and the McLaren M16, which had taken Indianapolis by storm in 1971, something drastic would have to be done. Thus he contacted Phillippe and offered him a job as a designer. Phillippe first went to Indianapolis with Lotus in 1966 and, on several subsequent occasions, including with the incredible Lotus 56 turbine cars. So he was well known in America already.

What decided Phillippe to move home and family to California apart from the obvious financial inducements? "Well", says Phillippe considering his answer carefully as always, "the opportunity arose, one weighed up the situation and I could see there are many more prospects for financing various motor racing projects which tend to be very expensive things to play with. There is just more money available, that is your simple answer".

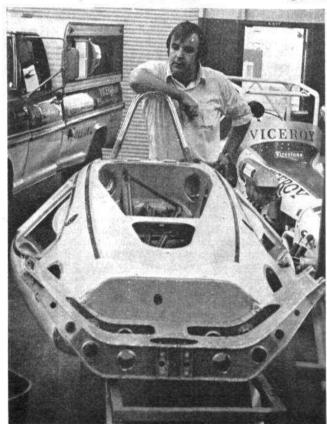
#### Parnelli F1 possibilities

At the time of the interview rumours were rife that the Vel's Parnelli team was embarking on a Formula One programme, backed by the credit car company, American Express, and naturally we asked about this particularly with regard to Phillippe's comments regarding money being available. "We could run a Formula One team out of here if we had the sponsorship", he said "but I was concerned that we should be involved with only one area of motor racing at first because running two teams obviously puts a strain on any sort of organisation. One might be able to do reasonably well but two is definitely going to be a compromise." This was Phillippe being cautious for, in our conversations later, it was obvious that he is extremely keen to get back into Formula One and prove to the world that he can design a Grand Prix car without the assistance of Colin Chapman.

The latest edicts from Hethel would suggest that Phillippe was merely the draughtsman on the tremendously successful Lotus 72. Obviously the relationships between Chapman and Phillippe are a little soured now but Phillippe maintains that this design, like the many before, was a joint Chapman/Phillippe project. Rumours and politics aside, American Express are definitely not sponsoring a Parnelli Formula One car but such a venture for 1973 is not entirely ruled out by Jones who sees it as a tremendous challenge. Finding sponsors for the team is the work of promotions man Jim Cook, who works exclusively for the team in this area, and there is none better. Johnny Lightning toys, Samsonite luggage, Olympia beer and the present major sponsors, cigarette company Brown & Williamson, are all companies who have backed the team following the persuasive powers of ex-Firestone public relations man Cook. Give him time and he will surely come up with a Formula One budget.

#### USAC and Formula One

We were interested to learn just how different USAC oval racing is from Formula One, from both a design point of view and from the actual racing. Although the Parnelli cars were successful, and Leonard won the championship, the cars, with their interesting dihedral wings, did not enjoy a good reputation at first, although there was a tremendous improvement after Indianapolis following a rear suspension redesign. What were Phillippe's thoughts on all this? "Well", he prefaces almost every answer with the word, "like all these things, hind-



PHILLIPPE'S ASSISTANT John Baldwin pictured with the spare monocoque for Joe Leonard's Parnelli. Note the detachable front suspension mounting module. Behind one of the old style dirt track cars occasionally run by the team

sight is always a good thing and I hadn't actually been to Indianapolis for a couple of years, not since the Lotus 4-w-d era. An interesting thing about 4-w-d cars is that they are very admirably suited to high speed circuits, they have a very high polar moment of inertia and a 50/50 weight distribution as well as heavy steering. This is what you want for high speed courses because it steadies the cars down. However, road circuit cars tend to be, and need to be, far more twitchy, A USAC car is quite a bit different to a Grand Prix car in several ways. For a start I don't think there is much chance of getting on opposite lock thanks to their turbo-charged engines. There is a lot of power there and it makes a Formula One look pretty sick. In fact Mario Andretti sums it up by saving that when the turbocharger comes in on those Offenhausers, there is a big bang in the back and it takes a lot of guts just to keep your foot hard on the accelerator."

One of the criticisms the drivers had of the Parnelli at first was that they were very twitchy and sensitive to drive like a Grand Prix machine and Phillippe expanded further "we were still thinking in terms of braking and accelerating these cars and now we find that, with the amount of wing available (the rules regarding rear aerofoil dimensions were changed for 1972) you can just drive flat out all the way. They don't brake at all on the 2½-mile ovals, like Indianapolis, although they do on the shorter courses. There are special techniques the drivers use and they drive with two-pedal control all the time. They enter a corner without coming off the throttle and slow the car a little on the brakes. Thus they keep the engine working all the time and keep the boost pressure high. The car must give the driver a comfortable feeling in the entry, in the apex and in leaving the turn.

Like most other USAC teams Vel's Parnelli were shattered by the times recorded at Ontario Motor Speedway by Bobby Unser testing the Eagle before the start of the season. Phillippe continues, "I was pretty confident when I came over that we could sort them all out over here and, to a large extent, I think that we still can. But there was a bad demoralising effect with Bobby going to Ontario so early and turning around 196 m.p.h. average speed laps, which was incredible actually. Eagle have done a good job on that car but it is big and perhaps they were lucky with development. As things panned out their cars were unreliable and we at least achieved what we set out to do. I think we have to be thankful to the gods that we were given a little bit of grace.'

One particular problem with designing a USAC car is the amount of fuel they carry, Phillippe expounds "The problem of fuel distribution is very important because the difference between a full load of 70 gallons and empty, which happens three times during Indy, alters the handling of the car fairly drastically, and this does make a big difference on fast corners.

#### The dihedral wings

When Phillippe's design was first shown it caused a tremendous stir because of the dihedral wings mounted on the side of the car, the like of which had never been seen before. Phillippe's theories, like torsion bar suspension and inboard front brakes, tend to be trend setting but the cars never raced with the dihedrals. What went wrong? "In the first few days of testing with the car we were running at a certain speed and we didn't seem to be able to make the cars go any quicker, so I thought it would be a good idea to try with the dihedrals off, because we were having this peculiar handling problem. Thus I instigated them being taken off one car and it started a bit of an epidemic and, before we could stop them, they were off all three cars. Actually they never went any quicker without the wings." Phillippe still believes in the idea, however, "When your car starts really working and gets slip angles produced by all four wheels", he explains, "the car itself is presented to the air stream at an angle of attack. It is vawing into the airstream and that is when the 45 deg. wings really give effect. There is a tremendous anti-roll component because the inner wing starts to hit the airstream at a much greater angle of attack. Meanwhile the outer wing is feathering and, the more the tail slides out, the more the feathering action. So, therefore, it was intended to load up the inside wheels in the corners and the tyre temperature measurements showed that this did happen while the similar small wings of the front had the same effect. The dihedrals have a tremendous steadying effect on a car and you can get it well out of line and recover it. Since taking the wings off it has been all go and we have never had tyre testing time to try them again." Once the more normal rear wing was fitted to the car it caused problems with the inboard rear suspension lay-out because of the extra down pressure and the cars started riding much closer to the ground than the suspension could accommodate. Thus, immediately after Indianapolis, the



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rear suspension was completely re-designed to an outboard system and the cars have been much quicker ever since, and have, in fact, at one time or another, led every championship round since the re-design.

#### The racing in USAC

Phillippe misses the excitement of big time Grand Prix racing for, while the three big 500 races are huge occasions and spread over days or, in the case of Indianapolis the whole month of May, some of the other meetings at the 1-mile ovals are concertinered into a single day with practice and qualification in the morning and the race in the afternoon rather like the club meeting in Britain in which Phillippe was successful for several seasons as a driver. These short track races allow very little time for testing and setting up the car for different conditions. A Parnelli will average close on 200 m.p.h. around Ontario, with a top speed of 220 m.p.h., but at somewhere like Phoenix's 1-mile track the average will be nearer 125 m.p.h. with a top speed of 160 m.p.h. At Phoenix in the last race of the Championship the cars were competing a lap every 25 sec.! It is enough to make you giddy. USAC racing is a lot more tactical than Grand Prix racing and many a race is won in the pits by slick teamwork. Even in the 150-mile races the cars have to make pit stops for fuel as the turbocharged Offenhauser units consume expensive methanol fuel at the rate of a gallon every mile-and-a-half. In the longer distance races, tyres also need changing. All this works in with the yellow light system which is completely different from the flag signals in road racing. If a car crashes, or spins off, the yellow lights are put on all around the track and the pace car comes out and leads everyone round very slowly for several laps. This system often allows all those on the same lap to close right up on the leader and it is also the time to make a pit stop. Once the crashed car has been towed away and the yellow light is off, the race is on again and a driver, who had a ten second lead before the yellow, now has the second man breathing right down his neck again. Phillippe considers this system completely unfair but the rules are unlikely to be changed because it has the effect of closing the race right up again. In so doing it promotes a false situation but it makes the events all the more exciting for the crowd. Very rarely is a race ever free from yellow light periods. Phillippe continues, "I have never been impressed with oval racing. Because of the lay-out of the tracks the overall impression of speed doesn't catch the imagination quite as much, but it is probably very frightening from the cockpit view.

#### The team's personnel

Strangely enough USAC teams do not tend to have team managers, like Peter Warr or Peter Schetty, but rather a chief mechanic who, in



PARNELLI JONES, one-time Indianapolis winner and now one of the most successful entrants in USAC racing. Jones has won the Baja 1000 off-road race for the past two years,

the past, has done almost everything. He has started by designing the car, then supervised the construction of it and finally is in charge of it at a circuit. At the Parnelli team each of the three drivers has a chief mechanic, who has two mechanics working under him with George Bignotti as overall Team chief mechanic.

It was Bignotti who, until recently, was in charge of the 30-strong team and he is probably the best known of all American racing mechanics. But it was obvious at our visit that Phillippe and Bignotti did not get along too well, "he always seemed to be there when the photographs got taken", commented Phillippe, wryly. Since our visit Bignotti has left the outfit. Vel's Parnelli team actually has two workshops, the shiny new facility at Torrance and permanent premises at Indianapolis as well. The cars are built at Torrance where Joe Fukushima is the shop manager and chief fabricator and for whom Phillippe has the highest praise. He has a team of four fitters and a permanent machinist under him. Then there is a fibreglass laminator called Mike McQueen who Phillippe reckons is better than anyone in England. At Torrance there is also a transmissions shop, and a new 1,000 b.h.p. Heënen & Froude dynamometer was being installed in the engine shop.

Phillippe would have been unable to design the 1972 Parnelli in the available time had it not been for the valuable work of his English assistant John Baldwin. Like Phillippe, Baldwin worked at De Havilland and then joined Team Lotus, where he worked along-side Phillippe and then moved with him to California. Between them they produced over 500 detail drawings for the first car and have now all but completed the work for the 1973 model.

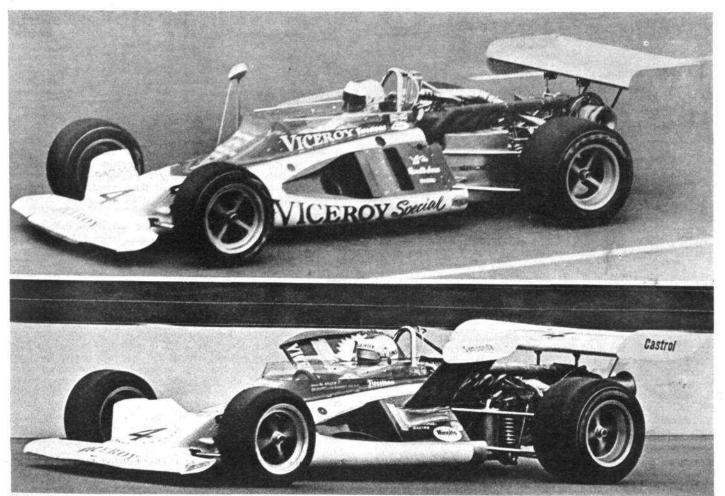
The three Chief Mechanics are Jim Dilamarter, Jimmy McGee and Johnny Chapels, who work respectively for Al Unser, Mario Andretti and Joe Leonard. All in their mid-thirties, Capels and Dilamarter have both raced themselves quite extensively, while McGee has been Andretti's personal mechanic for several years. In fact the two mechanics under Dilamarter are both British and ex-Team Lotus; Derek 'Joe 90' Mower and Sid Carr. Mower was enormously enthusiastic about his year in America although he told us he thought that in some aspects the racing was still very amateur. 'Do you know', he said "we've hardly changed an engine between practice and a race all season and we have had very few all-nighters, not like Team Lotus at all". Mower will pick up probably £100 a week, almost three times as much as he was getting at Lotus. Phillippe likes having the British mechanics around him and would probably be keen to have a couple more.

At a race meeting the regular mechanics are backed up by a team of part time wheel changers and re-fuellers, who are called the weekend warriors. "There seems to be an awful lot of them sometimes", comments Phillippe. At Torrance there is also a full-time Purchasing Manager by the name of Bill Yeager who buys all the equipment and, with Bignotti's departure, he will take on additional and more conventional team manager responsibilities. The questioning was steered on to the subject of drivers and what it was like to have more than one top driver in the same team. We mentioned the Team Lotus line-up for next year with Fittipaldi and Peterson. "It always creates problems" says Phillippe, "because it spreads the effort and it is difficult to put as much emphasis on two drivers as it is on one. The problem is that drivers tend to get demoralised if they see their fellow No. 1 going quicker than they are. However, in the Parnelli team we have been very lucky in the temperament of the individual driver. They had all discussed it prior to signing and they all get on very well together."

#### The drivers

What were the individual talents of the three drivers on the team? Phillippe tells us about Mario Andretti first. "Really, to sum it up, he is a very competitive driver. He understands the mechanics of the car fairly well and of the three drivers he finds it easiest to assess what is happening to his car. I tend to work with Mario at a circuit more than the others.

"Al Unser tends to be more reliant on other people to sort out his car. Of course he is very quick but this year he has been somewhat phsyced." What of Joe Leonard, we asked, he has won the champion-ship this year but he has a reputation of winning after everyone else drops out? "Last year Joe was regarded very much as a number 2, even early this year there was a tendency to say, its only Joe's car, he will have what we have put for Al. But this season he has emerged as his



BEFORE AND AFTER.—The two phases of the Parnelli-Offy designed by Maurice Phillippe. In the lower photograph the car is pictured in its original state with the very interesting dihedral wings. The car never raced with these and after Indianapolis the rear suspension was also redesigned to a more conventional outboard layout. See upper photograph. The radiators remained mounted in the side of the car and fed by large NACA ducts. Mario Andretti is seen at the wheel of the car in both stages of development. He led seven of the ten Championship races but failed to win any of them.

own master and more of a number 1. Actually having observed Joe drive on fast sweeping curves, I think he is probably the smoothest of our three drivers. He is a pretty old guy too and really I think he does a fantastic job. A lot of people say that the way to win is to follow Joe and pip him at the post. But that is part of what it is all about, being there at the chequered flag.

USAC cars are, in the main, powered by the famous and evergreen Offenhauser 2.6-litre turbo-charged straight 4 engine built by Dale Drake Engineering although some competitors are using the V8 Ford, a project which is now entirely the responsibility of A. J. Foyt. There are also the occasional stock block engines around and they are allowed a capacity of 3.3-litres. USAC racing can be very expensive for the Offy engines are about £14,000 apiece, over twice as much as a Cosworth V8 Grand Prix engine. The Parnelli team rebuild their own engines while engine development is looked after by a chap called Dick Jones who runs a firm called R & D just down the road in Long Beach.

We had read in the American press that the AAR Eagles seemed to be ahead in the USAC power race although the cars have proved unreliable. Why was this, we asked Phillippe? "All American Racers has had a history of being so close yet so far, it is rather like Chris Amon not being able to win a Grand Prix. I only wish we could qualify as quickly as the Eagles do, but of course, we can usually run as fast in a race as our qualifying speed, which they can't. I don't know what Dan Gurney's policy is about qualifying. We don't seem to be able to turn up the turbo-charger boost on our car and run any quicker, perhaps the Eagle engines have a better torque characteristic when the boost is screwed in. Our cars become difficult to drive with the boost in. These turbo-charged engines have a point where they come in with a grand slam of power. It is a question of how much pressure you put in the inlet manifold, if the boost is really turned up

the engine becomes very unreliable. The All American Eagles have a tremendous history of engine failure, and so have teams like McLaren and Penske; perhaps we have been lucky. Every engine failure means a big minus sign on the till, blow-ups can cost around £6,000."

Now for Maurice Phillippe his first season as designer for the "Superteam" is over. Joe Leonard has scored a clear victory in this year's Championship and Al Unser finished fourth in the points table. Unbelievably, Mario Andretti led seven of the ten rounds and failed to pick up a single victory. News comes also that Parnelli Jones has just won the Baja 1000 Mexican off-road race for the second time in the Bronco Special which is prepared alongside the USAC cars. Phillippe hasn't had the time to design some suspension mods for that yet! 1972 has been a good year for Phillippe and he considers it well spent. Next year's car incorporates many of the things he has learned this year plus, no doubt, a few surprises. "Of course, from my point of view, a car is always out of date. As designers we are always looking to the future." Emerson Fittipaldi's success with the Lotus 72 has also brought him a great deal of pleasure too, and via the grapevine he keeps in touch with the old firm. But, as Maurice says, "California has got a lot more to offer than Hethel, in fact to sum it up, its pretty good, pretty good."-A. R. M.

#### A CHALLENGE

HOW would a USAC type car fare against the best in Formula One machinery? Dan Gurney on behalf of his AAR Eagle team has offered to challenge any Formula One constructor to a match race between the two different types of car around the Nurburgring. Exact details are yet to be sorted out but Gurney is willing to put up 100,000 dollars with an equal amount coming from the challenger—winner takes all.

## **CONTINENTAL NOTES**

THE DAY that Enzo Ferrari stops building cars will be a sad one indeed, not only for prospective customers, but for everyone interested in high performance cars. His latest offering, which has appeared as a "one-off" on the Pininfarina stand at various motor shows, is now going into production. This is the Ferrari BB or Berlinetta Boxer and can be traced directly back to the Ferrari Grand Prix and Sports Car racing programme, for it is a mid-engined coupé with a flat-12 cylinder engine. Whereas the racing engines have been limited to 3-litres capacity by International rules the BB has an engine of 4.4litres capacity. The two banks of six-cylinders are horizontally opposed, each bank having two overhead camshafts and the bore and stroke are 81 x 71 mm., giving 4,390 c.c. At 7,500 r.p.m. the quoted horsepower is 380, breathing through four triple-choke Weber 40 IF3C carburetters. The drive is through an all-synchromesh 5-speed and reverse gearbox in unit with the differential, and suspension is independent all round. It has everything that a high performance car born of racing would inherit, like cast alloy wheels, ventilated disc brakes, 120-litre fuel tank, rack and pinion steering, self-locking differential and so on. A speed of 302 k.p.h. (187 m.p.h.) is quoted and this road equipped racing car heads the list of Ferrari production models at an astronomical price figure that is rather academic to all but a handful of people.

It is quite obvious that the real reason behind putting the BB into production is so that the Scuderia Ferrari will be ready for the next change in sports car regulations for long distance racing. It is almost certain that the CSI will soon be announcing steps to try and deflect the trend of sports car racing from detuned Grand Prix cars, which is the situation at present, to something more akin to a road car or a production car of the GT variety. In the 4.4-litre Ferrari BB the Maranello team have a ready-made car that will take a lot of beating, and if the rules are not changed to give GT cars complete control of long-distance racing, then it can still run in the existing GT category once sufficient have been made and it has been homologated, and no 3-litre prototype sports car is likely to keep up with it.

The Ferrari production car list at the present time makes pretty impressive reading, starting with the Dino in 246 GTS Spider form, followed by the Dino 246 GT coupé. Then comes the 365 GTB4 Berlinetta, the front-engined coupé Daytona, the more luxurious 365 GTC4 and the coupé 365 GT4/2 + 2, and the pinnacle of them all, the new BB mid-engined coupé. To buy a full set of Ferraris for 1973 would cost in the region of £60,000!

One of the things that happened in racing during 1972 was the entry of de Tomaso Pantera coupés in the GT category of long-distance racing. They were continually beset by homologation problems. especially after the first four races where they stole the GT thunder from Porsche, and even looked like winning outright when the Ferrari prototype team got in a muddle. With Ford backing, the de Tomaso factory has gone from strength to strength, the road-going version of the Pantera, with its mid-mounted Ford V8 engine being made in ever increasing numbers. The man behind it all is Alessandro de Tomaso, and some while ago he bought up the Benelli motorcycle firm, which is based at Pesaro, not too far from the de Tomaso home town which is Modena. In a local motorcycle race meeting a works Benelli actually beat the all-conquering MV-Agusta and de Tomaso's enthusiasm almost ran riot. The Benelli motorcycle factory has always had the ability and facilities to produce interesting racing motorcycle engines,



NEW BOLOGNA TRIDENT .- The Maserati "Merak" with centrally mounted 3-litre V6 engine and Citroën 5-speed gearbox driving the rear wheels. The body design is by Giorgio Gingiaro and his ITAL DESIGN

and way back in 1938/39 they built a supercharged 4-cylinder 250 c.c. racing bike, long before the Japanese had learnt what a motorcycle was. Benelli's latest effort is a remarkable six cylinder engine of 750 c.c. capacity, mounted transversely in a road-going motorcycle, in order to join in the Super-bike market. Like Ferrari and his BB coupé, the price of the six-cylinder Benelli is pretty academic, but also like Ferrari there is the thought that this is a project with an ulterior motive, for in the motorcycle racing world there is a 750 c.c. Formula that is gaining impetus in spite of officialdom trying to hold it back. The very fine looking all-alloy air-cooled six-cylinder Benelli engine is quoted as giving 76 b.h.p. at 9,000 r.p.m., which is a lot of horsepower to have in a road-going motorcycle. Apart from de Tomaso being closely tied with the Benelli development and its racing involvement it is also interesting that some engineers left the Maserati firm when the Citroën engineers moved in, and they joined de Tomaso, and are now deeply involved with Benelli

Although Citroën own the Maserati firm and control their activities with the production of the V6 engine for the Citroën SM, the Maserati still exists as a separate and independent make. Like Aston Martin they struggled to hold on to past glories, with large ungainly frontengined GT cars, the Indy and the Ghibli being the last of the Dinosaurs. Eventually Maserati succumbed to the race-bred way of thinking and produced the Maserati "Bora", a mid-engined coupé using the 4.7-litre V8 engine from the front-engined cars. Somehow one got the feeling that the Maserati management were not really convinced about the "Bora", and though it went into production there was a lack of seriousness about it. It seemed to be the last dying gasp of an era that was gone, rather than a brave step into the future. Maserati have now come out with an entirely new mid-engined coupé, called the "Merak", and this makes a lot of sense. In effect it is the Citroën SM turned through 180-degrees. While the SM uses the 4-camshaft V6 Maserati engine and 5-speed Citroën gearbox to drive the front wheels, with the whole power-pack just in front of the cockpit, the "Merak" uses the same mechanical components mounted just behind the cockpit. Because Italy does not have the arbitary 2.8litre limit involved with taxation, the engine in the "Merak" has been brought up to 2,965 c.c., or a nice round 3-litres. It does not use the advanced hydropneumatic suspension, power braking and powersteering of the SM, being content with orthodox wishbone and coilspring all-round independent wheel suspension, but it does use the instrumentation and interior scuttle layout of the SM. Clearly much of the knowledge gained with the mid-engined V8 "Bora" has been passed on to the mid-engined V6 "Merak", especially as regards the front luggage compartment and the interior layout to achieve a compromise between the ideal and the practical, but the impression is that the V8 "Bora" was the end of the pure Maserati line and the "Merak" is the beginning of a new Citroën influenced Maserati line, and of the two the "new" looks the most encouraging.

#### Grand Prix International

Yet another association has been formed, this time by the Grand Prix race organisers and circuit managements, and it is called "Grand Prix International". In spite of flowey words and political phraseology this is yet another Trade Union, formed so that its Shop Steward can attend meetings of the CSI and combat the activities of the other powerful Unions, such as the Formula One Constructors Union and the Grand Prix Drivers Union. Of course, it could happen that all these specialist groups could work together for the overall benefit of the sport, but it is unlikely, and the words boycott, strike, industrial action and bloody-mindedness will no doubt figure high on the Agenda. It is only fair that the Grand Prix organisers should Continued on page 1361



NEW: PRANCING HORSE.—The Ferrari Berlinetta-Boxer, with its 4.4-litre flat-12-cylinder engine mounted amidships. It runs on Michelin 215/70 VR 15X tyres and 187 m.p.h. is claimed as top speed.

#### RALLY REVIEW

#### Sanremo Rally

	A. Ballestrieri/A. Bernacchini (Lancia Ful-	via:	200	45 min. 09 sec.
2nd:	S. Barbasio/P. Sodano (Lancia Fulvia)		90000	48 min. 51 sec.
3rd:	H. Lindberg/H. Eisendle (Fiat 124 Spider	1	330	58 min. 25 sec.
	G. Bisulli/A. Zanuccoli (Fiat 124 Spider)	8	500	60 min. 13 sec.
	L. Trombotto/G. Zanchetti (Fiat 124 Spic	ler)	3/6	60 min. 25 sec.
	G. Bossetti/P. Hischiatti (Lancia Fulvia)	***		90 min. 27 sec.
				108 min. 25 sec.
			4.4	100 mm. 25 sec.
Oct :	A. Fagnola/A. Ulivi (Fiat 1258)		(4) (1)	109 min. 03 sec.
sin:	L. Corino/P. Rigo (Fiat 125S)	5.90	3.8	114 min. 45 sec.
10th :	S. Brai/R, dal Pozzo (Opel Kadett 1600)		4.0	109 min. 03 sec. 114 min. 45 sec. 115 m n. 28 sec.
11th:	R. Bovati/S. Silvano (Lancia Fulvia)	OT TO	11.7	182 min. 15 sec.
12th:	G. Carducci/Mrs. Aldeg (Fiat 128 Coupe)	12.5	.W	214 min. 43 sec.
13th :		52511	3231	257 min. 17 sec.
	11 (1 1 1 1 1			

69 starters, 13 finishers

NOTE: 22 other crews were also officially classed as finishers since they completed the first leg of the rally.

IT USED to be called the Rally of the Flowers, from the sunny Riviera which lies between the Mediterranean and the mountain region in which the event was held. Then it was renamed Sanremo Rally, and for the past two years has been combined with that other Italian event, the Sestrière Rally. But the amalgamation was not at all a popular one, and both competitors and organisers were quite pleased when the event reverted to its original style this year, with start, half way stop and finish at Sanremo.

It was natural that both Lancia and Fiat should put maximum effort into their country's premier event, Lancia in particular for they were making a big splash with six red and white cars to mark the announcement of their association with Marlboro for the coming year. Fiat had four works cars, and both Italian companies had vast service arrangements to support their entries, both teams running on Pirelli tyres of course.

The only foreign opposition came from two factory Alpines, the remainder of the field being made up by Italian amateurs and privately-sponsored crews. In all, 69 cars started of which just 13 finished the entire route.

The structure of the rally was distinctly similar to that of the Monte Carlo Rally's Parcours Commun and Epreuve Complémentaire in that the first leg was much longer than the second, and the second much more tightly timed on the road than the first. But unlike the Monte, road timing was to the nearest second, the Italians taking the view that it is unfair to time to the preceding minute so that a crew 59 seconds late gets zero penalty and another just 61 seconds late collects a minute's penalty.

In the early stages, Ove Andersson's Alpine (he won in 1971) went into the lead, but gearbox failure stopped the car on the fourth of the 26 special stages. Then team-mate Jean-Luc Thérier took over the lead and when he held it until the mid-way stop and beyond, the Italian teams became more than a little serious faced. But they need not have worried; as the French team manager sat down to an evening meal with mechanics at Ristorante Adolfo, a mountain hostelry near Pigna much favoured by rally people, the news came through on the telephone that Thérier had also succumbed to gearbox failure.

This put the Lancia outfit into higher spirits, but although the Fulvias were far more reliable in the first leg than the Fiats, the position was reversed in the second. Munari went out with a broken limited slip differential, Källström with a shattered rear brake caliper and Ragnotti with a broken drive shaft. Coupled with Lampinen's retirement in the first leg when an oil filter gasket burst, this left Lancia with just two runners, but they finished in first and second

Although they had been troubled by grumbling gearboxes and differentials in the first leg, not to mention severe brake fade, the Fiat 124 Spiders went well in the second leg, finishing third, fourth and

Lancia stengthened its position at the head of the Constructors' Championship table and Fiat moved ahead of Porsche into second place. Since none of these makes scored points in America, Lancia will start the RAC Rally as unbeatable champions for 1972.

### Press-on-Regardless Rally

1st : G. Henderson/K. Pogue (Jeep Wagoneer (5900))	cores:	122.61 min.
2nd T Ionas D Backman (Dateur 2407 (2202))	133	130.19 min.
3md - U. Dohan I. Callan II Winner (conce)	000	134.18 min.
4th D Zwitzer C McCoin Walne 164 2000		151.02 min.
5th : J. Doidge/H. Ward (Dodge Colt (1600))		155.39 min

Smiskil/B. Rekus (Datsun 1600 (1595)) 8th : J. Walker/T. Palmer (Volvo 1428 (1983)) 9th : M. Blondin/R. Thebault (Datsun 1800 (1800)) 16th : J-D. Legault/R. Poitras (Datsun 1600 (1600))

77 starters, 22 finishers

"America's oldest, richest, longest, meanest car rally." Thus did advance publicity describe the Press-on-Regardless-Rally, the first event in the United States to be recognised in Europe as a rally in the true sense of the word and the first American qualifier for the International Rally Championship for Makes. Oldest it must surely be, for it has been running for about a quarter of a century; perhaps not the richest since American sponsoring concerns haven't yet realised the potential of rallying as their European counterparts have; longest it must be, for it runs over a period of three complete nights; whether it is the meanest depends on what is available for comparison purposes, and since there is nothing in the USA of a similar nature then perhaps the organisers are right.

Last year the new-style POR, as it is called, was observed on behalf of the FIA and the observer's report was enough to convince the international body that the event was worthy of inclusion in the 1972 Constructors' Championship. It certainly was a proper rally, running mainly at night from Thursday morning until noon on Sunday with two day-time stopovers. The start was at Detroit, beginning with a special stage on the public roads of Belle Isle, a recreational area on an island in Detroit River. The stopovers were at St. Ignace, the township just north of the Mackinaw Bridge in Michigan's Upper Peninsula. Thus the first leg was made up of the journey north, the second of a tour of the logging roads of the Upper Peninsula and the third of the journey south to Alma, location of the Total-Leonard refinery which was sponsoring the event.

Compared with European events in the same series, the atmosphere of the POR was lacking in a vital something, but one should remember that the Americans were doing something as relative newcomers which Europeans have been doing for many years.

Neatly sandwiched between Sanremo Rally and the Tour of Corsica, the POR seemed unlikely to attract many European entries. The most likely candidate was Lancia, since that company was leading the International Championship for Makes. But Lancia was also heavily committed both in Sanremo and in Corsica, the latter event being the occasion for the first competitive appearance of the Stratos, the company's Ferrari V6 mid-engined car. As it happened, neither the Stratos nor the Ford GT 70 lasted very long in Corsica.

However, Lancia managed to divide its battalions and Harry Källström and John Davenport were despatched to the USA along with a Fulvia and two mechanics. In the early stages of the rally, John Buffum, an American who rallied a Porsche 911S in Europe whilst based in Germany with the US Air Force, took the lead in his 1.8-litre Escort BDA. But Källström was merely playing himself in, and when he did decide that the preliminaries were over he very soon pulled out a commanding lead, particularly when Buffum had a misfortune and retired.

The special stages were along the very sandy roads which abound in the Michigan Forests, trails which were presumably used in the past by Mohicans and Hurons. Much softer than British forest roads, they cut up very badly by the passage of cars at speed and this, combined with the heavy rains of the previous weeks, produced conditions which proved extremely favourable to the vehicle which eventually won-a four wheel-drive Jeep Wagoneer!

Purists will regard the victory by a Jeep as evidence that the event was no more than a mud-plug combined with an off-road race, but this was certainly not the case. Until Källström retired (he rolled the Lancia after a brake pipe was worn through by sand collecting and hardening on the inner rim of the right rear wheel) he was making it quite evident that experience counts, but his departure let the Jeep

Since American manufacturers have concerned themselves very little with matters such as homologation, the FIA decided that the event could accept non-homologated cars of American manufacture. American Motors took advantage of this to put in two Jeeps, both with 5.9-litre engines and with a new-type of four-wheel-drive system called Ouadra-Trac. It has one differential in each axle (both free) and another (limited slip) between the two. Thus, as winner Gene Henderson remarked, "Sometimes it's four-wheel-drive, sometimes front-wheel-drive and sometimes rear-wheel-drive. You just gotta be versatile to drive it hard."

Continued on page 1361

#### Can-Am 1973

#### Porsche dons McLaren mantle

PORSCHE ended the five-year McLaren domination of the Canadian-American Challenge Cup Series of sports car races in America with six victories in nine races during 1972. The vehicle was the Porsche 917/10, a turbocharged 5-litre derivative of the original endurance racing flat-12 917 coupé which so handsomely won the Championship of Makes for Porsche. The basic configuration of the 917/10 was similar to the original spaceframe 917 with slight dimension changes to accommodate larger tyres, fuel tanks and so forth. The long-tailed coupé body had been replaced by an open sports body while the original air-cooled flat-12 engine had increased its output from 600 to 900-plus horsepower.

However, there was far more to Porsche's Can-Am Championship than the racing car itself, for the winning potential of the 917/10 was only reached through the ideal partnership of Porsche KG and Roger Penske Racing. The Porsche contribution to the partnership is obvious but the Penske side consisted of driver and development engineer Mark Donohue and engineer Don Cox plus Penske's racing establishment in America.

Porsche had made two previous Can-Am sorties with the 917, both with Jo Siffert. In 1969, Siffert ran a cutdown Spyder version of the 917 coupé while in 1971 he ran the original 917/10 Spyder. Both cars were underpowered as their engines from 4.5- to 5.4-litres were just no match for the 7- and 8-litre Can-Am Chevrolets. Nevertheless, Siffert was impressive by virtue of his personal style and the reliability of the basic 917 concept.

The Penske/Porsche project began in earnest 8 months before the first 1972 Can-Am. Donohue who became the focal point of the entire effort began track testing at Porsche's Weisach facility in Germany. In totalled days, he spent two of the next eight months in Germany. As weather and scheduling became a problem, a second 917/10 was shipped to America and Donohue did more testing at Road Atlanta, Georgia, one of the Can-Am tracks. All early testing was conducted using the basic 5.4-litre engine for at that time, the turbocharged engine was little more than a highly advanced dream.

Mark Donohue is his own severest critic. He sets his own personal standard of achievement at the very highest level for there is really only one acceptable result-victory. As the focal point of the Penske/ Porsche Can-Am effort, Donohue's personal standard became the standard for the joint effort. As engineer/driver he was the final judge and since he more than anyone else knew of what the McLarens were capable, when he was satisfied that the Porsche was a winner, they were ready to go racing.

At first there was a very critical period of adjustment while the Penske/Porsche people got to know each other, for in each other's eyes they were definitely unknown quantities other than by reputation. The crux of the problem was whether or not Donohue et al would be just another set of "preferred customers" who would race the factory equipment or whether they were important and valued equals who had a part to play in the development process.

It was on the skid pad—an important first proving ground for the tough, analytical Porsche people as well as Donohue and ex-General Motors engineer Cox, that the marriage between Porsche and Penske Racing was consummated. They saw eye to eye on the importance of the skid pad. From then on, the Penske organisation was not just another bunch of "cut-and-try" racers but instead they were sane hard-nosed engineers worthy of respect.

With this gap bridged many things happened. Donohue suggested a larger rear wing than the Porsche staff felt necessary. But they tried it and found increased performance and from then on, ideas emerged, were tested, evaluated on their merits regardless of their origin and used or discarded accordingly.

An important point in time was the Riverside, California tests in January. Coming after successful record-breaking mid-winter tests at Road Atlanta, they were expected to support the indications that the 917/10 could match the Can-Am dominating McLarens. However, in normally aspirated 5.4-litre form, the Porsche was a dismal disappointment at Riverside. It was underpowered and at that point the success of the turbocharged engine programme became an absolute necessity on which the entire programme depended. Of the 9 Can-Am tracks, over half of them were pure and simple horsepower courses. The turbomotor had to work.

To begin with, engine development specialist Vallentine Schaeffer knew nothing about turbocharging but having personally developed every Porsche racing engine since 1964 he knew how to go about discovering its secrets and black arts. Starting from first principles he began a development programme for which few people will ever know the complexity of problems and frustrations. Jo Siffert had driven the first turbocharged flat-12 and found several seemingly insurmountable problems: throttle lag (of as much as 7 seconds) followed by enormous and unmanageable horsepower (at one point 1,088). In addition, the first efforts revealed that the engine would not idle and then once running when the driver lifted off for a turn, the engine ran on.

But Schaeffer was the man who carried on regardless. The delay in throttle response was reduced to the point that driver anticipation and correct gearing made it usable, the power was tamed, the run-on eliminated and the idle problem cured although the engine is still smoky while idling, a problem which will be cured next year. The feedback from Donohue to Schaffer tuned the engine to a usable form just as the feedback from Donohue to Cox and Porsche designer Helmut Flegel had tuned the suspension. In one instance, throttle response characteristics were improved by fitting another type of fuel injection pump which became known as the "happy pump" because once fitted, Donohue was happy.

The final turbocharger set-up featured two radial turbochargers feeding two long log manifolds which in turn fed the 12 cylinders. The secret of the development was a series of one-way valves which cut down the throttle lag and effected the responsiveness of the engine through its working range. Horsepower had been reduced to around 900-under for practice, tyre and suspension testing, over for qualifying and somewhere in between for the race. Horsepower output was simply controlled by turning the turbocharger wastegate screw and for racing the first consideration was fuel consumption.

The turbocharged engine became the key to the Forsche Can-Am success for once it was running, everything else fell into place. With as much as 200 horsepower more than the Chevrolet powered 8.1-litre McLarens, Lolas and Shadows, engineer Flegel could design a nigh downforce body which would literally glue the car to the ground. Thus the big rear wing and snowplough front, with horsepower to burn, transformed the original sleek 917 into a Can-Am winner.

It was not all as easy as it sounds for to achieve the correct aerodynamic and suspension balances still required days and days of skid pad and track testing but Schaeffer's turbocharged engine made it possible for Flegel, Donohue and Cox to tune the rest of the car to its highest level. Through the slow boring days of testing Flegel was often the one with the most patience to stick it out to find the ultimate combination.

Generally speaking, the Porsche was faster through slow and medium speed turns than its main competition the M20 McLaren as a result of its shorter wheelbase and the high downforce body. These benefits came at the expense of high speed handling where the McLaren excelled. With its abundance of power, the Porsche excelled in acceleration and top speed and in certain circumstances on braking as compared with the McLaren. Because of the greater thirst of the turbocharged engine, the Porsche went to the start line with more petrol and a resulting weight penalty but as the fuel load lightened this penalty disappeared and in fact it was only an apparent serious advantage on one occasion.

During the season the original turbo set-up was altered to use smaller turbochargers, giving better throttle response at the cost of less horsepower on two of the tight twisty tracks (Mid-Ohio and Laguna Seca). Late in the season, a medium size turboblower was adopted which replaced the original large one and gave almost as much horsepower but with greater throttle response.

Once the racing starting in June, it seemed only a matter of course that the Porsche would win. Donohue led the first race at Mosport from the pole position until a turbocharger valve stuck, forcing a pitstop to free it which dropped him to second at the finish. A minor fault had given Hulme in the latest Gulf McLaren the victory after team-mate Revson's engine broke its crankshaft with three laps to

Disaster struck the Porsche effort in private testing for the second race at Road Atlanta when Donohue crashed heavily, breaking his kneecap and putting him out of racing for some time. A spare chassis was hastily prepared and five days later George Follmer stood in for Donohue. Follmer became the Cinderella of the Can-Am for in the remaining eight events, he won five, started from the pole three times, set fastest lap five times-four of them lap records. He was unquestionably the Can-Am Champion.

Donohue, recuperated by mid September, ran the last four races, finishing 1st once, 2nd once and 3rd once while he started from the pole on his first outing. Of 13 starts for the works Penske Porsches, there were 12 finishes, the only DNF being when Donohue crashed after a tyre failed him while leading at Donnybrooke. In that same race Follmer ran out of gas while leading on the last lap and dropped to 4th in the finishing order. This was not his worst result for in his second race at Watkins Glen, the turbocharger valve again stuck and he was forced to make a pit stop which perhaps proved lucky for he had also started the race with the wrong tyres and Penske had made a wrong guess on the angle of the rear wing which saw Team McLaren run to their only one-two finish of the season.

Follmer's Cam-Am Championship was a foregone conclusion before the season was over but Donohue, even after missing four races still had a chance for second place by winning the last race at Riverside. Follmer had just waved his team-mate into the lead with 15 laps to go but Donohue suspected a puncture and the resulting unnecessary pitstop dropped him to third in the race and a disappointing fourth in the standings behind a second place tie between Hulme (McLaren) and Milt Minter (Porsche 917/10) which was broken in favour of Hulme by virtue of his two wins.

While Penske's L. & M. cigarettes-sponsored Porsches carried the German colours highest in the Cam-Am, the 917/10 in private hands was also a formidable competitor.

California Porsche stalwart Vasek Polak entered his normally aspirated 5.4-litre 917/10 for Milt Minter who after two races led the Championship standings. Later in the season with a turbocharged 5-litre engine Minter was even more of a threat with numerous high

placings which yielded his final third in the standings. Florida Porsche specialist Peter Gregg had similar results with his 917/10 which was updated first with a 4.5 turbomotor and then later with the latest works style high downforce body. Gregg's best placing was a third but he missed three races when his car had to be returned to Stuttgart for repairs after two unfortunate crashes.

Against the Porsche strength, the best that Team McLaren could manage was two victories for Hulme at the beginning of the season when the Porsches were at their weakest. Once on form the Porsches could not be beaten. Although Hulme challenged several times the M20 McLaren was no match for the more powerful 917/10. On one occasion, McLaren honour was saved by Francois Cevert driving an ex-works (1971) M8F McLaren who won the Donnybrooke race when Donohue crashed and Follmer ran out of gas.

Porsche's Can-Am triumph was an expensive undertaking. As McLaren team manager Teddy Mayer was quick to point out, while Team McLaren races to make money, Porsche races to enhance the prestige of the company. Although it can be said that the team that probably spent the most money won the Can-Am, it must not be overlooked that in the past Team McLaren was spending the most money in order to field a good team and in the process won the Can-Am. One important reason that they were never seriously challenged in five years of racing in Can-Am was the simple fact that no other team ever attempted to field as strong an effort.

For comparison, a single Porsche turbocharged engine is valued at more than a ready-to-race McLaren car. Porsche's 1972 Can-Am success means that Can-Am will never be the same again for the cost of winning has risen many times and future fields will clearly show this.-F. D. S.

#### RALLY REVIEW-Continued from page 1359

With a few organisational rough edges smoothed off, the POR will be on a par with European counterparts, though distance is likely to put it as far out of reach of private drivers as the Safari.

ON SATURDAY, December 2nd, the world's most popular rally will start from the racecourse at York. The RAC International Rally of Great Britain attracts a field of competitors such as no other event can muster, including crews from nearly every country in Europe and Scandinavia, South and East Africa, Turkey and New Zealand, and there are even entries from two major motor manufacturers in Japan. The popularity of the event stems directly from the nature of the special stages, the majority of which will be run on the unmetalled roads through Britain's State Forests. Indeed, well over 300 applications were received for the 180 places, and the provisional entry list runs to 200 pairs of names.

Motor manufacturers directly represented by their own works cars include Saab, Lancia, Fiat, Ford, Datsun, Toyota, Wartburg, and British Levland, and there are strong dealer or concessionaire entries representing Opel (Sweden and Finland), Volvo (Finland), Vauxhall, BMW, Citroën (Austria), Skoda, Moskvich and Chrysler UK. Furthermore, these are backed by the best of Britain's amateur or privately sponsored drivers, and the whole entourage, with their various support vehicles will be a spectacle worth seeing as it moves around the country between Saturday and Tuesday.

In the past Motor Sport has been unable to provide a detailed guide to this, the biggest international sporting event to take place in Britain, mainly because specific details of the itinerary are always kept secret until shortly before the day of the start. However, this year the event has been moved from the middle of November to the beginning of December, and we are thus able to provide details of at least those controls and special stages where provision will be made

In each case, spectators should follow the directions of rally officials. In the case of forest stages, spectators will only be allowed to enter the stages on foot. They are asked not to bring very small children or dogs, to take their litter home with them, to stand well up on the banks clear of the road and of places where a car might be expected to land if it left the road, to keep well away from trackside log piles, not to smoke and to respect the property of the Forestry Commission.

On December 1st, York Racecourse will be the scene of considerable activity as competitors and their supporters assemble for documentation and scrutineering. The rally itself begins the following morning with the first leg through North Wales, South Wales, the Forest of Dean and returning to York via the Midlands on Sunday evening. The second leg, from Monday morning to early Tuesday evening, takes in the forests of Yorkshire, Northumberland, the South of Scotland and

the Lake District.

The RAC Rally is a qualifying event in the International Championship for Makes, but deciding points are not really at stake on this occasion for Lancia has already clinched the series, first by winning the Sanremo Rally in October and secondly because its immediate rivals scored no points in America's Press-on-Regardless Rally in November.-G. P.

Stage/ Control	Venue	Map Reference or Location	Approx. time first car	Date
Start	York	Racecourse	09.00	2/12
SS1	Brambam	97/401406 to 97/426401	09.20	47 1.4
SS2	Harewood	96/322444 to 96/302453	09.55	
SS3	Esholt	96/196385 to 96/182404	10.10	
TCI		Park north-bound side only—	10.10	
101	Charnock			
	Richard M6	use pedestrian footbridge	120.00	
MC2	service area	to reach control.	12.10 14.25	
	Prestatyn	Pontin's Holiday Village		
SS4	Prestatyn	108/068830 to 108/041827	(3)-25-25-35	
SS5	Great Orme	107/782832 to 107/760832	16.43	
SS6	Colwyn Bay	107/856782 to 107/870787	17.10	
SS8	Clocaenog 2	108/040535 to 108/005531	18.20	
SS12	Coed-y-Brenin I	116/718272 to 116/715277	19.30	
SS14	Dyfi	127/755064 to 116/846099	20.15	
MC4	Machynlleth	Wynnstay Arms Hotel	21.00	
SS24	Serridge	142/638155 to 142/614121	06.10	3/12
MC6	Aust	Motorway Service Area	07.00	
SS27	Blenheim	145/452155 to 145/427187	11.00	
SS28	Silverstone	145/670427 to 145/671423	11.45	
TC3	Corley	M6 Service Area	13.00	
SS29	Sutton Park	131/091955 to 131/110986	14.20	
SS30	Donington	121/429258 to 121/429258	15.20	
TC4	East Midland		ASSESSED NAME	
	Airport	121/458260	16.00	
MC8	York	Halfway Halt-Racecourse	19.20	
Re-start	York	Racecourse	09.00	4/12
SS33	Castle Howard	92/711695 to 92/713700	09.26	
SS40	Pickering	92/797922 to 92/795943	12.00	
SS41	Cropton	92/797950 to 92/767907	12.10	
TC5	Helmsley	Section of the sectio	12.40	
SS42	Ingleby	86/577036 to 86/592059	14.20	
MC10	Scotch Corner	- Charles and Char	15.30	
SS45	Hamsterley	84/079309	17.55	
SS46	Redesdale	70/783011	20.20	
SS54	Kielder	Finish at 70/609964	21.25	
SS58	Forest of Ae	75/982894 to 74/462928	00.05	5/12
MC12	Turnberry	THE PERSON NAMED IN TAXABLE PARTY OF TAXA	03.00	SW02
TC8	Castle Douglas		08.00	
MC14	Carlisle	100 M	10.30	
		Finish	17.10	
MC16	York	L.1111211	CENTRE MO	

SS = Special Stage TC = Time Control MC = Time Control and meal stop

CONTINENTAL NOTES—Continued from page 1358

have their own man on the spot, for in the past decisions have been made by Constructors and Drivers groups and the race organisers or the circuit management have been presented with a fait accompli, which they did not always agree with. Eventually, there will be so many committees, associations and unions, that meetings will occupy everyone full time and there will not be any time for actual racing, and that could solve a lot of the problems of today.-D. S. J.

#### Road Impressions of-

## The Hexagon Elan Sprint and The Datsun 160B

OF ALL THE cars we have tested in recent months few have attracted anything like the attention of the Hexagon Elan Sprint Estate. Readers of MOTOR SPORT may already have seen photographs of the car in our advertisement pages and we were keen to try this exciting vehicle for ourselves. We knew it was an exciting car simply because any normal Elan Sprint is an enormously thrilling and evocative car to drive and an Estate version seemed to be an extremely sensible derivative.

To fill in the background one should first mention that Hexagon are based at 26 North Hill, Highgate, London N6 and are one of the larger distributors of Lotus cars. Apart from this they have sponsored a couple of Historic Sports cars as well as a Mini and also backed John Watson's Formula One March at the October Brands Hatch meeting. The go-ahead young directors still enjoy motoring, particularly in Lotus Elan Sprints, but they found their opportunities to drive the cars were dwindling with the increasing size of their families. Naturally an alternative is the Elan +2S which certainly offers extra accommodation but does not compare in sheer terms of overall compactness, acceleration and particularly outright agility. After all, an Elan Sprint compares with a Ferrari Dino on acceleration up to 60 m.p.h. and the road holding is superb,

The Hexagon directors and, in particular, Roger Perks scratched their heads and the idea of the Sprint Estate was formulated. As Hexagon already had a large crash repair shop which specialises in glass fibre work it was decided that converting cars at their own premises would be no problem. Thus the new shape was conceived, with perhaps a little Scimitar GTE influence, (Hexagon sell them as well) and very effective it looks too. The shape has made possible the provision of a flat carrying platform which runs from behind the seats to the rear bumper although a space is left behind the driver's seat for stowage of tools, map books etc. The rear tailgate aperature hinges from the roof down to bumper level, thus allowing a comfortable loading height. What Hexagon have not tried to do is to make the Elan Sprint into a four-seater, there is no provision for anyone other than the driver and the passenger but that extra Estate space is ideal for the young married man. There is plenty of room for a carrycot or baby seat or for bulky objects like golf clubs, surveyors equipment and that kind of thing or an enthusiastic motoring dog. The conversion includes a heated-rear-window and washer and wiper.

Naturally such a conversion involves a good deal of major surgery around the rear end of the existing Elan and to see a car in the middle of the job is quite horrifying. After removal of the front and rear-window glass, seats, carpets, trim, petrol filler, battery and various other equipment the rear of the body is cut off. A one-piece fibreglass moulding produced by Specialised Mouldings of Huntingdon, of the exterior estate shape, is positioned with a jig and bonded into place. The entire section is double skinned and the roof has a foam polyurethane layer laminated in which adds strength and acts as a damping medium. When all this is finished, just like they say on the Morecambe and Wise Show, "You can't see the join"! The tailgate is manufactured from three mouldings and is strengthened internally with a steel tube. A new wiring loom is installed in order to cater for the changed position of the battery and the addition of the rear wiper and heated rear window. Then it is a matter of fitting all the glass, new window frames are made specially, and retrimming the inside. No suspension or other mechanical changes are made.

The unladen kerb weight is increased by about 42 lbs. but the extra weight is offset by what is certainly a better aerodynamic shape. Thus Hexagon reckon that a slight improvement in both maximum speed and fuel economy may result although this would only be marginal. What do Lotus think about it? The official reaction from Sales Manager Barry Carter was that they are all for it, particularly



ELAN ESTATE. Hexagon's conversion gives the Lotus Elan Sprint a distinctive look. There isn't the remotest trace of the surgery necessary to effect the change.

if it sells more Elans. The prototype has been to the factory where it was looked over with interest and, of course, the normal Lotus guarantee is not invalidated although Hexagon are responsible for anything that might go wrong with, for instance, the rear-windscreen

On the road we found the car we tested, the second to be built, performed exactly like an Elan Sprint with the exception that it definitely did feel more stable on the Motorway at high-speeds. The Estate rear also means that the rear view mirror has to be re-positioned and the new position was certainly not very satisfactory but this is easily remedied

However, our one major criticism concerned the hydraulic rams that held up the rear door. These are actually the same as used on a Scimitar GTE where they only support a window and frame. In the case of the Hexagon Estate the structure is heavier and the rams could not hold the weight-others of more sturdy dimensions need to be adopted. The rear suspension strut housings do, naturally, intrude somewhat into the estate area but not to any great degree.

The advantages of the Elan Estate are numerous and the car obviously has a wide appeal. But there is one major snag and that is the price. As has been explained the conversion is a major job. The cost of converting a new car purchased from Hexagon is £595, which brings the total price up to £2,430 if the car is originally constructed from a kit, even more, if not. This is very similar to the price of a Reliant GTE (fully built up) but cheaper than an Elan +2S. But Hexagon do not really see the Elan Estate as a direct competitor to the Reliant model which they feel appeals to a different sector of the market. Of course, the whole operation might be more economical if one had an Elan Sprint with the back end damaged and someone's insurance company happened to be footing part of the bill. So if we see someone doing a crash stop at a zebra crossing when we are following a little too close behind we might just think they had been reading this article! Seriously the Hexagon Elan Sprint Estate will surely have a great deal of appeal to the many really keen Elan owners who have a nagging suspicion that it is about time they bought something. more staid simply because they need the space.-A. R. M.

IUST BEFORE the London Motor Show opened, Nissan-Datsun's new Publicity Agents in this country offered one of the latest Datsun saloons for road-test and being cosmopolitan in my motoring outlook and aware that it is now a case of Europe versus the rest of the World, I accepted. The medium-sized coke-bottle-waisted family saloon in a nice shade of olive green Amino alkyd enamel, was delivered promptly and in good order. It has an impressive specification, embracing an alloy-head overhead-camshaft four-cylinder 1,595 c.c. engine and coil spring suspension by trailing arms at the independent rear end. Everything about the car is well contrived. Before the driver there are threeanonymous instrument dials, a clock, a similar-size speedometer with trip and total mileometers and a combined fuel and temperature gauge. To the left there is simulated wood panelling with an easy-to-open useful cubby hole with non-lockable lid and shelf below it, and in the centre of the facia an open stowage well and the the easy-to-understand controls for an efficient heater, with three-speed blower.

The facia abounds in plastic pressings, curved outwards towards the nearside for convenient driver observation. There are well-devised airvents at the extremities and two more in the facia centre. The doors have sill-locks with finger grips and very well-placed pull-out interior handles, and good lift-up external handles. The gaitered central gear lever controls a fairly smooth-functioning gearbox, (lift for reverse) the clutch is light, and although the hand-brake is the old-fashioned pull-out-and-twist, fly-off type on the facia, for left-hand operation, it is well-placed and convenient unless you have enormous hands. There is also a pull-up choke-cum-hand-throttle, and a l.h. stalk for turn indicators and for lamps selection, with a flick action for dip or mainbeam, once a lamps-knob convenient to the right-hand, as are the wipers/washers knob and tiny hazard-warning knob, has been used.

The boot is self-locking and the mighty bonnet props open to reveal accessible sparking plugs, fillers, dip-stick (no oil required after 750 miles) and Hitachi battery. There are dual head-lamps. The h.t. leads pass through a grid on the top of the valve cover and that to No. 4 plug is somewhat in the way of the dip-stick. The plastic front seats are very comfortable and have lever-type squab adjusters. There are carpets, two keys for excellent locks, and a lockable fuel-filler flap. The painted door sills which clash with the "wood" facia, lack of vanity mirror and non-anti-dazzle mirror, absence of over-rider rubbers and ugly wheel knave-plates are noticed but generally this Datsun is a well-made and nicely-contrived car. There are good window winders and door pulls-cum-arm-rests.

The engine likes some choke for some time from cold. It revs. freely but is somewhat noisy, and lack of low speed torque called for care in step-off. On British Motorways it becomes a bit breathless and throbby at top pace but there is useful acceleration and the cornering is good, the i.r.s. providing a good follow-through line with no real roll but a good deal of initial understeer. The disc/drum brakes are effective. Fuel is fed by a Nikki mechanical pump and the radiator is a Nihon, filled with Nissan-Datsun anti-freeze. Petrol thirst in local running with several cold starts came out at 28.3 m.p.g. of 97-octane and the tank gives one over 325 miles once it has been topped-up. The horn pushes are a trifle near the end of the steering wheel cross-spoke, so that occasionally it sounds off when unwanted; the steering is light but vague and rubbery, at three turns, lock-to-lock, plus sponge. The tyres were 13 in. Dunlop SP68s, the number plates Hill's. This Japanese five-seater saloon points the way the opposition from the Orient is shaping, for it is a convenient and likeable car, rather akin to the older Vauxhall Vivas in performance and with a pleasantly light feel to it; but the noise and lively ride render it fatiguing on long journeys. The price, as tested, is £1,154.31. A useful car but not, I think, one that represents any particular challenge to European factories.-W. B.

#### THE VSCC LAKELAND TRIAL (November 4th)

ONCE AGAIN "Mac" McKenzia proprietor of the Kirkstile Inn at Loweswater and his gallant staff have had to steel themselves for the annual onslaught of the VSCC trials fraternity to the Lake District. Last year, when he had just taken over the hotel, not only did the VSCC contingent drink almost all of his beer, but somehow they also managed to consume the hotel's supply of cold water, so the residents were all cleaning their teeth in hot water in the morning. This year the hotel was on mains water, thus the supplies of this commodity just about equalled that of the beer.

The main object of the weekend, the trial, was held in fine weather against a background of incomparable mountain scenery. Dick Smith and Frank Rushton had the organisation running really slickly, with an absolute minimum of waiting at each hill, and despite an entry of 65 and only 4 non-starters, the event finished with plenty of daylight to spare. Unusually there was only one 30/98 Vauxhall entered, Humphrey Milling's, but there were no less than three Bentleys, the drivers of which were determined to redeem the good name of the marque by getting to the top of the notorious Drum House hill rising from the slate quarry at the top of Honister Pass. No Bentley had yet climbed that hill clean, though it has never apparently presented problems to 30/98s. John Nutter had entered his Speed Six (big enough to give any marshal heart failure on sight, before even attempting to push it out of trouble), Bill Cheston had his 41, and Randal Stewart had brought his racing 3/4½ down from Scotland with a clean ascent of the Drum House his main objective. This car proved too light at the back for most hills as did another VSCC "racer", the 1928 Chrysler of the Whittaker brothers, though this problem was solved by Ivor Phillips who filled the rear compartment of his 1929 Silver Eagle Alvis Special with rocks specially provided by the Cumberland landscape. Another VSCC "racer" present, though not competing, was the Lagonda Rapier of committee member James Crocker, who drove it up from London to marshal.

Askhill saw 16 cars make a clean climb, and 21 made it at Wood Farm. Fifteen were successful at the first Whin Fell section, but the second section started to sort out the men from the boys with only six clean climbs in Class A, for the more sporting cars, by the Frazer Nashes of Leslie Winder, Stoyel, Harris, Giles (who had a "grumbling" bevel box) and Arnold-Forster, plus the sports Jowett of John Box. In Class B, for the longer chassis and more touring cars, only Cyril Hancock's 1927 OM was successful.

At the end of the morning it was seen that only two cars had scored maximum points of 80 with clean climbs on all four hills, the 1926 Frazer Nash of Leslie Winder and the 1928 Frazer Nash of Nigel Stoyel. In the long chassis and touring class equal points on all hills amounting to 70 marks were scored by Bernard Kain's 1929 Type 43a Bugatti with Type 44 engine and David Marsh's 1922 sports Morris, and these were thus the leaders for the Kirkstile Plate award.

As its driver explained, easily the fastest car before it had failed on all the hills except one was the Special consisting of a vintage Lea-Francis chassis with a 31-litre SS100 engine driven by Chris Winder, son of Leslie. Perhaps for this reason Chris was amongst the last to leave the bar of the Kirkstile for the afternoon sections, though he himself said that this was because he was sucking "too-good-

Only two cars made clean climbs of one of the Lanthwaite Green sections, Nigel Stoyel in his vintage Frazer Nash and Peter Still in his 1937 TT Replica. (For those who are wondering, this report is not sponsored by Bill Aldington's advertising department), After crossing the mountain stream here, Leslie Winder experienced chassis flexing when one front wheel went up a bank and a chain came off. As he was putting the spring link back, Leslie's glasses steamed up, so the link was expertly snapped into place by Assistant Secretary Iim Whyman-just part of the VSCC "get-you-home" service-but Leslie's score on that hill was only 2. The other hill at Lanthwaite Green was a complete stopper, the long chassis cars all scored single figures, and Peter Still put up highest marks of 15.

The Drum House was certainly not a complete stopper, but it kept its unfailing popularity, especially as its summit was high enough to be immersed in cloud by the time the last dozen or so cars went up. F.t.d was undoubtedly put up by the Leaf-SS of Chris Winder, who must have finished all his mints by now, and Randal Stewart became the first Bentley driver ever to get to the top. 17 short chassis cars made clean climbs, and the successful amongst the long chassis entries were Milling (Vauxhall), Marsh (Morris), Kain (Bugatti), Hyland (Silver Eagle Alvis), Hancock (OM), Hamilton-Gould (Austin 7) and Connock from Scotland in his Austin Heavy 12, very commendable effort this. Peter Still on his 'Nash scored 14 and thus just missed a 1st Class Award, and John Nutter on the Speed Six did well to score 15 points, whilst Bill Cheston's 4½ was awarded 14.

At the end of the day Nigel Stoyel, last year's runner-up, turned out to be the well-deserved winner, and Leslie Winder, who has been competing in VSCC events like this since about 1936, won a 3rd Class Award and the new R.P. 1951 Cup, given by Roy Paterson for the competitor finishing the trial with the longest unbroken VSCC

The evening was enlivened by a firework display and bonfire outside the Scale Hill Hotel, but the VSCC tradition of burning a modern car in effigy was not carried out-or if it was the car had gone up in smoke before your reporter had arrived.-PMA Hull.

#### Results .

Kirkstile Trophy and First Class Award: N. J. W. Stoyel (1928 Frazer Nash). Kirkstile Plate and First Class Award: B. B. D. Kain (1929 Bugatti). R.P. 1951 Cup: W. L. T. Winder (1926 Frazer Nash).

First Class Award: R. G. Winder (1930)2 Austin), D. P. Harris (1926 Frazer Nash), D. R. Marsh (1922 Morris), and C. Hamilton-Gould (1925 Austin).

Second Class Awards: P. W. Still (1937 Frazer Nash), F. G. Giles (1928 Frazer Nash), N. Arnold-Forster (1925 Frazer Nash), D. Weeks (1929 M.G.), C. J. Hancock (1927 O.M.), and D. Fielding (1929 Austin).

Third Class Awards: W. L. T. Winder (1926 Frazer Nash), R. Reed (1930 Austin), R. Buttle (1929 Jowett), R. J. Odell (1933 Riley), J. A. McEwen (1930 Riley), and H. Milling (1924 Vauxhall).

## Drag Racing —The State of the Art

What is happening on the imile in California and Britain.

FASTEST IN BRITAIN.—Denis Priddle does a "bleach out" before a run at Santa Pod, This helps make the tyres more tacky—see story.



DRAG RACING never hits the headlines in Britain and even the big meetings are lucky if they get as much as a mention in the weekly sporting periodicals but, nevertheless, interest is growing all the time particularly now that Dennis Priddle and Clive Skilton are, at last starting to approach the roaring quarter-mile times being recorded on the drag strips up and down the USA. One problem is that in America the evolution continues, particularly now that the rear-engined designs are sorted out. Soon the magic 5-sec. barrier will be broken and a couple of months ago the Pay 'n' Pak top fuel dragster driven by Jerry Ruth scorched down the drag strip at Indianapolis to record a quickest ever E.T. (elapsed time) of 6.06 sec. It is just a figure certainly, but count six slowly and then imagine a 1,500+ b.h.p. projectile spitting flames and accelerating from rest to over 200 m.p.h. in that space of time. It is awe inspiring!

As was mentioned briefly in last month's issue I was fortunate enough to be in California at the time of a big meeting at Irwindale Raceway, just one of many strips dotted around California, which is the home of drag racing although it is a very popular spectator sport up and down America. Rumour would have it that drag racing all started with the moonshiners hotting up their vehicles in the prohibition days to make sure they weren't apprehended by the police. It makes a good story anyway!

The sport has come a long way since then and it was the present state of the art that we wanted to investigate at Irvindale, on the occasion of their 7th Annual Grand Prix. The main programme featured 32 Top Fuellers and when they had been reduced to 16, then to eight, then to four, then to two, the winner of the final run-off would pick up \$2,000 plus contingency money although the big prize is often higher. There was also a Funny Car invitation with eight of the best competitors in the country.

A quick wander into the paddock soon served to prove that the drag racing set is a very esoteric sport. They have a language of their own and one listens in to the conversations only half understanding. Almost to a man (and a woman) they are dressed in jeans and the most bizarre and colourful tee shirts one could ever see. There are multi-coloured montages denoting the great successes of their teams, other shirts list endless suppliers and proclaim allegiance to Hank the Crank, Hooker Headers and Kool-Fuel Racing Products. One catches snatches of conversation "The Ace has switched from Keith Black to Ed Pink" and one wants to be let into the club. But it is a different club from Grand Prix racing although, in many ways, the mystique and creed is

However, my impression was that the machinery comes first and those brave men who sit and exercise the ultimate perfection in clutch and throttle sychronisation, and then have their eyes pushed back into Each machine has a name, often after either the car owners or constructors, or both, and it is that name that the commentator shouts as the cars line up. "We have Stammerjohn & Shoemaker and Cvr & Schofield staged" or "that was Beck, McLean, Lawrence with the bleach-out". In the paddock the mechanics are busy round their machine, checking the clutches with dial gauges, mixing that explosive mixture of 80% nitro-methane and making sure everything is ready for "the pass".

What does the spectator in the Grandstand see for his 5 dollars? The best seats are obviously adjacent to the start on the pits side. At Irvindale the paddock is at the far end of the strip and the two competitors, if they are top fuel dragsters, are pushed down the pits road adjacent to the strip by a support truck just crawling with mechanics and helpers. During this process the driver will drop the clutch and bump-start the machine. With a bit of luck eight red flames will leap from the exhaust stubs and, as he blips the throttle, the hue will change dramatically as they flicker and flash particularly at night when much of drag racing is held. The noise is a deep burble which comes from somewhere down in the bowels of the Supercharged Chrysler Hemi 7-litre engine, which is in universal use although slight variations in size are tried. The beautiful smell of nitro wafts across to the spectator and the eyes water.

If it is one of the new rear engined rails then the driver sits impassively ahead of the engine wearing a standard Grand Prix driver's full face helmet. If the dragster belongs to the older front engined school he will be perched behind all that smoking hot machinery, hardly able to see ahead of him because of the supercharger, and the flames of the exhaust. He will be wearing an open face mask with goggles and breathing equipment and looking for all the world like something out of a science fiction film. But in either case the long chassis will bend in the middle, gently springing up and down as the car, with its minimal turning circle, is manoeuvred into position.

Then comes part of the new technique of drag racing. Any readers who remember the American team when they came to Britain in 1965 may recall that part of the art was to use the spinning of the tyres as a second clutch. But now the cars rely on glueing the tyres to the track and, if too much power is applied and the wheels start to smoke and spin, then all is lost. Half the fun of drag racing these days is the procedure leading up to run and is all aimed at achieving this maximum grip. This preliminary is called the bleach burnout. The car will be lined up some way behind the starting line and a pool of household bleach (or specially developed traction compound) poured in front of each rear wheel and the car then rolled onto it. The driver then makes an ear shattering start, the bleach reacts chemically with the hot rubber produced by spinning the wheels, this makes a sticky surface to the tyres and naturally great weals of rubber are left

down the track, and plumes of smoke billow out behind. Anyone walking across the start line with rubber soled shoes would find themselves riveted to the spot.

After a couple of seconds the driver shuts off and his helpers rush to push the car back to it's starting position and accurately line it up with the starting beam. The amazing traction that can be obtained with the bleach out technique means that low axle ratios can be used to provide greater torque at the wheels but this also produces high revs at the finish line. This problem is somewhat alleviated by the tyre construction. Low pressures and flexible side walls combine to produce a huge footprint at low speeds but, as the speed builds up, centrifugal force tends to deform the tyre to such an extent that the rolling radius is increased by 3-4 inches and thus gives the car, in effect, an overdrive.

Now the two machines are ready for the vital runs, the drivers blipping their throttles to make sure the 1,500 b.h.p. is ready to answer to the call. The cars are lined up in front of the timing gear and then the Christmas Tree starting lights flash through their sequence and onto green. With a shattering roar that sends everyone clamping their hands over their ears the two dragsters disappear down the strip. About 50% of the time both dragsters actually make it to the end of the run and "pop" their parachutes. However, they are temperamental beasts and often the runs are abortive for a number of reasons. The start may have been jumped or the driver may have made a mess of it, giving it either not enough or too much power. Sometimes the strip deteriorates during a meeting, particularly after an engine has blown up and dumped its oil, and this can make everything difficult for the driver. But often as not the fault is with the machinery for the engines regularly fail, sometimes just burning a piston, other times exploding into pieces. The clutches give up, as do other parts of the transmission. At Irvindale one dragster was half way down the strip when there was a great shower of sparks and a catherine wheel like a red hot object flew into the air. The commentator, who had no doubt seen it all before coolly announced "We have a clutch in the left hand lane"!

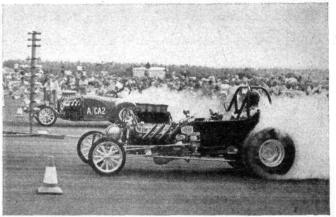
The Top Fuel dragsters and the Funny Cars tie for the affection of the crowd. The Funny Cars are slightly slower but more spectacular, if that is possible. Basically they are top fuel dragsters in most respects but the chassis are shorter and covered by thin glass-fibre replica bodies of American saloons. This gives plenty of space for the most fantastic paint jobs imaginable, in fact the decorating of these cars in California is a cottage industry all on its own. When the Funny Cars do their burn-outs the smoke collects in the body and then billows out behind. The amazing thing is that the Funny Cars are less than half a second slower than the Top Fuellers.

The rest of the programme at a big meeting can be made up with various other categories like Pro Stock, which caters for highly tuned saloons, which have to retain the original steel body shell but little else, the humorous competition altereds which tend to have started life as Model T Fords, and then there are countless categories for much more standard equipment, which take part in the Bracket Racing whereby they estimate the time they will take for the quarter-mile and then have to equal it. I personally found all the Bracket Racing rather boring and couldn't wait for the next round of the Top Fuel and Funny Cars, The trouble is that once these cars have made their pass, they need to cool down and receive a good deal of attention before they can run again. Thus the Bracket Racing fills the time in between.

The big revolution from front to rear engined Top Fuel cars started only two years ago following an unsuccessful attempt about ten years back by Tony Nancy. He found that the car was completely unstable and lethal so the idea was dropped. But once someone got the calculations right it all fell into place for, obviously, the rear engined dragster



TOM McEWEN'S Funny Car is readied for a run at Irwindale. Note glass-fibre body hinged forward.



A PAIR of Competition Altereds-a favourite category at Santa Pod,

is very much safer for the driver and vision is much better. The revolution is not yet complete and at Irvindale there were some very competitive front engined cars, and one made it through until the last four. But it was noticeable that there were several brand new rear engined rails and the front engined devices are obviously on their way out. The next move will surely be towards totally enclosed and aerodynamic dragsters and at Irvindale there was a very impressive device in which the driver was actually in an enclosed cockpit.

As was mentioned earlier, the American dragsters are approaching the 5-sec. barrier. There is Ruth's recent 6.06 sec. run while, on the West Coast, a young 19-year-old newcomer by the name of Randy Allison has been down to 6.13 sec. and has been doing a great deal of the winning lately. At the Irvindale meeting, however, he ran into trouble and on the day another youngster from Honolulu by the name of Phil Soares won the Top Fuel category after the opposition blew up half-way down the strip in the final run-off. Earlier on in the eliminators Soares had made a pass at 6.21 sec., crossing the finishing line at around 230 m.p.h. One has just got to be impressed by that. But the highlight of the evening was the very last run, the Funny Car final. There was Ed "The Ace" McCulloch in his Revolution Kits sponsored car and Tom "The Mongoose" McEwen who is sponsored by the rival Hot Wheels firm. When the green light came on the pair went down the strip side by side all the way to the end of the quarter mile and the naked eye just couldn't detect who had won. But the electric eye gave the verdict to "the Ace" with a 6.69 sec. and a terminal velocity of 210.76 m.p.h. It was one of the most exciting things I have ever witnessed in motoring sport.

#### The British Scene

In comparison, of course, the British drag racing scene is very small indeed but is growing all the time and recent advertising on Radio Luxembourg has boosted attendances at the only permanent drag strip which is at Podington in Northants. In the best American tradition this strip is actually called Santa Pod. There are a couple of meetings each year at other temporary strips like Blackbushe aerodrome.

There are only four or five Top Fuel dragsters operating in Britain at the moment and the fastest two are undoubtedly Dennis Priddle, who has a front engined rail sponsored by John Woolfe Racing, and Clive Skilton who has the Team Castrol backed rear-engined device. The competition between this pair has had much to do with the rising speeds which are now almost comparable with America. Priddle is now down to 6.6 sec. while Skilton's best is 6.8 sec. to date and he is still sorting out the car. Meanwhile Alan Herridge, with his rail called Firefly, is starting to give the pair something to think about having recently fitted a new engine. Others are on the way and next season could see as many as eight Top Fuellers. The only Funny Car in Britain unfortunately had a huge accident on its debut run and was badly damaged but it is being repaired. Obviously in Britain there is a problem with parts, particularly for the Chrysler Hemi engines, but there are plenty of other dragsters with engines ranging from Mini Cooper to Jaguar and some put up very respectable times indeed.

For information on British meetings why not contact the National Drag Racing Club at 239 Windsor Road, Hillingdon, Middlesex, or the British Drag Racing & Hot Rod Association at 55 West End Court, West End Lane, Stoke Poges, Bucks., who organise the Santa Pod meetings. The last meeting of the year took place about three weeks ago but next season should be bigger and better. It might not be quite like California but it is certainly going in the right direction.—A.R.M.

#### AROUND AND ABOUT

#### Comment on the Racing and Club Scene

#### Astonishing Russian

IF I HAD suggested a year ago that a Russian car was going to win two British racing championships I would have been considered, at the very least, something of an optimist. When the Group 1 regulations were announced few would have foreseen that there was any hope of the Moskvich 412 being remotely competitive. Apart, that is, from Satra Motors who import the cars into Britain. They were alone in realising that this 1,500 c.c. family saloon would obviously run rings around the other 850 c.c. and 1,000 c.c. cars that were eligible for the up-to-£600 untaxed category. Satra Motors managed to tempt MRS Chief Instructor, the vastly experienced Tony Lanfranchi, out of retirement and London's Kensington Close Hotel (which is to be highly recommended) joined in to sponsor the project. A second car was also run and amongst several different drivers encouraged to propel it was none other than John Webb, Managing Director of Brands Hatch et al.

The team decided to enter both of the Group 1 Championships, the Britax one held at BARC metings and the Castrol equivalent. In all, Lanfranchi drove the maroon 412 on 29 occasions at nine different tracks and only once did he fail to win his class. The Moskvich never retired and never got involved in any accidents. It was a quite astounding record and last month Satra Motors held a reception at the Kensington Close Hotel, naturally, to celebrate the victory. Members of the Russian trade delegation were present and several awards were made although, as far as we know, Lanfranchi was not given the Star of Lenin. Seriously, Satra Motors and everyone concerned, are to be congratulated on an excellent year of motor racing.

Meanwhile a recent meeting was called by the SMMT at the request of British Leyland, Chrysler, Ford and Vauxhall to discuss the future of the Group 1 category with the RAC, and various recommendations were made. These included important changes like the fact that only current production models should be accepted, that the price classes would be determined by the show-room price, not pre-taxed price, and that standard seats and tyres would be mandatory. Recommendations were also made regarding the policing of the regulations and it is hoped that the RAC will adopt and put into force the meeting's



RUSSIAN RACER.—Tony Lanfranchi pictured at the Mallory Park hairpin with the Satra Motors/Kensington Close Hotel Moskvich 412 which won on 28 occasions in 1972.

#### Pearson is Vandervell Novice

Vandervell Products Ltd., now a part of the GKN combine, still keep a very active interest in motor racing even if the Vanwalls are just a fading but glorious memory. This year Vandervell have sponsored a unique Novice award, for Silverstone meetings only. More than 70 novice drivers registered for the championship and the result was in doubt right until the last meeting. The award rested between John Pearson, who drives a much modified Jaguar XK120 in Production Sports Car events, and the young Formula Forder Doug Bassett who races a Nike Mk. 6. Earlier in the season another Formula Ford driver, Dave Ferris, looked as if he was going to carry off the honours

but in August he was injured in a most unfortunate accident when a plastic marker with a lump of concrete on the end was thrown up and hit him. The former kart champion has been unable to race since.

So the Vandervell Award was between Pearson and Bassett and depended on how well they did overall in their respective races. As it happened Bassett looked as if he might win his race until he spun off and crashed while Pearson finished second in his race and thus took the title. At the start of the season neither driver had obtained six signatures on his licence, one of the conditions of the competition. Vandervell intend to repeat the scheme again next year.



SUPERMAN Ian Taylor with the painting he won at the BP function. Taylor will be racing in Formula Three during the 1973 season following his long apprenticeship in Formula Ford.

Ian Taylor, the 25-year-old Newbury, Berkshire driver, has certainly been receiving plenty of attention since he clinched the British Oxygen Formula Ford Championship. Last month we reported that he had won the third Grovewood Award and now he has been voted BP Superman of the Year. This he celebrated by rushing off to Snetterton with his Dulon and winning the big Formula Ford Festival which features races for almost 100 of these 1,600-c.c. single-seaters.

The Superman award is the culmination of the year's BP Man of the Meeting competition. This idea was started last season and it proved a great success and has continued to be so this year. At twenty selected meetings, a panel of motoring journalists selected a "man of the meeting"-not necessarily the winner of the race but someone who gave the best display even if he did retire with a lap to go. Of these twenty, Taylor was singled-out as the Superman and was presented with a painting by Louis Stanley at a function last month. The scheme was also tried at a number of motor cycle meetings and a similar award was made to the up-and-coming rider Mick Grant.

- Castrol held their annual club film preview in November and the three new films are now available from their library. One film deals with the Austrian Grand Prix and will surely convince many British spectators that this is THE continental race to visit next year. A second film features various motor sporting events from drag racing to rallying, naturally all have Castrol involvement, while the third caters for motor cycle fans and shows four different kinds of two wheel competition. More details from Castrol Film Library, High Road, Cowley Peachey, Nr. Uxbridge, Middlesex.
- Michael Turner has produced yet another fine set of Christmas cards all depicting motor racing scenes including Beltoise's classic drive at the Monaco Grand Prix this year. Posters are also available and if you haven't bought any Christmas cards yet it is about time you wrote to Studio 88, 98 West End Lane, Harrow, Middlesex.
- The series of three Formula Two races held on consecutive weekends at the Brazilian Interlagos circuit last month produced three different winners. The first round went to Emerson Fittipaldi's elderly Lotus 69, round two was won by that other fast Brazilian, Carlos Pace in a Surtees and the third round was also won by a Surtees but this time with Mike Hailwood at the wheel.



British Production Saloon Car Championships

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October 29

the least. All of which only goes to prove what we always knew - that there's more to the Moskvich than meets the eye. Ruggedness and reliability was what gave Moskvich its class wins and team prizes in the London to Sydney Marathon and Mexico World Cup Rally, Now power and performance with roadholding to match have proved an unbeatable combination on the track. With very little modification, it's the same Moskvich that you could find at your nearest Moskvich dealer. A car that bristles, too - with an incredible list of standard features you'd expect to come only as luxury accessories. But it's the amazingly low price you have to pay for all this that puts the Moskvich at the top of so many people's 1500 family saloon list!

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> Moskvich -where's the competition?



## THE CITROEN SM

#### The best of two worlds

THE PEOPLE behind the design and construction of Citroën cars are seldom, if ever, referred to by name, and in their own publicity material Citroën refer to "engineers in Citroën's research division". Little is heard about the research and development department of Citroën cars, and even less about the design department. The whole firm must be chock-ablock with brilliant designers and engineers, for Citroën cars have stood out on their own in the world of automobile design for as long as one can remember. You either believe in Citroën engineering or you are content with the standards of Dagenham, Luton or Detroit. If you believe in Citroën you will have accepted the "Traction Avant" in the mid-thirties, the DS series in the mid-fifties and you will certainly believe in the SM, which is surely going to carry Citroën through to the mid-eighties. When the DS appeared in 1955 there were those who detested its looks, were nervous about its road-ability, frightened of its apparent complication and refused to adapt their conventional driving style to the new-style demanded by the DS. These people shied away from the new Citroën and kept other, more mundane car manufacturers in business. Those who believed in Citroën approached the DS with an open mind, like I did at the time, and were truly staggered by what they discovered. Here was a car that was way ahead of all its competitors in the saloon car category and had remarkable powers of cornering, ride and average speed when driven enthusiastically. It was a triumph of production engineering, apart from a triumph of design, and some years later when testing another make of large front-wheel-drive family saloon I began to enthuse about it with the Editor when we stopped short and realised we had said it all in 1955, nearly ten years before, and all this new model was doing was catching up to where Citroën had

Not being a "family motorist" I never had any desire to own a DS Citroën, but always appreciated those who did, in all countries throughout Europe, and enjoyed many happy "dices" with enthusiastically driven ones in France or Italy. Over the years, when talking about cars and car design the DS Citroën would invariably crop up and we would try to visualize what Citroëns' replacement would be. Even in 1965, ten years after the introduction of the DS, we could not see any signs of what the next Citroën was going to be like, but having faith in Citroën engineering we were sure it was not only going to be exceptional, but as far in advance on engineering as the "Traction Avant" was and the DS was. As the decade of the seventies began the Citroën SM appeared and to Citroën believers it was no disappointment. An inkling had been given by the fact that Citroën had bought the firm of Maserati at the beginning of 1968, and though a certain amount of noise had been made about Wankel engine research, Maserati enthusiasts in Modena could be heard muttering about "French engineers crawling about all over the place" and some hardened Maserati workers left the firm as they could not stand the pressures being exerted by the French engineers. The Citroën for the seventies was powered by a Maserati engine which put the French firm in the high-performance category for the first time, for until then engines were not the most exciting thing about Citroën cars.

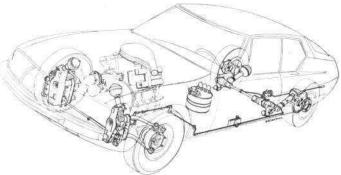
For the past two years I have been wandering about Europe "drooling" over the SM Citroën, at first only catching the odd glimpse of one now and then, and later as production got under way I was able to get closer to them. I can recall the first time I saw one parked by the roadside; I stopped and went back to enjoy being in the presence of such a beautiful looking piece of machinery. It was only recently that I was able to fulfil a great desire to drive one, and the two years of waiting have been more than worthwhile. In Great Britain Maserati cars are handled by Citroën at Slough, not far from London Airport, and last year I went there to borrow a Maserati Indy and the poor man who was lending me the car had an awful job getting me into the Indy, for on the other side of the garage was a Citroën SM. I just felt that one car was the end of an era and the other the beginning of a new era, and I had no regrets for the passing of the old and could not wait to experience the new.



ADVANCED.-The Citroen SM with FWD, hydropneumatic suspension, variable power steering, inboard front brakes, V6 Maserati engine, and 5-speed gearbox. Of the six headlamps the inner pair turn with the steering, and the perspex cover over the lamps and number-plate presents an unbroken nose-line to the wind.

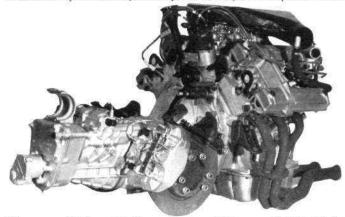
Even in the exotic automobile surroundings of Monte Carlo and Nice the Citroën was beginning to make everything else look obsolete or peculiar and when I saw one among Lamborghinis and Ferraris I had to tell myself that it was not a one-off "dream car" or small production model, like the Italian cars, but was in mass-production. Last year, in a Letter from Europe, I mentioned how I had a little dust-up at 125 m.p.h. in my E-type Jaguar with a Citroën SM on a French Autoroute, and how it impressed me; that was the first time, and there have been others since. This year Mike Hailwood has been using a Citroën SM for motoring about Europe, he being one of the rare breed of Grand Prix drivers, like Niki Lauda and Ickx, who enjoy motoring for its own sake. The fact that Hailwood was still using his SM at the end of the season spoke volumes for the car, for he is not one to tolerate something he does not like and can afford to have any car he wants. The aura of the Citroën SM was growing all around me and when Citroën finally let us have one on loan for two weeks I could hardly wait to get in it. In spite of the glowing things that knowledgable colleagues said of it, I was fully prepared to be bitterly disappointed, especially when other people said how they did not like it. To say that the SM lived up to all my expectations, and more, is to understate the case. It rates at the very top of my list of desirable cars, even above the Dino Ferrari, which I rated as the ultimate in sports cars. The SM is even more than that, it is the ultimate in serious motoring, and by that I do not mean a dash up the road and back, or making a high average from A to B, or extracting the maximum enjoyment from driving. It is all of those things, but above all a car to live with, day in and day out, a car to use all day and everyday, under every type of going, fast or slow, but essentially for motoring with a capital M.

Having rated the SM that high I should now justify it, which will not be difficult, especially as I have long been Citroën biased as far as design and engineering are concerned. As regards the looks of the SM our full-page colour photograph in the October issue will determine whether you like it or not. Citroën say "The bodywork has been designed in a wind tunnel and has literally been sculpted by airflow.



The Citroen SM suspension layout and hydropneumatic system, power being derived from a seven-plunger pump driven by an open jack-shaft from the front of the engine, with a large hydraulic reservoir on the left of the engine compartment.

Its profile of glass and steel has been freed of sharp edges and flat and angled surfaces which are important contributory factors of resistance to forward movement". They go on to say "Conceived by the styling department of Citroën's research division from functional data, the shape of SM makes no concession to fashion. Its aesthetics have been rationalised and are the direct result of study of logic and reason." Some people "nit-pick" about this detail or that detail, others compare it to a Dino Ferrari or a Jaguar, but I think this is pointless. There are many very beautiful looking cars and for me the SM is one of them. Mechanically you either look upon the SM as a nightmare, and drive off in your Crootmobile, confident in its sound and proven engineering," or you open up all the apertures and regard the engineering with a glow of satisfaction. Everything that Citroën pioneered and developed on the DS has gone into the design of the SM, and more besides. Needless to say all four wheels are independently sprung, on a trailing-link geometry, and suspension is by the proven hydro-pneumatic, self-levelling, constant ride-height system perfected on the DS. Brakes are power-operated discs all-round, the front ones being mounted "inboard" on each side of the 5-speed gearbox, for the SM is front-wheel-drive, as all Citroën's have been since the mid-thirties. The power-operated brakes have two independent circuits and braking effort distribution according to the load carried. Steering is also power-controlled and the self-centering action is achieved by the same hydraulic power source, and this power control



The compact 90-degree V6 Maserati engine which powers the SM, driving the front wheels through the 5-speed and reverse Citroen gearbox. Note the large calipers on the inboard front brakes, and the subsidiary handbrake calipers. At the front of the gearbox is the speed control for the steering power application.

varies according to the car's speed. The hydraulic power system also controls the battery of six headlights, keeping them level no matter what the load in the car is, or the attitude angle of the car under braking and acceleration. The heart of the car is the Maserati engine, especially designed and built by Maserati for the SM. It is a V6 of 90-degrees with bore and stroke of 87 x 75 mm, giving a capacity of 2,670 c.c. (French taxation has a savage demarcation line at 2.8litres), and it develops 170 b.h.p. DIN at 5,500 r.p.m. and 170 ft./lbs. torque at 4,000 r.p.m., with a usable peak of 6,500 r.p.m. There are four overhead camshafts, chain driven, and a four bearing crankshaft, and with an overall length of 124 in. it can be appreciated that the bottom end is rigid. The car on loan had three downdraught Weber 42DCNF carburetters, but fuel injection is also available. All the engine castings are light alloy and the cylinder heads are identical and therefore interchangeable, and this neat and tidy looking power unit is mounted well back from the front wheels, almost under the windscreen. In front of it is the Citroën 5-speed and reverse gearbox, with very large disc brakes on each side, with additional calipers for the handbrake and above it an open jack-shaft from the front of the engine drives the power pump for the hydraulic systems, and the alternator. The oil reservoir for the hydraulics is on the left of the engine compartment and this supplies the self-levelling suspension, the steering, the brakes and the headlight control.

Although the SM looks like a 2-seater GT car, it is actually a 4-seater with more than room for legless dwarfs in the rear, for having all the mechanism "up front" means plenty of depth in the rear and with the front seats fairly high off the floor pan, there is good leg room in the back. It is not a 4-seater in the saloon car idiom, like the DS, but is a 4-seater in the GT idiom. The front seats adjust in all directions except sideways, and the headrests adjust up driver's side and the small oval steering wheel can be adjusted up or down and in or out. The whole column-surround adjusts with the wheel, so that the disposition of the various column control stalks remains constant to the wheel rim. The left-hand operates two controls, a short one which moves up and down for "winkers" and at the same time can be pushed forward to flash the headlights or pulled backwards to sound the horn. The longer stalk is for the wipers, position one being for intermittent wipe, starting off with 8 or 10 quick wipes and then one every now and then and position two gives continuous wipe, while pulling the stalk towards you actuates the squirts. At the right-hand finger tip is the lamps control, like all Citroëns, switching side, heads, dip and spot lights all on one control. You push the lever forwards for dip and this can be done with the knuckle of the second finger, and returned with the same finger. The driver has a tachometer and speedometer in front of him and slightly to the right is an allimportant circular dial divided into fourteen segments, thirteen of them indicating that all is well with some auxiliary. These cover oil pressure, alternator output, fuel reserve, headlamps main beam, indicators right and left, front brake pad wear, water temperature, hydraulic brake pressure, handbrake "on", rear window heater, sidelamps and "hazard" warning. The fourteenth segment is actually a button, which you press to check that all the vital indicating bulbs are alright. In the centre of this dial is a master lamp, that shines bright red with the word STOP in the middle of it if anything is not functioning. When you switch on the ignition this sinister red lamp glowers at you until you start the engine and oil pressure, alternator, and hydraulic pressures start functioning. If it does not go out you switch off and call a Citroën mechanic. Similarly, if it should come on while you are motoring you stop at once because it means something has gone wrong. Having all this lot in one dial makes it very easy to check everything. In the centre of the scuttle is a clock, dials for water temperature, oil temperature and fuel tank contents, and below are simple, but comprehensive heater and cold air controls, while between the seats are the handbrake and controls for the electric windows. Also there is one of the nicest controls in the whole car, the gearlever. It is incredibly rigid and positive and a joy to use, for the five ratios are beautifully matched to each other and to the torque characteristics of the engine. The lever movement is long, but delightful to use and you change gear continuously for the sheer pleasure it gives. The lever is spring-loaded to the centre of the large gate, opposite positions for 3rd and 4th. To the left are 1st and 2nd and to the right are 5th and Reverse, 5th being a proper ratio and not a Motorway overdrive. It's position is to the right and forward, while 4th is central and back, and bearing in mind this is a left-hand drive car, the change from 5th to 4th at any speed under 100 m.p.h. is sheer joy. If the SM is built with right-hand steering this pleasure will be lost. Using 6,500 r.p.m. in the gears the SM gets up and goes in a fashion that caused more than one passenger to say "Citroëns are not supposed to go like this." The Maserati engine is a typical Italian thoroughbred, not smooth and silent, like a V12 Jaguar, but harsh and eager and becomes happier as the r.p.m. rise until it is humming round like a dynamo, like a Dino Ferrari or a Porsche 911. As you change gear at 6,500 r.p.m. the power is right on in the next gear, and so on up into 5th. The gearing is my idea of perfect for road use, for the SM will pull 6,000 r.p.m. in 5th gear (130 m.p.h.) so that you have 500 r.p.m. in reserve for "overwinding" downhill or with a following wind on an Autoroute. Normal relaxed cruising is 5,000 r.p.m. (106 m.p.h.), while high cruising is 5,500 r.p.m. (117 m.p.h.) and Citroën claim an all-out maximum of 220 k.p.h. (136 m.p.h.). It is a car that is just as happy at over 100 m.p.h. as it is at under that figure, and driving hard it gave 19 m.p.g., though less use of the r.p.m. and the gearbox would give 22 m.p.g.

and down and fore and aft so that they can be used, and are not just

tiresome adornments waiting for the car to have a head-on collision.

The scuttle is assymetrical, with all the dials and controls on the

Anyone who would query the "ride" in the SM would show their ignorance of basic design and like the DS, the hydro-pneumatic controlled self-levelling suspension makes you wonder why other designs still mess about with coil-springs, torsion bars, and leaf springs. On the left of the driver's seat is a control for raising and lowering the static setting of the suspension, which is very useful for anyone living in the country up a rough track and this control is also used for lifting the car up onto its jack when changing a wheel. The cornering ability of the SM is incredibly high, aided by 195/70-VR-15X Radial tyres by Michelin, and on dry public roads it was not possible to find the limit of adhesion. In spite of all the mechanism at the front and the wide bonnet, forward vision was terrific, making the car very easy



INTERIOR VIEW.—The driving compartment of the Citroen SM is spacious and comfortable with a rigid central gear-lever positioned for use. The oval steering wheel and column surround adjusts up and down or in and out, as a complete unit. The "glove locker" on the scuttle is nothing more than that. Warm air is deflected onto the feet from the central grille.

to drive at all speeds, while rear vision in the mirror was remarkable bearing in mind the almost horizontal rear window. A very satisfactory feature was the fact that the rear of the car is eight inches narrower than the front, a very desirable feature if you enjoy driving fast and close. The whole car is so full of interesting features that you could spend an enjoyable morning in it, without even driving it; such things as two-position "keeps" on the long, wide opening doors, the hinged rear-window that gives access to the luggage compartment with its cover to conceal everything when closed, the oddments container in the arm-rests, the warm-air vents to the rear passengers' feet, the swivelling spotlights that turn with the steering, the outer one shining on the centre of the corner and the inner one looking across the apex to the exit of the corner, the warm-air feed to the inside of the perspex box containing the lights, to prevent misting, and many more interesting "engineered" rather than "stylised" features.

I have left until last the Citroën steering, for in their own words "It is at least as big a step forward as the hydropneumatic suspension was when the DS was introduced in 1955." As the SM was designed as a GT car, for covering the ground from A to B very quickly, under all conditions and types of going it was felt desirable to have very high geared rack-and-pinion steering. This was done with a ratio of 9.4:1 (compared to 14.7:1 for the DS) which gives one turn of the wheel from straight-ahead to full lock, and as full-lock gives a turning circle of 34 ft. 6 in. between kerbs, it can be appreciated that steering wheel movements for all normal motoring are very small indeed. With the large Michelin Radial tyres power steering was essential, but Citroën engineers were not prepared to accept power control of the high geared steering for high speeds, so they designed an ingenious hydraulic system that gives full power steering when static, so much so that the wheels return to straight-ahead under their own power, when stationary, to minimal power at high-speed so that the steering is precise and accurate. This control is driven from the front end of the gearbox and varies in relation to the speed of the car. It is interesting to read the Citroën engineers' reasons for high geared steering "greatest ease of manoeuvring on winding roads, or in all instances where it is necessary to avoid an obstacle quickly, or whenever it is necessary to make a rapid correction to the trajectory of the car, as a result of the effect of an external force, such as a gust of wind, passing a large vehicle quickly, or the beginnings of a skid." They go on to say "it is an essential element of safety, for how many accidents have been caused because drivers were not able to exert the necessary effort at the steering wheel, or because they could not turn the wheels quickly enough due to low-geared steering." This is what is called "primary safety thinking" and you hear similar talk at Porsche and Mercedes-Benz, and it is so much better than the Ralph

When stationary or when maneouvring at low speed, such as parking, the steering wheel can be turned with one finger, but the effort to move the wheels increases with the speed of the car and with the steering lock angle, the increase being greater when the wheels start

to leave the straight-ahead position, and decreasing towards the end of the lock. The wheel of the SM is essentially something on which to rest your hands, and not something to grasp and wrestle with. Anyone not used to high-geared steering, either from vintage car experience or motor cycle riding, tends to start off in a series of swoops as they hang on to the wheel, but if you relax and let Citroin get on with it the SM steering is superb. The faster you go the more rock-steady it becomes, and like a Porsche 911 or a Dino Ferrari it is so steady and quiet and fuss-free at maximum speed that you feel you could use at least another 50 b.h.p. On very fast curves it really is outstanding for you make no conscious effort to change direction, a slight pressure on one side of the steering wheel is all you need and you "think" it through 100 m.p.h. corners rather than steer it through. Obviously the SM is meant for fast motoring, but equally it is an enjoyable car to drive slowly and dawdle about in, pottering down country lanes or along winding roads. It has that rare quality of being a nice car to be in at any speed, from stationary to its maximum, and the interior fittings and comfort are such that it would be a pleasant car to spend 12 or 15 hours a day in on a long European journey.

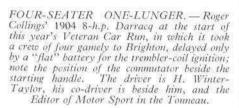
If you are not appreciative of Citroën engineering then you could probably find lots of things to complain about on the SM, or if you approached it as a family "fug-box" you'd complain about the glorious noise of the 4-camshaft Maserati engine, or the fact that you had a gear-lever that had to be used, and you would have awful trouble fitting your roof-rack or stowing the pram or the collapsible boat, but if you look upon SM as standing for Serious Motoring, you would enjoy it. Driving the SM I found nothing to complain about, but passengers taken on "demonstration" runs complained about the lack of sideways support afforded by the front seat, the obvious cure being for the driver to corner a bit slower, or alternatively to clamp the passenger in with a full seat-harness. The use of the word Safety-Belt would be a misnomer, for safety is inherent in Citroën designing and part of the basic conception of cars like the SM, in which accidents are of secondary consideration, the primary one being to design a car which is capable of avoiding an accident. I am sure Citroën engineers believe that the way towards safety is to avoid accidents and make sure the car will help the driver to do this at all times. Safety, performance and comfort were the three major aims behind the design of the SM, and there is no doubt that these have been achieved. Such perfection in design does not come easily or cheaply, and in Great Britain, as sold by Citroin Cars Ltd., of the Trading Estate, Slough, Buckinghamshire, the SM costs a minimum of £5,136, and by the time you have added to its "living quarters" with such things as leather upholstery, radio, air conditioning etc., the price could rise to nearer £5,700. On the road, taxed, insured, with all the extras and a full tank of petrol (20 gallons) there would not be much small change left out of £6,000, but you would have the ultimate in Motoring, and a real "Car of the seventies", that will no doubt carry through to the eighties while Citroën engineers work away at the next one and other manufacturers try to keep pace or struggle to catch up. It was one of the few cars I was really reluctant to return to its owners.-D. S. J.



REARWARDS.—The Citroen SM has a very distinctive tail treatment, the shape of which pleases all followers of Professor Kamm's theories on aerodynamics. The whole rear window hinges up about its forward end to give access to the deep boot.

## VETERAN -EDWARDIAN -VINTAGE

A Section Devoted to Old-Car Matters





#### A DARRACO ON THE BRIGHTON ROAD

ONCE AGAIN the Veteran Car Run to Brighton took place, in wet weather towards the end of the journey for many of the competitors, on the traditional date in November. The Run continues to bring pre-1905 cars from abroad, even one from Malta, and as usual the entry was limited to 250, of which 59 non-started. Reserves are permitted and called up when there are non-runners but it is a pity that some people who put in prompt entries have been reserves for two vears in succession.

The topic this year was the fact that this classic event for veteran cars has joined motor racing in having sponsorship. Unipart, the British Leyland spare parts facility for their own and Ford, Chrysler and Vauxhall cars, having taken this RAC classic under its financial umbrella, to a greater extent, one suspects, than was formerly the case with National Benzole. Unipart also ran their London Transport-type double-decker 'bus between London and Brighton as free transport for interested journalists and photographers. Graham Hill was on an Oxfam Wolseley, so the trade names and charity labels are creeping in, although decals are, as yet, not displayed.

Having taken part in 22 "Brightons" either as a driver or passenger, apart from those at which I have been a spectator, I was pleased this year to maintain the record with an interesting ride in Roger Collings' 1904 8-h.p. Darracq tonneau, the driving of which was shared by two friends, as Collings himself was driving his very splendid ex-Vaux 1903 Mercedes Sixty tonneau—he made excellent time on splendidlypoliced roads, only twice, however, getting into top gear in this formidably fast veteran. What of his Darracq?

It, too, is a very attractive veteran, handsome and no mean performer for a single-cylinder car of this age carrying four occupants. Found in Wales a few years ago, it finished the Run in fine style in 1970, driven by Mrs. Judy Collings, with an all-girl crew. Last year it defaulted, with ignition and other maladies, so we left Hyde Park, with H. Winter-Taylor at the wheel, with mixed feelings. This is a typical example of the conventional single-cylinder veteran. Bearing an AC registration the comfortable rear-entrance body, amply spacious for four, especially in the tonneau, was made by La Carrosserie Industriale in Paris, and the Darracq was delivered to its first owner by Heath's Garage (G. P. Heath & Co.) of John Bright Street, Birmingham, to whom it was delivered by A. Darracq & Co. Ltd. of 483 Oxford Street, London, W.1. this very practical Voiture Légère having been manufactured by Darracq Btee SGDG of Suresnes, to fill in for the historians.

It has a single-cylinder engine mounted on a sub-frame at the front of the car, with the mechanically-operated side-by-side valves at the front of the cylinder, exhaust on the n/s, inlet on the o/s. Originally engine speed was varied by altering the valve lift but for easier control

on the Brighton Run, where road speed is varying most of the time, Collings has fitted an Edwardian Zenith carburetter with foot-operated throttle. Otherwise, the specification is commendably original. The finned-tube radiator is supplemented by a big water tank on the engine side of the dash, a pump driven off the front of the engine attending to the water circulation. Ignition is by trembler coil, in a Darracq wooden coil-box on the extreme right of the dashboard, the switch having two "ON" positions, being centralised for "OFF". The commutator is set outside the chassis frame adjacent to the girdersection starting handle, and is protected by a polished circular brass cover. A polished tank on the dashboard contains the petrol and oil, the latter being supplied to the engine on the total loss system by means of a hand-actuated plunger pump with a big glass sight-feed.

The five-spoke steering wheel has a raked column, and the 3-speed and reverse gearbox is controlled by a r.h. column-lever. There are the usual smaller levers, of which the important one is the advance/ retard control, and the pedals are of piano-pattern, the foot-brake being at an awkward angle. An impressively long push-on outside brake-lever completes the entirely satisfactory retardation arrangements. Suspension is by bound 1-elliptic springs for the tubular front axle and platform back springs. The wheels are shod with 710 × 90 Dunlop Cord tyres, the gas lamps are Salisbury Dietz, and equipment includes a wicker umbrella basket on the back of the body. A Pyrene fire-extinguisher neatly matches the polished fuel tank. The Champion plug lives in the cylinder head, accompanied by a compression tap. A bulb horn is fitted but for clearing a passage down the busy Brighton Road a foot-operated Klaxon was very useful. Perhaps I should apologise for dealing in detail with this particular veteran, one of eight of this popular make entered, but I find the differing individualities of old cars ever fascinating. . . .

In this nice little Darracq, finished in dove grey neatly lined in vellow and black, we duly left Hyde Park at 8.40 a.m. All went splendidly as far as Kenning's at Redhill, where free refreshments were provided, but the traffic jams were as notorious as ever. The Darracq got along more like a modest Edwardian than a one-lunger veteran, with a good hill-climbing performance which was apt to discomfort De Dion Boutons of like horse-power. Here I must say how efficiently the Metropolitan Police had contrived to get the veterans through London, even to a one-way system at Lambeth Town Hall, confined to omnibuses, and us! The disinterest of the Brighton Police was in marked contrast.

Although I had plenty of opportunity to observe the misfortunes of others from my comfortable perch beside Mrs. Winter-Taylor in the tonneau, there is little point in setting them down, because, apart from the great number of stationary competitors, it often happens on the

"Brighton" that what appears to be a major calamity is, in fact, merely a pause to oil-up, top up with fuel, or refresh the human element. The Darracq took Brixton Hill happily on second speed and soon afterwards the Stephens was seen, being worked on.

Our trouble came soon after the Redhill pause, the engine just cutting out. After a long diagnosis it was decided that the little 6-volt Fiamm battery which resides beneath the driver's seat was discharged. The Collings' Land Rover went off and was able to buy locally a new full-size replacement for the modest cost of £3.00. This made the trembler coil buzz merrily and we were on our way after about 1½ hours' delay, Ken Taviner now taking the wheel and treating us to some skilled traffic squeeze-through along the congested Gatwick by-pass. The trouble soon returned, but this time was a combination of lack of petrol and a fault in the ignition switch, soon rectified. In increasing rain we continued, the Darracq bringing its crew to the finish at 3.10 p.m., the journey-time including a pause for further human sustenance. Roger Collings was awaiting us, and we were taken to the "Metropole" in his Mercedes, perhaps the most impressive part of the day's outing, well as the Darracq had performed-for you cannot blame the car for a "flat" battery when it does not possess a dynamo, and it had required no oil and practically no water on what, these days, is a tough journey, particularly for the smaller veterans-in 1896 the cars on the Run had only themselves to contend with, but look what has stemmed from that historic Emancipation Day!-W.B.

Non-finishers this year:

B. W. Garrett (1896 Lutzmann), F. E. Davis (1897 Whitney steamer), S. F. Beer (British Leyland's 1899 Wolseley), J. A. G. Burchell (1900 De Dion Bouton), S. J. Mitchell (1900 De Dion Bouton), N. R. Cole (1900 Gardner-Serpollet steamer), F. Maizub (1901 Darracq), J. M. Welch (1901 Decauville), H. R. Wilkins (1901 Decauville), F. J. Bruin (1901 De Dion Bouton), W. Harrah (1901 Packard), F. H. Babcock (1901 Royal Enfield quad), M. J. Banfield (1902 De Dietrich) J. Schofield (1902 Renault), W. Buis (1903 Daimler), F. M. Greenwood (1903 Humberette), R. T. S. Kempton (1904 De Dion Bouton), D. J. Shawe (1904 English Mechanic), M. D. Tuckfield (AA's 1904 Renault), Lt.-Col. A. J. Ayers, RE (1904 Rover tandem), R. Tindle (1904 Speedwell), Searle of Worthing (1904 Star) and R. B. Dumbell (1904 Turner-Miesse steamer). Number of finishers WX230.

**Brighton Buzzings** 

There was drama at the start, when Mitchell, after working like a beaver on the drive shaft of his VCC-entered 1900 31-h.p. De Dion Bouton, had to abandon it without leaving Hyde Park, while the closing stages were notable for the "Gatling gun" noise of Estler's 1904 Siddeley, the silencer of which had become detached. The AA's Renault was seen apparently abandoned at the roadside near Bolney.

The Run has become as much a social occasion as a motoring happening, with the VCC cocktail party at the Cumberland, complete with jumble sale and the auctioning of an old sovereign-coin, and dinner at the Metropole, and Graham Hill taking actress Dora Bryan as his passenger, Lord Montagu, in his "new" 1903 22-h.p. Daimler, having Ernie Wise of the Morecambe and Wise show with him. One car carried an 11 months-old baby and there was plenty of talk of the films the veterans have been seen in, and Flather's 1897 Daimler carried souvenir envelopes of the RAC's 75th Anniversary. On a more serious note, 93-year-old Mr. W. Randolph, sole known survivor of the 1900 1,000-Mile Trial, was still spectating.

As well as the steam cars there were two Baker Electrics in this time. which explained the presence of a tender vehicle towing a trailer carrying lots of batteries. One Baker was entered by the Swedish Motor Museum, and driven by Baron Essen. Aktiebolaget Tudor had supplied it with a modern Pg-tubed battery (of 35-40 watt hours per kg. and 100 watt hours per litre against about 15 and 30, respectively, of the original) to supply the 3-h.p. (DIN) motor.

Some of the veterans are very fast, like Collings' and Hampton's Mercedes and Pierpoint's Mors but the first to arrive at Brighton was Pratt Boreman's 1902 Panhard-Levassor "Henrietta", with Pickvance's 1900 Darracq close behind it. Neil Corner's 1901 Mors was third

#### OUR ROADS ARE GETTING FASTER

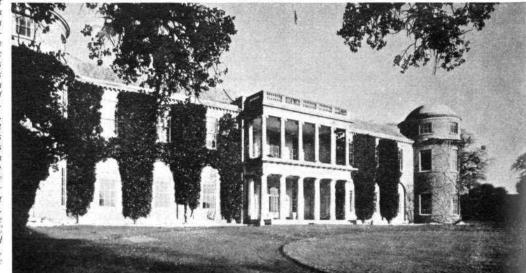
JUST BEFORE it suspended publication, Autocar carried the story of how Stanley Sedgwick, President of the Bentley DC, covered more than 1,000 miles in 24 hours on British roads in his open 1931 8-litre Bentley. He used much Motorway, did not exceed the legal speedlimit, and averaged 56.9 m.p.h. overall, a running-time average of 64.8 m.p.h. His first 700 miles were covered in a running time of just under eleven hours. In 1938 I drove a 41-litre Bentley from London to Scotland (MOTOR SPORT, August 1938), up the then narrow and lorry-infested A1, covering just over 700 miles at an overall average speed of 46 m.p.h. and a running-time average of 50.5 m.p.h. Our stops were of a few minutes less duration than those made by Mr. Sedgwick up to his 700-mile point, but our running time was 11 hr. 53 min., although there was no open-road speed-limit to observe. So British roads are becoming faster. . . . It is interesting that over 1,0161 miles the 8-litre Bentley gave 10.2 m.p.g., the 41-litre nearly 17½ m.p.g. for our out-and-home journey of 1,585 miles, and that whereas the older Bentley needed 31 gallons of oil, the 1938 Bentley used only ten pints.

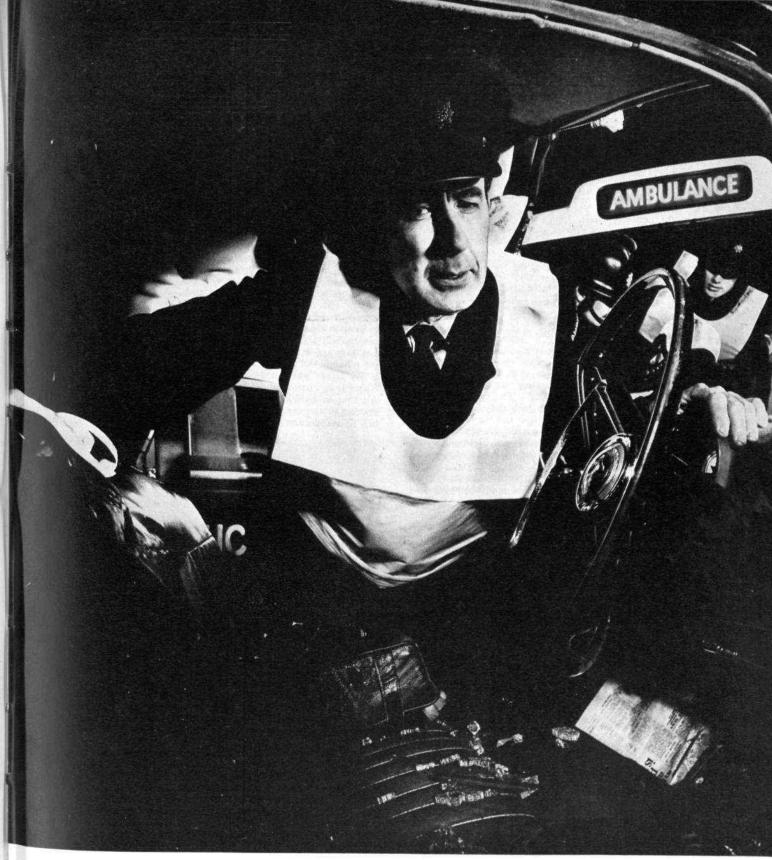
I was also interested to note that after Mr. Sedgwick had lost his cap on the Severn Bridge and had found his spare head-gear too loose for security he borrowed his passenger's spare flying helmet. For years I have worn a flying helmet (bought years ago at the shop of "Uncle" Lewis in Carburton Street, well-known to pre-war racing drivers) even in such pedestrian cars as a 1924 Calthorpe and Brighton Run veterans. I was afraid this might seem like affectation, so I am glad that no less a person than the Bentley DC President has confirmed that this is about the only secure head-covering to wear in an open car. Apart from which, a flying helmet keeps the ears warm and can muffle noises from old engines which one may not wish to hear-W.B.

HOMES OF THE RACING DRIVERS

Goodwood House was where His Grace the Duke of Richmond and Gordon spent a great deal of time with his parents when, as the Earl of March, he was racing Austin and MG cars at Brooklands and elsewhere, although he then lived and worked in London; he had indeed, been, apprenticed to Bentley Motors Ltd. Goodwood House became his home in 1935, after the death of his father. Today it is the home of Lord March and his family and is opened to the

public, who are able to look over part of it and take dinner and supper in the State Apartments. Built between 1780 and 1800 to the plans of architect James Wyatt, Goodwood House is an example of the best Sussex flintwork. During recent renovations one wing was demolished, as it was suffering from dry rot. Eleven State Apartments are on view, of which the Ballroom Suite is available for social or business functions. The house contains one of the finest private collections of paintings (among which one hopes there is at least one of His Grace in a racing car!). In the Tapestry Drawing Room, Her Majesty the Oueen has held meetings of her Privy Council while in residence at Goodwood for the July horse-racing. During the war Goodwood House was a hospital and later a RAMC Today the Duke and Duchess live at Carne's Seat. half-a-mile away on 12,000-acre estate.





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Lockheed

#### FACTORY METHODS OF THE VINTAGE ERA

#### No. 19: ROVER

IN 1925, when the 14/45 Rover with its complicated valve gear was a brave new model and not the disaster it was subsequently found to be, J. K. Starley was Managing Director of the Rover Company, having been Works Manager from 1903 and successor to Harry Smith in the top position. "The Rover" was in those days at the Meteor works, Coventry, where 1,500 workers were employed. The same number of hands had been employed at Tyseley, Birmingham, making the Rover Eight, where the 9/20 Rover was still made.

The Meteor works had its own iron, bronze and aluminium foundries, and its own forge. It made the radiators and pressed the body and mudguard panels. Only the carburetters, electrical equipment, tyres, wheels and minor body fittings were supplied from outside. Besides the Meteor works there was the St. John's works in Coventry making the refined 350-c.c. Humber motorcycles, the Fleet works in the same town, devoted to Rover repair work, while bodywork, including Weymann bodies for the 14/45 were built at Parkside, Coventry, where up-to-date wood-working machinery was installed. Here the bodies were trimmed and upholstered but they were painted at the Meteor works, where a battery of steam-heated drying rooms of variable temperature and humidity were available. In London, Rover House at 61 New Bond Street had recently been opened, with fine, lofty and well-lit showrooms, and the London Service Depot was at Seagrave Road, Fulham, only recently closed by order of Lord Stokes.

At the Meteor works the drawing office employed over 60 draughtsmen, and here all parts of the car were drawn, also the jigs and tools needed for its manufacture. Moreover, in 1925 it was said to be a daily occurrence for drawings of some obsolete part for an old Rover still in service to be asked for, and supplied. The laboratory tested materials from outside sources, not only the steels and other metals but castings, the limestone used for fluxing the iron and the quality of the coke used in the cupola. Samples of cast metal were analysed every day. The non-ferrous foundry, incidentally, was in Spon Street, Coventry, but the main foundry was in the Meteor works, where cylinder blocks and heads for both 14/45 and 9/20 engines were moulded in special pneumatic moulding machines. The cores were of a mixture of silica sand and sea sand. The cupola capacity was 3½ tons per hour.

Moulding machines also produced all the parts in the malleable foundry, and after the castings had been cleaned they were passed to annealing ovens consisting of two gas-fired caverns of 10 tons capacity each and three coal-fired ovens each of 2½ tons capacity. The ovens had temperature-recording thermo-couples, four each for the larger ovens, one each for the smaller ones, and temperature was maintained at 950 deg. C for 120 hours, before slow cooling took place. Samples were tested after annealing by analysis and hammering.

Aluminium was melted in brick-lined barrel furnaces fed by town gas, which had been installed in 1914. The mixture of gas and air, forming a slight reducing atmosphere, was forced to the four furnaces, and similar furnaces dealt with gun-metal and phosphor-bronze, at slightly higher melting temperatures. The moulds were formed of two large and ten smaller pneumatic machines and a number of hand-operated ones. The large machines rammed a 14/45 crankcase in 11 minutes and two 9/20 crankcases in 14 minutes. A special thermocouple was immersed in the molten alloy to ensure the correct temperature. Rover claimed to have a National expert in charge of their foundry operations.

At the Coventry and Tyseley factories machine tools were still belt-driven by over six miles of belting. There were some 1,000 separate machines, some costing £1,300 each, backed up by automatics, such as 30 Potter & Johnsons running day and night. These machines could machine a flywheel automatically in one hour 15 minutes, and the Churchill face grinders finished both sides of a cylinder head in 20 minutes. A new hydraulic broach dealt with con.-rods, with a half-thou. tolerance at the bushes, and other jobs had a one-thou. tolerance. Gear wheels were ground after hardening, to an accuracy of one-fifth of a thousandth of an inch.

At the Parkside body shop nearly 300 hands worked on 14/45 bodies, Eight and 9/20 bodies being made at Stoke. Seasoned ash was cut in jigs, roof panels were welded into one piece and the aluminium panelling was turned over the window framing to protect the wood. Apart from the Weymann body, all 14/45s had aluminium body panels and were upholstered in the best leather. Five different types were made. Each completed Rover had a lengthy road test.—W.B.

#### **VINTAGE POSTBAG**

#### Homes of the Racing Drivers

I do not often see your magazine and it is only in the last week that my attention has been drawn to the item "Homes of the Racing Drivers" in your September issue. A. O. Saunders-Davies was my father, and you may perhaps be interested in a few further comments.

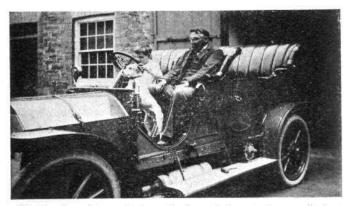
The house you illustrate is Pentre, Boncath, Pembrokeshire and is, as you say, considerably smaller now than it was when my father lived there, although one half would be a nearer proportion of its original size than the one third you suggest. I carried out the partial demolition in an attempt to reduce the house to a more manageable size but sold it reluctantly about a year ago. However, my father never farmed 3,000 acres; his estate in Pembrokeshire never amounted

to more than about a third of that at the most and consisted entirely

of tenanted farms. He never farmed himself.

When my father and mother were married they set up their home in another house about three miles away and called Cilwendeg Park which is now an old peop'e's home. It was here that my father worked on his 3-litre Bentley and also on his Bugatti which he raced, not without success, at Brooklands. By the time he was driving for the Fox & Nicholl Talbot team with, among other drivers, Tim Rose-Richards, my father was no longer living in Wales but had moved to London although he still owned the houses in Pembrokeshire. Your readers will scarcely need to be reminded of the team's successes at Le Mans and in the Double Twelve at Brooklands, or of the astonishing reliability of the Talbot 105 cars.

My father was killed in October, 1959, in a road accident near Romsey in circumstances which have never been fully explained. All that is known with certainty is that his 3.4-litre Jaguar met another similar car head-on. The driver of the other car survived but had no recollection of the events immediately preceding the accident.



Finally, I enclose a photograph of my father at the age of about five or six, sitting at the wheel of a car beside his father, my grandfather. As far as I can tell, the car is a Mercedes of 1906 vintage or thereabouts. This would fit since my father was born in 1901. It is clear that his interest in cars began to develop early! I would be grateful for the return of the photographs which are, as far as I am concerned, unique.

Latimer. David Saunders-Davies (Group Capt.).

## \* \* \* Austin 7 Affairs

Sir.

I noticed in your report of the VSCC Thruxton Meeting that you credited my replica 1923 racing Austin 7 with winning the Light Car Award. In fact I believe that this award goes to Mrs. Pam Arnold-Forster with her GN as of course my car in its present trim does not qualify as a Light Car. Any confusion may have been caused by the fact that my wife was driving our Chummy (which is a Light Car) in the same race.

Your comments about my car being faster than the original cars prompted me to do a little research on the matter. I see from the 1947 MOTOR SPORT article on the development of the racing Austin Sevens that Capt. Waite achieved a flying lap of 62.4 m.p.h. with the first racer built, at the 1923 Brooklands Easter Monday Meeting, and subsequently lapped Monza at over 64 m.p.h. to win the 750 c.c.

class of the Italian Cycle Car Grand Prix, By the end of the 1923 season Capt. Waite had lapped Brooklands at around 70 m.p.h. Of course it is not really feasible to compare Brooklands and Thruxton lap speeds but as this is the only comparison possible it is interesting to note that my car's average speed for Race 1 was 63.5 m.p.h. with an unofficial fastest lap speed of around 68 m.p.h. So perhaps the speeds of the cars are comparable?

It would be very interesting if any of your readers could throw any light on the ultimate fate of the original 1923 team of fabric-bodied works cars. A total of three works cars had been built by September 1923 and these competed in the Grand Prix de Boulogne driven by Waite, Kings and Cutler. This event was something of a disappointment for Austin's as two cars retired with big-end failure whilst the third crashed. A car believed to be built up from the remains of the three Boulogne cars took the 750 c.c. class at the 1923 September Shelsley meeting. A team of three cars probably the same cars that competed at Boulogne, ran in the 1924 Grand Prix des Voiturettes at Le Mans gaining a 3rd and 4th in their class. After this event I can find no trace of the original cars being used competitively. In all probability the cars were broken up and/or subsequently rebodied and developed into later works cars. A check shows that the three registration numbers were surrendered to the local taxation authorities although another replica (since rebodied again) has been spied carrying one of them!

Any information on the ultimate fate of these cars would be most welcome.

Emsworth. Paul Cooper

[Interesting! And our apologies to Mrs. Arnold Forster. I did not confuse the girls—just accepted the Press results.—Ep.]

#### Morris Garages

\* \* \*

Sir,

With reference to the photograph of the removal notice on the gate on page 1,126 of the October issue, this refers to the Morris Garages (Newbury) Ltd., who were removing to larger premises in the same town.

This is one of the branches of The Morris Garages Ltd., of St. Aldates, Oxford, and is in no way connected with the Morris Works at Cowley. It is a Charity Trust set up by the late Lord Nuffield and operates branches at Cowley, Reading and High Wycombe besides Newbury. A branch at Aylesbury was sold in March of this year to a large Group with headquarters at Leicester.

onks Risborough.

DES KITCHEN, Chairman, Bean CC.

#### How a New Zealander rates our Vintage Cars

Sir

As a member of a Vintage Car Club, I may be somewhat out of my depth criticising the VSCC. I'm sure they are running to well-defined rules, and I certainly applaud their motives of using their cars as the makers intended. But please, what are the criteria for acceptance of a car into the VSCC?

I may be about to show appalling ignorance here, and if I offend anyone then I apologise, but what on earth is a hot-rod doing featuring in the colour coverage of the VSCC April Silverstone meeting? I see before me in the June MOTOR SPORT a picture of what purports to be a 1928 4,079 c.c. Chrysler competing in that meeting. It looks like the sort of thing that we in New Zealand now find on farms—a onceproud machine cut down into a—well, not even a truck. It has no mudguards; no lights; half a bonnet secured by a strap; what appears to be a non-original radiator; a tiny aero screen; and from the scuttle back, just a straight-panelled, doorless and very ugly boy-racer body. Moreover, I'm sure that that sort of exhaust system was not extant on 1928 Chryslers.

I'm well aware that Chryslers were in fact racing in the late vintage period, but my impression was that the cars which performed so creditably at Le Mans were reasonably civilised roadsters, not over-scaled soap-box trolleys with funny exhausts.

The Bentley on the same page, while done in considerably better taste, perhaps also deserves a mention. It may just be that we are in New Zealand somewhat starved for machines of the calibre of the Bentley, but the sight of a lowered one with small wheels and a mucked-about body makes me want to cry "sacrilege" and reach for

my photo of Old No. 7. Certainly, the other one is at least pretty, but it's no longer a Vintage Bentley.

This whole thing may just be an error in my expanding of the initials VSCC but I really thought that the V stood for Vintage, and that this implied maintaining some semblance of originality.

Finally may I congratulate you on maintaining a fine magazine to which I have subscribed constantly since the mid-1950's? It's arrival is always eagerly awaited.

Te Awamutu, New Zealand.

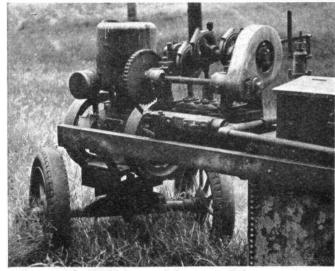
P. C. WHITE.

V-E-V Miscellany.—A rather sad Autovia V8, Reg. No. ASA 1. has been acquired by a reader living in London, the body being a light grey Mulliner saloon. Can anyone supply information about its previous owners? Someone else is anxious to trace the history of a 1927 fabric-bodied six-cylinder Austin, believed to have been first owned by a Capt. A. H. Baker, as he has obtained all that remains of it. In Kent a 1927 Austin 7 which had been in Spain and Majorca until 1969 is being restored and the owner believes that it may have been imported as a chassis and made into a racing car, which crashed during the 1928 Spanish GP, after which, in late 1929, it was given a new coupé body imported from England. Can anyone say whether or not an Austin 7 crashed during the 1928 Spanish GP? Roger Maughfling, having acquired an ex-GRO Albion van, has now given it a stable companion in the form of a Vulcan commercial vehicle chassis, circa 1925. Back to Autovias, a Sheffield reader would like to compile a register of these cars and seeks information about any which exist, were broken-up, etc. Letters to all the above information seekers can be forwarded. In preparation for the opening of his Donington Racing Car Museum, Mr. Wheatcroft has bought a Bristol LH Duple two-car transporter in which to transport his collection of over 50 racing cars, ranging from the 1911 Cottin-et Desgouttes o today's

A circa-1929 six-cylinder Chevrolet saloon, used up to 1970, is reported as for sale in Mahon. It is said to be in good order, except for a missing fuel pump. The Austin 18/6 truck mentioned in this column recently belongs to a reader who would like to hear from other users of this model. His was given to him at the age of 14 and has done some 60,000 miles in the last five years, with no trouble apart from a blown gasket, although it sometimes carries ten people.

The 1930 Sunbeam Sixteen saloon which was a prize in the Autobrite car polish competition covered 22 miles, 1,173 yards, two feet and 11 inches on a gallon of petrol at Snetterton under RAC observation and was won by someone from Norfolk. The Summer issue of the duplicated Journal of the Morris Register was largely devoted to Morris Commercial six-wheelers and the Alvis OC celebrated its 21st Anniversary recently with a special number of its magazine.

#### V-E-V TAILPIECE



An unusual "vehicle" photographed near a well-known speed venue.

## **BOOKS FOR CHRISTMAS**

"Morgan-First and Last of the Real Sports Cars" by Gregory Houston Bowden, 191 pp. 10 in. × 71 in. (Gentry Books Ltd., 55-61, Moorgate, London, EC2R 6BR. £3.95.)

The Morgan, as the foremost three-wheeler and one of the sole surviving hand-made sports cars, is deserving of a full and accurate history. This reviewer did his best to record the vintage years of the three-wheelers in a 50p book (Grenville, 1971) which is still available from the MOTOR SPORT offices and the active Morgan Three-Wheeler Club got out a rather broader history of the famous tricars at about the same time. So when I heard that there was another Morgan history in the pipe-line, a title which I knew several publishers had been looking for, I thought this must be a really comprehensive account of all the Morgans from that first spidery Peugeot-powered three-wheeler of 1909 to the latest of the Morgan Plus Eights which now use the Rover V8 manual-gearbox power unit complete, instead of the separate Moss gearbox with which it started life and modified for the Earls Court Show, as Peter Morgan himself proudly demonstrated to me, with proper interior door locks instead of pulls!

Disappointment could, therefore, perhaps be excused, when I read in this latest Morgan book, in the author's own words, that "there is a wealth of information which I have either failed to discover or have discovered and been obliged to set on one side for lack of space". This, then, is not a complete history of Morgan and the Morgan Motor Company. It is a very nicely got-up production. It is good reading if repetition from the previous Morgan histories can be tolerated. It was clearly written with enormous fervour by a writer who is a Morgan owner-his Plus Four four-seater, WXA 6, bought secondhand while he was at Oxford, forms the subject of the colour picture on the dust jacket and features in other places within-and it runs from the beginning of Morgan interest in cars, from 1884 in fact, the year Harry Morgan was born, to the present day and the Malvern Link factory and products as they now are. It is just the book the Morgan people themselves might have issued had they been so inclined -come to think of it, they did put out a good little history booklet of their own some years ago, which brings the total to four-and it made me want another Morgan as soon as I looked through it.

It has been written by using the Morgan Company's scrap-books, which were also made available to me, and as these are mostly Press cuttings the treatment by both authors is somewhat the same, except that Houston Bowden interviewed Dorothy Morgan and gets in a few fresh angles but does not give as much data as I was able to about the three-wheelers in races and trials and record-breaking sorties, or as much intimate technical material about the different models as does the Morgan Club's book.

What is left? Well, the chapters about the four-wheelers in the 'fifties and 'sixties are interesting and the book ends on a with-it note about the famous and off-beat folk who have bought Morgans. A lot of the pictures, including cartoons and technical drawings, have been seen before but as they are blown up big, although not on glossy paper, they are most attractive, the enormous chapter headings less so, while Houston Bowden's love for his Morgan shines through brightly (there is a picture of it in an Oxford Quadrangle and another of the author, in gown, driving a lecturer in Medieval English in it, the latter apparently about to catch a football), so I was sorry to learn that on his very first outing in it he was caught speeding (at 60 m.p.h.) and fined £15. Interesting that he had that front-wheel shimmy which I used to get on the Editorial Plus Four, and that he is not adverse to coupling girls with Morgans, and I like his story of the Monk and the Morgan. One has the impression that he is not as at home to motor cars as some writers, and so neglects a really good description of the Morgan, the many different engines used in them, and that perhaps he is not very familiar with the three-wheelers. He relies on Press road-tests for assessing the later models and there are one or two puzzles in the story-for instance, when H.F.S. broke an inlet valve during an ACU Six Days Trial we are told that this was "not disastrous"—it usually is -and this Morgan's four gears are not enlarged upon, although later we are told that four ratios were sometimes obtained by having a two-speed gearbox ahead of the two-speed chain-and-dog transmission. There is a tendency to call the bevel-box a gearbox, a gearlever in the picture of a racing Morgan's cockpit is surely wrongly captioned, being the brake lever, and McMinnies is credited with winning both the sidecar and cyclecar class of the 1913 Cyclecar GP, whereas it is usually said that he was disqualified because the organisers didn't regard his Morgan as a cyclecar and relegated it to the sidecar category. And how does Mr. Bowden know there will be no more real sports cars, even if we concede that, say, a 30/98 had nothing on an Aero Morgan as the first of them?

This is a very good popular story of the Morgan and I love some of the pictures, particularly the one showing the body panels of a modern Morgan being nailed to the ash subframe. You have just got to decide, haven't you, whether you are going to buy more technical Morgan three-wheeler material in a couple of little booklets or spend nearly four times as much to have a proper Morgan book in the bookcase? Now I suppose I shall be criticised as biased and self-interested but perhaps the author won't know, because I don't think he reads Motor

"Captains & Kings" by Neville Birch and Alan Bramson. 256 pp. 93 in. × 63 in. (Pitman Publishing, Pitman House, Parker Street, London, WC2B 5PB. £4.00.)

The title of this book suggests that it has no motoring associations at all, but in fact it will be of very considerable interest to many of our readers, because it describes the aviation experiences of kings and princes, royalty who are captains of their aircraft first and kings (or princes) thereafter. The authors are remembered for their excellent book, a one-model aviation work, on the Tiger Moth.

"Captains & Kings" covers The Infante Alfonso de Orleans y Borbon, Spain's first military pilot, King Baudouin of the Belgians, who flys Starfighters, the Shah of Persia who, not to be outdone. pilots his own airliners, Prince Bernhard of the Netherlands with over 8,000 hours logged, Prince Bira, Prince Louis Ferdinand, head of the house of Hohenzollern, King Hussein of Jordan, King Constantine of the Hellenes, the Duke of Windsor, Prince William of Gloucester, killed air-racing, Prince Philip, Duke of Edinburgh, who has flown aircraft right up to the Concorde category, Charles, Prince of Wales, who made the Royal parachute jump, and others. Most of the information has come from personal interviews with the book's subjects; in fact, with five kings, nine princes, two princesses, many generals and other distinguished persons, all within the space of under fourteen months, involving 10,000 miles' travel to places as far apart as London and Teheran.

Because royalty always has avid followers this book is bound to be a success, but that apart, it contains much of great interest to aviation enthusiasts and many of the unique illustrations are published for the first time. The places where the interviews took place add to the interest and it is apparent that only in a few cases was data taken from books, such as the Chula and Bira travel ones.

In this unusual, even astonishing book, we are reminded how unstuffy many of today's royalty are. We meet Prince Bernhard, who has long been known to be a very professional pilot, read of how two MiG 17 fighters actually attacked King Hussein's Royal DH Dove. and are reminded of the long British heritage of flying royalty, with HRH the Prince of Wales taking to the air in the early days, later becoming a considerable owner of private aeroplanes, up to the size of the Vickers Viastra in which he once visited a Brooklands Air Display.

One of the truly delightful chapters in this delightful book concerns the cousin of the late King Alfonso XIII, who was the great motoring king. The Infante is clearly an individualist, at 83 still flying his own aeroplane. The account by Bramson of a trip with him in his Continental-engined Aisa I-IIB is fascinating in the extreme and the flight exactly what flying for fun should be. At the opposite extreme there is the Vickers Viscount used for long journeys by His Imperial Majesty the Shah of Persia (who enjoyed Meccano as a boy), with its bedroom, and 12-seater cabin equipped with a 200-piece Crown Derby dinner service, crystal glass, silver cutlery and the best Irish linen, before he changed it for a Jetstar. The number of royal pilots who have flown very fast fighters, jet aircraft and helicopters is rather remarkable. Definitely one for the Christmas shopping list. . . . -W.B.

"The Great Trog Conspiracy", by Charles Gardner, O.B.E., A.F.R.Ae.s. 80 pp. 83 in. × 54 in. Soft covers. (Planned Action Limited Colournaster International, 12 Dene Way, Speldhurst,

A little humour at Christmas does not come amiss, and this book provides it. It seemed at first that Gardner thought he was Red Daniells and his illustrator, Don Roberts, imagined himself to be Ronald Searl. What they are dealing with are the motoring Trogs, who impede our progress. Trogs, the author tells us, are unlikely to be driving Lotus Elans, E-Types, Mercedes-Benz or similar vehicles unless these are chauffeur-driven-and if Gardner is used to encountering chauffeur-driven Elans he is more observant than I am! And has he forgotten the E-Type Morris Eight? He hints that the expressive term Trog was first coined by Drive and here I think we pause to pay tribute to other firsts in the field of motoring writing-I believe that "Mimser" pre-dates "Trog" and was the invention of Colin Willock, when he was Editor of Lilliput, that the frequently-used term "Badge-engineering" was first used by a contemporary motoring journal, and then there is our own neat, all-embracing title. Motor SPORT, dating from 1925 but by whose pen I know not. Anyway, wherever Gardner got his Trogs, he has gone to town on them; presumably as a fast driver of a fast car, who finds them troublesome? Incidentally, he was on the staff of the BBC and later Publicity Manager of the BAC, having much to do with the celebrations in connection with the 50th Anniversary of Brooklands Track in his latter capacity. The book's blurb refers to his broadcast from the cliffs of Dover during the "Battle of Britain" but when I mentioned this to my wife she said: "Oh yes, he was drunk and said the Fleet was all lit up"....

Anyway, laugh with Gardner about the Trogs by all means, although they are in reality no laughing matter; clues about identifying Trogs, so as to take avoiding action, occupy much of the book but hat-wearers, afraid to go fast even in saloon cars in case their headgear blows off. should, in my experience, have been included! With the book comes a Trog Badge and a "Spot the Trogs" rear-window sticker; at the risk of being called a fuddy-duddy, in fact a Trog, I wonder if the last-named is wise? It will presumably encourage anyone who displays it to drive faster than they might otherwise do, for fear of being labelled a Trog themselves, and the young and the simple-minded who can be expected to display it usually drive quite quickly enough already.-W.B.

"Sports Car Championship", by Anthony Pritchard. 240 pp. 9½ in. × 6 in. (Robert Hale & Co., 63, Old Brompton Road, London, SW7 37U. £3,20.)

For students of more recent motor-racing history, who want the facts and figures within the covers of a book, this is a useful account of the Sports Car Championship during the period 1968-1971. It thus deals with the great Porsche and Ferrari performances in some very quick sports-car contests at great circuits such as Le Mans, Monza and Spa. It is the tale of 3-litre Prototype cars battling against larger machinery, of Porsche 908 and 917, JW Ford GT40s, Ferrari 512 and the rest. Not only the races and the drivers who took part in them but the specifications and development of the cars themselves are covered. The book is indexed, has just sufficient illustrations, and appendices deal with results up to sixth place in every race in the Championship, specifications of the leading cars, and the evolution of the Porsche, month by month.-W.B.

"Castrol Rally Manual 2." Edited by Peter Browning. 128 pp. 8½ in. × 5½ in. (PSL & Castrol, 9, Ely Place, London, EC1N 6SQ. £1.50)

Here is another of these useful Rally Books, with articles by experts on various aspects of the sport, our Gerry Phillips, for example, writing about the top Scandinavian drivers, with lots of pictures of rally cars and happenings, lists of useful addresses, illustrated drivers' biographies and tabulated results of important rallies and rally championships from 1960 onwards. An excellent gift book, if your man likes rallying, -W.B.

A soft cover introduction to "The Motor Industry", by James Ensor (223 pp., 74 in. × 44 in.), has been published as part of the Financial Times Introducing Series and, packed with data, is available from the Longman Group Ltd., 74, Grosvenor Street, London, WIX OAS.

Another for the gifts-list, "Lorries, Trucks and Vans, 1897-1927" (159 pp.,  $7\frac{3}{4}$  in.  $\times$  5 $\frac{1}{4}$  in.), with lots of colour pictures and reproductions of period advertisements, has been published by the Blandford Press, 167, High Holborn, London, WCIV 6PH, the price being £1.50.

In the same series as the book referred to beforehand is "Passenger Cars, 1913-1923", by T. R. Nicholson, this one running to 157 pages, and costing £1.25.

Two more source books in the Olyslager Organisation series have been released, namely "Military Wheeled Vehicles" by B. H. Vanderveen (useful for prospective hill rally entrants!) and "Commercial Vehicles" by W. J. J. Downton. Both are of 144 43 in. × 64 in. landscape pages and each sells for 95p. The publishers' address is Ward Lock Ltd., Warwick House, 116, Baker Street, London, W1M 2BB. 3 \* \*

Collins, PO Box 30, 144, Cathedral Street, Glasgow, C4, have a selection of motorists' diaries, ranging in price from 63p to 90p, which should make appropriate presents, as should their Motorists' Desk Diaries and Log Books, which sell at 73p and £1.25 according to bindings. But it would have been nice if they had given the Secretary of the VSCC correctly. . . .

"Cars in Profile No. 2" has been published by Profile Publications Ltd., Coburg House, Sheet Street, Windsor, Berkshire, SL4 1EB, at the standardised price for this new series of 50p. This one is by Cyril Posthumus about the 41-litre Lago-Talbot and a fine job he has made of it. The origins, development, racing history and decline of this fine 1936-1954 French sports/racing car are written-up in typically clear Posthumus style and the text is backed up by some very good pictures and diagrams which include sectional drawings of the three types of Lago-Talbot engine, cross-push-rod, still-born shoulder-o.h.-camshaft and later high-camshafts competition engines. Posthumus' story reminds us of the interesting immediately-post-war period of motor racing, when the Lago-Talbots put up such a fine fight against increasingly heavy odds and he makes out a good case for the prowess of Louis Rosier, who, as a table reminds us, won seven races for Lago between 1948 and 1951. Raymond Mays' and Duncan Hamilton's exploits with the breed are mentioned, and the scale colour pictures of the 1949 Belgian GP winner by James Leach are magnificent. This artist proves just as adept at painting the Lago-Talbot badge and showing the 1950 Le Mans winning Lago-Talbot in action.

I still dislike the smaller type of the "new" Profiles and although my last month's comment that the covers will detract from the promised bound-volumes will not be valid if these are removed before the Profiles are bound, doing this will eliminate two big pictures of each car. There also seems to be a brief for writers in this series to explain cars to the reader, which was not deemed necessary previouslythus Posthumus tells us the Lago had a Wilson gearbox and then tells us what such a gearbox is! Incidentally, as he refers to the 1904 Pipe and later Riley and ERA engines as also having high camshafts. he could have included Dorman, who once used this kind of valve gear. That is positively the only criticism I have-proof of the readability and value of this Profile. The new series is splendidly informative but, so far, not so much fun as the old.-W.B.

The Oakwood Press, Tandridge Lane, Lingfield, Surrey, has issued No. 62 of their booklets they call "Locomotion Papers", this one being about "London Independent Bus Operators, 1922-1933" by D. E. Brewster (44 pp., 8½ in. × 5½ in., soft covers). Although I remember the "pirate" 'bus services which operated in London in those years and which got a bad name for fast driving in order either to get to queues of waiting passengers before the LGOC 'buses could pick them up or to provide a quicker service, it comes as a great surprise to discover, from this little book, that there were some 170 of these independent operators in the hey-day of such competition. The book illustrates many of them and lists the 264 fleet-names (or lettering) which they shared, from "A-1" to "X-Service". It started in 1922 with a Leyland and ended in 1934 when the Leyland Titan single decker "Prince" was withdrawn from service.

The book contains 71 good pictures of such London 'buses, together with pictures of some of the tickets used, supported by 23 pages of descriptive text. I found it fascinating, although some may think the book dear at 75p. The places where the pictures were taken are given in the captions, which adds to the nostalgia, and from this book you learn which was the first 'bus in London to have front-wheel brakes, which was the last to run on solid tyres, etc. I now await with impatience a book about 'buses on our country services in the vintage years, and wonder how many different makes and pleasant pictures that one could reveal!-W.B.

## **CARS IN BOOKS**

I HAVE mostly given fiction a miss in this apparently never-ending series, but I thought Rolls-Royce folk would like the following, from "The Long Good-Bye" by Raymond Chandler (Hamish Hamilton, 1953): Of a Rolls-Royce Silver Wraith in America: ". . . over her shoulder she had a blue minx that almost made the Rolls-Royce look like just another automobile. It didn't quite. Nothing can.'

Then, although it is quite out of context, I would mention "Narrow Gauge Railways of Mid-Wales" by J. I. C. Boyd (Oakwood Press, second edition, 1970) for an interesting reference to the 15-in. gauge locomotives ordered just before his death in the 1924 Monza GP of Count Louis Zborowski. The author says of the Count that "motor racing claimed his first attention", although he had laid down 150 yards of the Higham's Railway, presumably as a test-line for the forthcoming Romney, Hythe & Dymchurch line he was planning with Capt. J. E. P. Howey. (Incidentally, I think there may be a book about Howey's motor racing and narrow-gauge railway work before long.) Apart from this reference to a racing motorist, Boyd's book should be read by all who contemplate travelling over the Welsh narrow-gauge lines as part of their next year's holiday. Finally, for this month, a reader, Mr. P. A. W. Dunt of Kuwait, sends the following extracts from "Forty Years In The Wilderness" by H. St. John Philby in which the chapter entitled "T. E. Lawrence and his Critics", of happenings in December 1921, contains some interesting references to Rolls-Royces,

"Lawrence and I descended the hill in the gloaming to dine with Peake, as usual, to discuss an expedition to the Mafraq district, planned for the morrow. I return to my diary of the day's doings.

'The whole day was devoted to an excursion to Mafraq and the neighbourhood in connection with the firing on the south-bound train, referred to in my note of the 29th. An armoured car and a Rolls-Royce tender having been mounted on two trucks the previous evening, Lawrence and I repaired to the station at 9 a.m., but some delay ensued while the train was being formed; and in the end it was found to be too heavily loaded for the engine to haul up the steeper gradients. Four trucks were therefore detached, to await a special train the following day to Damascus: they were full of grain for the Syrian market, between which and 'Amman brisk business is being done this season. The run to Mafraq was my first trip into the interior, as hitherto I had seen nothing but the 'Amman-Jerusalem road; and it was full of interest. First there was the run down the Jabbok valley to al Rusaifa, a little village perched on the hill-side and overlooking a wide area of cultivated land, irrigated by runnels from the stream flowing through it. Then came the climb up out of the valley to al Zarga and its station, with the old Hajj Qal'a standing out from the village on a spur of the bluff. Then the broad pilgrim way, with its myriad winding camel-paths, trodden for centuries before the railway by the camels of the Syrian Hajj. Ever and anon there were fascinating groups of Roman milestones on both sides of al Samra station in a desolation of basalt screes: the station itself and a grim Roman, or older, village in the neighbourhood being entirely built of basalt. Then there were the bridges and culverts of the line, each reminiscent of some exploit of Lawrence's guerillas during the war. And, finally, the long stiff climb up to the Mafraq plateau, whose vast extent suddenly burst upon us, as we reached its rim, extending afar off to the volcanic hills of Jabal Druz, and marked here and there by some dark village, like Umm al Jamal, sinister under the shadow of black storm-clouds.

The trucks with the vehicles were shunted into a siding, provided with a ramp for the unloading of cars; but the ramp itself was not in good shape, and the personnel handling the job lacked experience. But, after strenuous efforts, the job was done, though it was 3.30 p.m., with only an hour and a half of daylight left, when we started off on our quest across roughish country to westward of the line. Lawrence and Gordon led the way in the tender, while I rode in the armoured car with the men of the RAF. Lurching over hill and dale, much pitted with the burrows of a rat called Khulind by the Arabs, we duly reached the tents of Ibrahim ibn Ghazi, shaikh of the Mushaqaba section of the Bani Hasan tribe. He and his folk had little difficulty in convincing Lawrence, who was of course in command of the expedition, that they had nothing to do with the incident we were investigating. A little further to the north, we came upon two groups of tents. Towards the first, belonging to the Sirhan tribe, a large procession of men, all armed, and women

was wending in connection with some wedding festivities. They too disclaimed any connection with the train shooting; and we turned towards the other, situated on somewhat higher and rougher ground, which the armoured car managed only with some difficulty. At the top we found ourselves in a very large encampment of the Jabaliya tribe, an Arab clan based on Jabal Druz, in which we sought out the tent of the shaikh, Ghazi by name. The interrogation of the chief was conducted by one Sindah, an 'Ataibi henchman of the Amir 'Abdullah, under Lawrence's guidance, while the rest of us were mere spectators. It soon transpired that these were the folk who had fired on the train, and while admitting the impeachment, Ghazi tried to make us believe that in fact they had been defending themselves from a raiding party of another tribe when the train got in the way. Lawrence was not standing for that, and it was getting very late. He was admirably calm and determined, as he told Ghazi that he would have to accompany us to 'Amman to explain the conduct of his tribe to 'Adbullah himself. It seemed to me that we were not in a very strong position to insist on anything; but Ghazi, being assured of his personal safety, did agree to come with us despite loud murmurs of dissent from his people. As we walked towards the cars, Ghazi's wife intervened to stay her lord. More argument ensued round the cars, and one of the Arabs ejaculated: "Get in, and spare us all this fuss!" Nevertheless Ghazi found it impossible to resist the clamour against his going in person, and it was finally agreed that his son should take his place. Receiving his father's mantle and head-band, he mounted with us. to the tune of tears and shrieks from his own wife, who was obviously big with child. And soon we had left the camp far behind.

For a while it was light enough to see our way, but darkness overtook us as we reached the line, along which our route southwards towards Mafraq over rough stony ground was a very slow affair. We reached the station at 7 p.m., but the loading of the cars on the trucks proved to be more difficult than the unloading had been; and we eventually gave it up as a bad job. So the cars, with their crews, were left behind for the night under A. R. Macdonald, the officer in charge of transport, while Lawrence, Gordon and I started back for 'Amman at 9.30 in the engine.'

Finally, for this month, there is reference to an old Jowett in "The Smell of Privet" by Barbara Sleigh (Hutchinson, 1971). The author is describing "a very old, two-seater Jowett" bought by her mother, which gave the family very great pleasure, before the war. Alas, she says it had "the engine at the back", which no Jowett ever had, and she goes on to emphasise this by a story of how, bowling along Frederick Road in Birmingham, the gear-lever came away in her mother's hand and at the same time the car "ground to a clanking stop". When a passing cyclist was asked to help he was astounded to find no engine beneath the bonnet. Now this makes the car appear to have been not a Jowett but a Trojan. However, this theory is punctured because elsewhere the car is described as having a dickey-seat, which no Trojan ever had. Puzzling! I seem to recall another reference in another book to a rear-engined Jowett but whether by the same author, I do not remember. That the aged car took the family as far afield from Birmingham as Llanfair although the driver was in "complete ignorance of its mechanics", merely pushing one thing and pulling another to stop and start it, suggests a Trojan, for how otherwise, would she have managed the Jowett's gearbox? That the ancient small car with a cracked silencer which made a noise ascribed to the machinery, and paintwork that had "been reduced by old age to a matt surface of a dull iridescence, like a dead bluebottle", served well is apparent and I leave the matter of whether a Jowett or a Trojan would be the more likely to shed its gear-lever to the respective Owners' Clubs, if, indeed, the matter is worth arguing.-W.B.

#### MINIATURES NEWS

AUTO REPLICAS (England), 12 Chichester Close, Salisbury, Wiltshire, have issued the first of what they intend to be a series of historic racing cars, made of die-cast metal and easily assembled. This No. I model is of a 1/43rd scale ERA, 3.3 inches long, with wellsimulated wire wheels carrying rubber tyres of 0.6 in. diameter. The model is nicely detailed with "leaf" springs, but comes unpainted, so that constructors can turn it out as desired, as anything from an A to a D-type. The price is £2.25 inclusive of UK postage. It is intended that the next in the series will be a 3-litre Maserati.—W.B.



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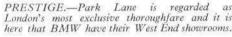




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## **UNBEATABLE** BMW

A Long-Term Test Report





SOMEBODY, somewhere, remarked on the comparatively high cost of spares for BMW motor cars. This resulted in BMW Concessionaires (GB) Ltd. suggesting that if this is true, it is offset by the very few spare parts BMW cars require during their working life. To emphasise the point they suggested that I should drive a BMW 2500 for 20,000 miles, to see how trouble-free it proved. The number of other cars which have come up for appraisal has made this a rather prolonged task and to date the mileage stands at 15,000. But as I last referred to the BMW 2500 in detail in the June issue of Motor Sport, with 5,000 miles run, it is time to add to these early findings The difficulty here is that there is so little to say! The BMW has

just run on and on, a delightful high-performance touring saloon, with scarcely any incidents. On one occasion I noticed smoke pluming from the exhaust when I lifted-off to change-up; it was not a crumbling piston, simply the carburation somewhat astray, soon rectified. On another occasion very mild mis-firing intruded, probably as a result of too much town-running which had insulted the plugs, again a malady which did not noticeably affect performance and which was easily cured. Otherwise, this additional 10,000 miles has been troublefree. The BMW uses virtually no oil between routine servicing, averaging as it does 8,000 m.p.p. of Castrol. It has given a pretty consistent fuel consumption (of 99-octane gas), ranging from 22.5 m.p.g. in daily use for shopping and commuting, with cold-starts thrown in, to 24 m.p.g. cruising at 4,000 r.p.m. along the Motorways. It is a prompt cold-starter on the well-contrived automatic choke, the Berga battery has never misbehaved, the gear-change remains of the most pleasant, and the brakes effective, blackening of the front-wheel rims showing that much of the retardation takes place through the front discs.

While using the car I have been reminded that M.L.G., the BMW specialists with premises adjacent to the BMW Headquarters in Chiswick High Road, W4, within easy distance of London's M4 flyover, have serviced the car and it was they who ironed out the minor body damage it sustained, as previously recounted. M.L.G. Motors have never failed to do this expeditiously and efficiently and were naturally anxious to establish that it was not they who clocked up the unaccounted-for 1,000 miles on one of these occasions. The fact is that, although the car has been mostly in my care, there have been times when others have used it, driving it hard and never sparing it. At 15,000 miles the centre line of tread on the Michelin XAS tyres on the back wheels is noticeably thin, but the rest of the "footwear" looks good for many more miles.

There is really little more that I can say. The BMW is always a very pleasant car in which to do long runs, with its well-contrived controls, notably the excellent screen-wiper arrangement. It is comfortable, predictable, and adequately quick. The driving position is commanding and the six-cylinder engine has a notable ability to run at impossible low revs. without slogging and spin as smoothly as a turbine in excess of 6,000 r.p.m. I am now used to the power-steering, although this might be a mite higher-geared. Wind noise is rather loud from the rear quarters when at speed. There are those excellent minor items, such as accessible fuses, oil-grade and tyre-pressure requirements, strategically inscribed, well-contrived locks and door-handles (although the sill locks have a habit of unscrewing), wells within the boot for the retention of objects which would otherwise roll about, and so on. The routine servicing at 8,000-mile intervals is appreciated with this sort of car, which builds up mileage

so quickly, but BMW wisely recommend at least two electronic programmed tests be carried out each year, irrespective of the distance run. The well-written and illustrated handbook is also reassuring. . . . Oh, and a reader was quick to tell me that "UPM" on the face of the easily-read tachometer is not the "misprint" I thought it was, standing. indeed, for the German Umdrehunger pro Minute-thank you, Mr. Noon of Stock Green!

There has been, then, nothing about which to complain, nothing to detract from the slogan "Unbeatable BMW", in this fast 15,000 miles' motoring, although the setting of the headlamps has again made driving on dipped-beam hazardous. (Perhaps I have been lucky with this year's long-term road-tests, because the Ford Cortina Mk. III, about which I intended to write some more, proved equally reliable, although I had that one for only 2,700 miles.) Come to think of it, there was a fault, and the BMW has developed the same one-a spacer for the driver's window came adrift, causing rattling, the Ford actually shedding this piece of metal, which the BMW refrained from doing, so that the defect is hardly worth bothering about in the

Extended enjoyment of this reliable BMW 2500 has increased my admiration for the cars from Munich, although it stood at a high level previously, from experience of shorter road-tests of various models. If I ever had anything adverse to say about a BMW it was to the effect that these cars have such perfect manners, that, as with faultless human beings, they tend to lack character. But you do not necessarily want to have to contend with a "character" in the car you drive daily; or, for that matter, in the person you live with. . . . I certainly think admiration is enhanced because this is a race-bred car, not only in the idiom of today but in those memorable years immediately before the war when the Aldington brothers focussed our attention on the delights of BMW (beg pardon, Frazer Nash-BMW) motoring, which was soon endorsed by the competition prowess of the 328 Sports model. Today BMW keep ahead without recourse to twin-cam heads or V8, or V12, cylinder configurations. . . .!

There are other factors contributory to the present popularity of these cars and the esteem in which they are held. For instance, there is the efficient manner of their importation. They come into this country at Dover, to the most modern import centre in Britain. It cost £500,000, has a floor area of 56,000 sq. ft., of which 28,000 sq. ft. is devoted to storage of £1-million-worth of BMW spare parts, and it was designed to handle 20,000 new BMWs a year. That this target figure is approaching is indicated by the sale of 4,881 BMWs here in the first six months of this year, compared with 2,052 in the equivalent period in 1971. At the Dover BMW Import Centre cars are sent through an infra-red de-waxing tunnel using a 478 kw reflector and detergent/water wash and dryer, and they are then prepared for delivery to distributors, the Centre possessing its own workshops, paint shop, body-repair bay and engine, electrical, suspension and runninggear departments, so that any faults can be rectified on the spot. The spares store is linked by IBM System-3 computer with Munich, for fast and accurate maintenance of supplies. The staff are well provided for, another contribution to efficiency, with a restaurant used by all levels, a coffee lounge, and showers in the washrooms. There is even a helicopter pad at the Dover Centre, and a dispatch-park for 1,000 cars.

The same efficiency prevails with BMW in London. The Chelsea Headquarters, BMW House and Service Station, and the adjacent M.L.G. premises specialising in these cars and their equipment, have already been mentioned. There are the BMW showrooms in Park Lane, W1, where Ford once sold cars. C. G. Grev used to say that he had The Aeroplane offices in Piccadilly because sooner or later every visitor to London of any importance to him walked out of the Royal Aero Club and down Piccadilly and so found it easy to come and tell him the latest aviation news at his office at No. 175. In much the same way influential residents in the Metropolis, staying at Grosvenor House or the Dorchester, are likely to stroll along Park Lane and there be able to inspect the BMW range of cars and discuss selling arrangements. I only hope, when I next visit Europe, that I shall see British Leyland showrooms in similarly strategic and prestigious positions....

One has only to observe the roads of this country to note how popular BMWs have become. From selling 800 in 1965 it looks as if BMW Concessionaires (GB) Limited will reach their 1972 sales' target of 9,000 cars. It would be easy to publish the names of many famous people who own BMWs. This, however, would not prove much, because many of them will have bought because others have done so, thus giving us a list of pop-stars, footballers, and the boutiqueset, who are at present associated in these columns with quite a different kind of car! No harm in that; but I would prefer you to think of those who led the way, buying a BMW because they really know about motor cars, starting if you like with Stirling Moss, O.B.E., who owns a specially-tailored BMW 2000 Tii Touring. . . .

BMW are determined not only to sell properly-serviced cars to contented customers, but to ensure that as many people as possible have BMW merits placed before them. At this year's Earls Court Show Raymond Playfoot had abandoned lion cubs for a Russian acrobatic show (symbolising, perhaps, the strength of BMW?) and the famous Bavarian band. Unfortunately the latter was allowed to play only on Press Day, otherwise it might have drowned the girls' voices proclaiming the good points of the Ford Consul/Granada cars, which some people regard as an attempt by Dagenham to emulate the Bavarian products. . . .



CARE.—BMWs being prepared for UK customers at the Dover Import Centre.

Throughout last month there were champagne parties to introduce the new lightweight BMW 3.0 CSL, the fastest 3-litre luxury sportscoupé in the World, in the words of the Concessionaires, at 14 centres as far apart as the National Motor Museum at Beaulieu and Doune Motor Museum in Scotland.

David Blackburn, Chairman, and Jonathan Sieff, Deputy Chairman, and the Joint Managing Directors Anton Hille and Les Jones are tobe congratulated on injecting great life, allied to dignity, into BMW Concessionaires (GB) Limited. If, as seems inevitable, they reap their just reward, this is a fitting pattern for our entry into the EEC.

#### A PUZZLING STATEMENT

THE August issue of Total Times had an eye-catching colour front cover depicting a well-known motoring journalist leaning on a Bristol car, accompanied by his lady and dog and, inside, an article by this gentleman telling those who paused to read it what he thinks is wrong with petrol service stations. Scanning this, we came upon a statement which puzzled us, namely that "in many engines an excess pint of oil is a quick way to ruined bearings". As the average dip-stick which we poke into our sumps is not a scientific measurer of the contents, nor is it intended to be, and as a pint of lubricant is not a very great part of the average sump's overall contents, we cannot understand this eminent writer's concern for the careless garage-hand giving him that much too much Total or any other brand of oil; apart, of course, from the cost of it. Unless, that is, Bristols are sensitive to that kind of treatment? Naturally one does not flood an engine with unwanted oil but, even if one did, fouled plugs or gummed-up valves would surely be expected, rather than "ruined bearings". And if an excess pint is going to run them, when should the oil-level of overhead-valve, especially overhead-camshaft, engines be checked, in view of the possibility of at least a pint being concealed in the rocker boxes, as the waiter concerned admits?

We thought round this thing for a bit, and the only kind of engine where bearings might just conceivably be ruined by using too much oil, instead of too little, seemed to be an horizontally-opposed type with an abnormally small sump, in which, if it were over-filled (by a pint?) excess pressure might build up and cause lubricant to exit via the breather, until the level fell too low and the bearings were starved. This didn't seem very convincing, so we wrote to Incom Public Relations Ltd., who are responsible for Total Times, asking for an explanation. That was on 27th September and as no reply had been received by the 1st of November (although we did mention it to the writer when we met him at the Show), we thought we had better hand the idea over to MOTOR SPORT's readers. They usually come up with an answer to motoring conundrums. We hope they can solve this one, especially as no-one wants to use more oil than is absolutely necessary in these stringent times, especially if doing so is likely to wreck the engine!-W.B.

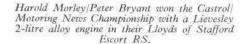
#### THE FIAT 126

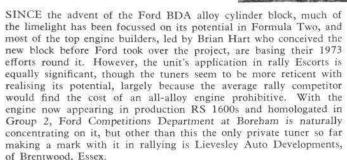
AT THE Turin Show Fiat introduced their new baby-car, in the form of the Tipo 126. Those who feared that in the year AD 1973 the great Italian manufacturer might banish the cyclecar concept of a twin-cylinder air-cooled engine need not have worried. The 126 has a revised version of the famous Fiat 500 power unit which dates back to 1957, but with the bore enlarged by just over six mm., which gives a capacity of 594 c.c. and modern over-square dimensions. This 94½ c.c. increase, together with a c.r. of 7.5 instead of just over 7 to 1, has raised power output to 23 b.h.p. (DIN) at 4,800 r.p.m., from 18 b.h.p. (DIN) at 4,400 r.p.m. The push-rod o.h. valve gear has been improved, the starter is more compactly mounted, the sump is larger, a plastic fan runs more quietly, a new, more accuratelytimed distributor is used, and this 594-c.c. Fiat 126 is said to cruise all day at a maximum gait of rather better than 65 m.p.h.

The 500's transverse leaf-spring and trailing-arm coil-spring type of all-round independent suspension is retained, as are 12-in. (radial) tyres, and the wheelbase, at just over six feet, remains the same. The body is, however, quite different, being a sloping-tail, boxy fourseater two-door saloon, with not quite the cheeky lines of a Fiat 127 or a Honda N.600. Fuel (Super) is contained in a 21-litre tank. The rear-engined Fiat 126 thus continues in the true baby-car tradition and does not depart drastically from the concept of the famous Fiat 500 which has made so many economy-conscious motorists happy for over 15 years. But the new car is five inches longer within, is wider, by more than three inches across the back seat, the lines are modern if not flowing, and there is less austerity. The proof will be in the sampling but we expect the Fiat 126 to taste good to economical palates, even though it is not the completely revised design which may have been expected. The 126 supplements but does not replace the 500, we are told, but when we said last month that it superseded it, we were presumably right so far as this country is concerned, because Fiat's British publicity agent says that no more 500s are expected to come to Britain .- W.B.

## The New Breed of Rally BDA

The main benefit of Ford's new production alloy in the Escort RS 1600 is the ease with which 2-litre versions can be constructed. Lievesley Auto Developments have successfully developed such a unit for rallying.





John Lievesley's small company, working from an unbecoming old shed in a builders yard in the heart of Ford-land, has gained a considerable reputation for its BDA engines in this season's British rallies, largely through the inspiring showing of its major customer Harold Morley. Morley began the season with a cast-iron 1,800-c.c. Lievesley BDA in his RS 1600, progressing to a development Lievesley 2-litre alloy BDA in his new car (he changes cars every six months), with which he convincingly finished the season by winning the Castrol/Motoring News Rally Championship.

Morley's engine is built for torque rather than outright power, the 90-mm, bore with a standard throw steel crank giving a capacity of 1,994 c.c. Maximum brake horsepower is 190, about 35 b.h.p. down on the works engine currently used by Roger Clark in his Esso Uniflo RAC Championship winning car, but on the other hand it gives 40 b.h.p. as low as 2,000 r.p.m. and 155 lb. ft. torque, a much more sensible engine for the better club drivers as distinct from the Clarks of this world. The crunch comes with the price: £1,200 on top of a standard alloy BDA unit, putting it completely out of reach of the average British competitor, though sufficient seem to have the wherewithal to make Lievesley's expensive development worthwhile.

So what is the point of running to the expense of an alloy block and what advantages does it hold over the cast-iron item? The major value is that it can readily be taken out to 2-litres by boring and re-linering or even slightly more by using a long-throw crank (Lievesley offers a 2,140 c.c. version). Even the special siamesed iron block can be guaranteed to only 1,800 c.c. and certainly no more than the 1,860 c.c. to which it is taken for Formula Two. To obtain 2-litres from an iron block means fabricating a special liner system which, as indicated by Formula Two, is thoroughly unreliable. An obvious advantage of the alloy block is the reduction in weight; about 60 lb. lighter than a siamesed block which in turn is heavier than the standard block. Lievesley has found ways of bending the normal specification parameters to obtain more power from the alloy engine too, though he isn't prepared to divulge how. The alloy dissipates heat much more quickly than cast-iron, with a disadvantage that a lot of this heat finds its way to the oil, resulting in increased oil temperature, a minor problem easily overcome by fitting a larger oil cooler.



Lievesley's main headache during early development was the provision of suitable liners. His originals were steel with a chrome finish, Loctited in position because they couldn't be shrunk in. Inevitably the liners slipped and a change has been made to cast iron ones, shrunk in position to fine tolerances and located and held by a step in the block at the bottom of the bore and by the head at the top. So far this arrangement has given no problems, even when Morley drove for four miles without water when a core plug came out on the

Lievesley had built himself a respected reputation as an engine designer long before he started his own business in 1967, though his early training gave no indication of how he was to develop, his engineering apprenticeship being served at the Ministry of Supply's Nottingham factory. From there he transferred to Battersea College of Technology (now the University of Surrey) and wanting a complete break at the end of his training went as an engineer on a Cambridge University three-month expedition to the Arctic. This gave him time to plan his future career and he started by making a list of what he would like to do and which firms he wanted to work for. Heading the list was Cosworth; confident of his ability he contacted Keith Duckworth on his return from the Arctic and as luck would have it, Duckworth was looking for somebody like Lievesley. For the next two years he was Duckworth's technical assistant, the SCA unit being his major responsibility. "We tried to design this engine by sitting down and discussing it in normal fashion, but this didn't work. In the end we developed a technique whereby Keith went home and drew the fundamental designs for six days of the week and I put the flesh on them the following week. The system worked and we had the first engine running in only three months.'

Though satisfied with his work at Cosworth, where he began an invaluable association with Brian Hart, he began to feel that he was becoming too specialised. To broaden his horizons he joined Ford's Engine Development Section as Product Development Engineer specialising in engine performance. During his five years in that post be redeveloped the V4 engine into its 2000E form from the troublesome early unit, was responsible for the Mk. 2 twin cam engine and designed all the special internals for the Broadspeed racing engines

His own business started by accident. A Brentwood builder John was buying a house from asked him if he could make his Sunbeam Tiger safe enough to hand over to his eldest son. Sure enough he made the Tiger handle reasonably well, impressing the builder so much that he suggested he start his own business, gave him financial backing and loaned him the premises. Early concentration was on Formula Ford engines till Lievesley became disenchanted with the Formula and the attitude of the competitors. Rallying has proved a much more satisfying and happier world to move in; his twin cam engines proved reasonably competitive and subsequently his BDA engines are gaining him a reputation second to none.

His general approach nowadays is that he won't put an engine on

the market until he considers it to be the best available, which is his opinion of his current BDA units. Indicative of this attitude is his shelving of a Super Vee engine project. While this engine was better than anything else available in this country it wasn't competitive with the continental opposition and that wasn't good enough for Lievesley. With more finance available he could have developed it further.

With rallying in mind, Lievesley has recently been joined by Escort rally driver Peter McDowell, a former Ford of Europe overseas service representative in North and South America. A new third member of the team is David Ray, one of the founders of Trans-Europ, the Belgian Opel specialists, with Vic Heylem, later joining Wooding, the Hamburg Group 2 Escort racing team, and more recently a whizz-kid on injection with Tecalemit-Jackson. His main project will be to develop injection Lievesley engines, the firm relying on Webers up till now.

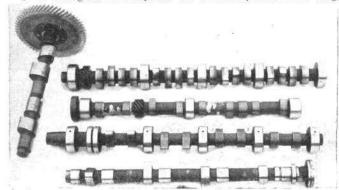
Lievesley is one of the few tuners to design his own camshafts, his academic ability enabling him to do the maths and computer programming necessary to design cams which work: "Any fool can design a cam which gives high lift and wide timing to produce power, but whether or not the valve gear follows the cam profile at high , r.p.m. is a different matter, and this is where you have to be clever." He's acknowledged as a master of this art, is retained as design consultant by Zephyr Cams, who produce most of the prototype cams for motor manufacturers, and designs 75 per cent of Brian Hart's cams (Hart engines using his cams have won the Formula B Championship in the States for the last three years).

He offers two rally cams for the BDA: the fairly mild ZL5 (ZL standing for Zephyr Lievesley) and the much peakier ZL7 as used by Morley. Most of the quickest Castrol/Motoring News Championship RS 1600 drivers use one or other of these cams, including Jeffs, Pearson, Richards and Mullinger.

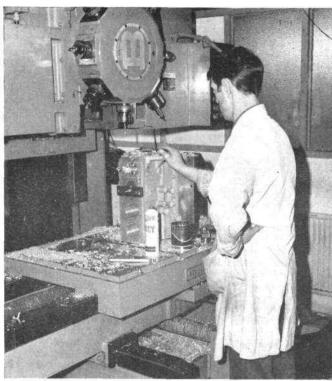
The up-and-coming Kevin Videan has recently taken delivery of an 1800 iron-blocked BDA developing 208 b.h.p. on a 4 into 1 exhaust manifold. This raises an interesting point, because McDowell's identical engine gives less than 190 b.h.p. on a 4 into 2 into 1 exhaust. The gain by using a 13 in bore 4 into 1 manifold instead of 1½ in as on Videan's car would be even greater: 38 b.h.p. at 8,000 r.p.m., though sacrificing 8 b.h.p. at 5-6,000 r.p.m. However the larger bore pipe is difficult to accommodate and too noisy for

Basically Lievesley specialises in custom engine building, mainly for rallying though he would prepare racing engines (such as Peter Richardson's 1300 BDA engine in the Daren) so long as they didn't cut across anything offered as a stock specification by Brian Hart. In that case he would pass the enquiry to Hart, who would react similarly if he received rally engine queries.

Eight standard stages of tune are offered for the BDA which can be amended to customer requirements. All built engines are tested on Brian Hart's dynamometer. Stage 1 offers 130 b.h.p. from a cleaned up cylinder head and balanced bottom end for £160. Stage 2 is the same with the addition of ZL5 cam, giving 135 b.h.p. and power up to 7,500 r.p.m. for £210; Stage 3 is as 2 with larger valves, bored inlet ports, opened out exhaust ports, stronger con rod bolts, forged lightweight pistons, heavy duty clutch and 160 b.h.p. (£445); Stage 4 offers 170 b.h.p. by adding 45 DCOE Webers and ZL7 cams (£505). Beyond that a siamesed block is used for the 1800 Stage 5 engine, with steel crank and rods but the same degree of tuning as Stage 4. This gives 185 b.h.p. and 150 lb. ft. torque for £890. Stage



A selection of Lievesley cams: VW rally (left), and (top to bottom) 4.7 Ford V8 high-performance road, ZL 15 Ford push-rod quick road, BDA ZL 7 rally, ZL 14 twin-cam rally.



Machining of all standard and competition blocks by Modern Precision Tools Co. Ltd. is done on this tape-controlled Newall-Burgmaster machine.

6 is as Morley's, while Stage 7 has racing valves added to raise output to 200 b.h.p. for an extra £80. The ultimate is the 2,140 c.c. engine with the long stroke crank, offering 205 b.h.p., 165 lb. ft. torque and a mighty bill for £1,320. All engines use Lievesley-specification Mahle pistons other than the 1700, which uses Cosworth.

Similar calibre work is offered on the Ford crossflow and twin cam, Ford V6, Volkswagen and Opel engines.

Lievesley maintains good connections with the Ford Motor Co. and in fact fits the core plugs and does the water and oil pressure testing on all the production alloy BDA blocks for Ford AVO. These blocks come direct from Modern Precision Tools Co. Ltd. at Danbury, Essex, where all machining is carried out from the rough casting. This small firm, run by Arthur Weavers, W. J. Slaughter and D. J. Shoob, also machines Lievesley, Hart and Ford Boreham competition blocks. Except for line boring, machining is all done on one machine: a £24,000 Newall-Burgmaster 8 turret tape-control machine, completely automatic in operation. Having seen the precision with which this firm works, we feel sure that the new production RS 1600 with alloy block produced by them will have an infinitely superior engine to the mass-produced cast-iron one.

The alloy BDA engine is still young, but Lievesley Auto Developments (Brentwood 226211), appear to have obtained a head start with it over other rally engine builders.-C.R.



Mahle pistons: unmachined 2-litre for use with standard rods and crank (rear); 2-litre for F1 rods and steel crank (foreground), with unmachined example (left), 1800 rally piston (right).

#### The John Player Victory Meeting

(Brands Hatch, October 22nd)

IN ORDER to celebrate the victory of their car and driver in the 1972 World Championship the John Player cigarette firm sponsored a mixed meeting at Brands Hatch, organised by the BARC. Emerson Fittipaldi, the 1972 World Champion, drove a few laps of the club circuit in one of the black and gold Lotus 72 cars (R7), and then another one (R5) was paraded round the circuit on a trailer, together with mobile advertising displays from many of the people who have helped Lotus to win the Contractors' Championship, not the least being the John Player tobacco firm who are the financial backers of Team Lotus, and in whose colours the team have appeared all this year. Presentations of plaques from the circuit owners were made by "Great Britain's own racing driver" Graham Hill (who better to do the job?) and then racing commenced, or rather, continued, for it had actually begun two days before, with Formula Three heats on Friday as well as practice, and a Formula Atlantic race and a Formula 5000 race on Saturday.

Friday and Saturday had been very sharp and clear and some incredible lap times had been recorded by the BARC time-keepers. The track was perfectly dry, the sun shone and the air temperature was very low so that engines were breathing well, tyres were gripping well and the drivers were confident and Fittipaldi took 72D/R7 round in a remarkable 1 min. 20.8 sec. on Saturday afternoon, the record for the circuit standing at 1 min. 23.8 sec. This performance ties in with the laps he did at just over 1 min. 21 sec. back in July when practising for the British Grand Prix, but which the timekeepers did not admit to. giving him a best of only 1 min. 22.6 sec. This performance put the young Brazilian in a class of his own and made the race look like a foregone conclusion for next fastest was Peterson (March 721G/3) with 1 min. 21.4 sec. This final Formula One race of the 1972 season saw a number of interesting happenings, such as Peterson having his last drive for March before he joins the Lotus team, and Carlos Pace having a drive in a Surtees (TS9B/006) as a prelude to next year. It was no surprise to see Pace making equal fourth fastest practice time. with his new team-mate Hailwood (Surtees TS9B/005). The South African Scheckter was going well in a "works" McLaren (M19A/1) and Redman was in the second Colnbrook "works" car (M19C/2), going well until he caught his foot in the accelerator pedal and crashed wildly on Saturday afternoon. The BRM team were surrounded by their usual "cloak and dagger" dis-organisation which resulted in Ganley not driving, Schuppan being brought in to replace him and Gethin changing cars between the first and second practice. Meanwhile Beltoise was getting on well with the new BRM P180/02. As a "oneoff deal" Amon was trying to drive the Frank Williams Politoys FX3/1, and David Purley had hired the Connew PC1/002, with about as much satisfaction. On Friday a brand new March had appeared (721G/5) having been bought by Daniel Rouveyran for hill-climbs, and Migault was down to drive it, but he only completed a lap and a half before he crashed and bent it badly. The reason for this strange accident varied from tyre trouble to broken steering! An interesting new combination was Ulsterman John Watson driving the ex-Eifelland March 721/4, rebodied to look like a 1972 March, and the way Watson was going showed that there hasn't really been anything wrong with the car all season. A number of F5000 entries were allowed into the race to make up the numbers, and McRae (McRae GM1) was well amongst the Formula One cars, the rest being well back.

The racing on Sunday began with the Formula Three final, run on a very slippery track, for the skies were overcast and drizzling rain, and after just about everyone had spun or gone sideways somewhere, Frenchman Jacques Coulon won with a Martini-Holbay Ford, from Roger Williamson (GRD 372) and Michel Leclere (Alpine-Renault). The track was still very damp when the seventeen Formula One cars and eleven Formula 5000 cars came out to the start. The Connew expired on the "warm-up" lap, and everyone was gambling on the weather and choosing, right or wrong, "wet-weather" tyres, "dry slicks" or "intermediate" tyres. As a race to fit in the form book the 40-lap event was a bit of a farce, but as an unpredictable motor race it was most interesting and prompted the thought that we ought to have more such "handicap" races. What should have been a Fittipaldi benefit race turned out to be a Fittipaldi disaster race, for Chapman put the Lotus on "wet" tyres, as did Surtees with Hailwood's car, March with Peterson's car, and many others, though Parnell put the BRM P180 on "intermediates". Peterson rushed off into the lead, followed by Hailwood and Fittipaldi and Beltoise lay fifth. Instead of the track getting more slippery with more rain, or even staying constant

it dried out, aided by a wind, and all the front runners who were on "wet" tyres just had to give up the unequal struggle and make pit stops to change to dry-track tyres, which left Beltoise and BRM laughing, for in a 40-lap race even the World Champion was never going to make up the time lost at the pits, in spite of equalling the lap

Thus it was, the P180 BRM notched up its first victory, to the joy of a great many people, while Fittipaldi tried hard to make up time, but was finally put out of the race when his Cosworth V8 suffered an internal derangement which caused it to lose water, overheat and then lose oil pressure. Having led for 13 laps Peterson had to give best to the BRM, and after his stop at 23 laps he was never in the picture again. Hailwood suffered similarly, and Pace, the new Surtees recruit, saved the day with a first-class drive into second place, followed by de Adamich, for whom everything was going right for once, or to be more exact, everything was going wrong for the opposition, from which he profited. Happiest man of the race must surely have been John Watson with his new Formula One venture, for he was as high as third at one point, and gave Reutemann (Brabham BT37/2) a run for his money for a time. As the March was on "wet" tyres he was handicapped later in the race, not stopping to change, and finished a worthy sixth. Schuppan and Gethin worked their way up the field to finish fourth and fifth, making it a happy day for BRM. Of the F5000 contingent, McRae's engine was tired, after a gruelling 50 laps of the Club circuit the day before, finishing second to Redman in the Chevron B24, but the Bolton-built car covered itself with glory for after the F5000 race Holland bought the car, started from the back of the grid on Sunday and stormed through the field to win the F5000 section and finish eleventh overall.-D.S.J.

#### JOHN PLAYER TROPHY — Formula One and 5000 — Brands Hatch

	40 - laps - 170.6 Ki	lom	etres - Damp
1st :	I. P. Beltoise (BRM P180/02)	1900	59 min. 47.8 sec 171.17 k.
2nd:	C. Pace (Surtees TS9B/006)	1010	59 min. 54.4 sec.
	A. de Adamich (Surtees TS9B/004)	4.0	1 hr. 00 min. 42, 8 sec.
	V. Schuppan (BRM P160/05)		1 lap behind
	P. Gethin (BRM P160/06)	17000	I lap behind
6th :	I. Watson (March 721/4)	11510	I lap behind
	B. Redman (McLaren M19C/2)		1 lap behind
	R. Peterson (March 721G/3)	1000	I lap behind
	M. Hailwood (Surtees TS9B/005)	75	1 lap behind
	C. Reutemann (Brabham BT37/2)	0000	
	K. Holland (Chevron B24/F5000)		
	I. Ashley (Lola T190/F5000)	55	2 laps behind
	A. Rollinson (Lola T300/F5000)		3 laps behind
	M. Beuttler (March 721G/1)	••	3 laps behind
	I. Cannon (March 725/Rover V8)		3 laps behind
	B. Lunger (McRae GM1/F5000)	4.4	4 laps behind
1041	J. Sheckter (McLaren M19A/1)	3.7	6 laps behind
	J. Speckier (McLaren M19A/1)	4.0	o tapa bernind

\* Winner of Formula 5000 division.

Fastest lap: E. Fittipaldi (Lotus 72D/R7) on lap 25 in 1 min. 23.8 sec.—183.21 k.p.h. (equalled record).

(equalled record).

Retirements: H. Pescarolo (March 721/3) on lap 2, steering trouble after accident; C. Baker (McLaren M10B) on lap 2; R. Allen (McLaren M18) on lap 7; G. Hill (Brabham BT37/1) on lap 9, gear change linkage; T. Pilette (McLaren M18) on lap 7; G. Hill (Brabham BT37/1) on lap 9; gear change linkage; T. Pilette (McLaren M18) on lap 16; R. Williamson (Kitchmac) on lap 28; E. Fittipaldi (Lotus 72D/R7) on lap 30, engine failure; C. Amon (Politoys FX3/1) on lap 33, engine; G. van Lennep (Surtees TS11) on lap 34.

27 starters - 18 finishers.

#### **Brands Burbles**

The cigarette sponsors are now quits. John Player won the trophy at the Marlboro-sponsored race at Vallelunga, earlier in the season, and Marlboro won the trophy at this John Player-sponsored race.

There was the usual saloon-car dice, for the Wiggins Teape Paperchase Championship, in which their driver Brian Muir did the chasing, finishing second to Frank Gardner's Chevrolet Camaro, with his

In a world of its own, Formula Ford had its World Final at this meeting, with entries from eighteen countries as widely spaced as Australia and Canada. Winner was Johnny Gerber from Mexico.

It was encouraging to hear Colin Chapman say in his speech over the public address that seasons like the 1972 one will make him and Team Lotus stay in racing for ever.

It was good to see Jack Brabham making a demonstration run in the new F2 Rondel-Motul, driving bareheaded and without goggles.

Unbiased: It was nice to see Ken Tyrrell in the paddock wearing a John Player Team Lotus World Champions "decal" on his coat. There was no sign of his drivers, but Schenken, Bell, Ganley and others were watching the racing with interest.

#### The Welsh Hill Rally

(October 21st/22nd)

THE FIRST Welsh Hill Rally, primarily for 4×4 vehicles, took place in May last year, sponsored by Senior Service, who repeated it in September with an International event on the same lines, i.e. with difficult observed sections which were timed as well as having to be "cleaned", as distinct from the excellent but more trials-pattern events organised by the All Wheel Drive Club, ROA, etc. This year Senior Service withdrew their support but the Mid-Wales Tourism Council took an interest, offering the main award, and the event was run on rather less-ambitious lines this year, under a Restricted Permit, for the Cross Country Vehicle Consortium by the AWDC. Roger Fell organised it, aided by Colin Barnett and Mike Francis.

The entry comprised 52 Land-Rovers, six Austin Champs, six Willys-Jeeps and a Volvo Laplander in the unmodified section, eight Land-Rovers, four Range Rovers, three Jeeps, a Haffinger, a Champ and a Rover Special in the modified section, and four in the Buggy class. The Ford Bronco had to be withdrawn as it was not readied in time. Stevens, who should have driven it, spectated in his Honda N.600. In the end 68 vehicles started from Llandrindod Wells; there were 19 classified finishers. Castrol, Pyrene and others lent support and Steyr Daimler Puch (GB) Ltd. contributed a Haflinger course-patrol

The Saturday morning was devoted to a seeding-out speed test, to determine subsequent starting order but as I was press-ganged into marshalling on a main road, this must be dismissed as unexciting. In the afternoon, after a lunch stop in Rhayader, with the Cattle Market as the rally parking place, I had a look at a water-splash which followed some very tough going on the common above Lambister. Dry weather had made this crossing tame. This is one of the difficulties confronting a Hill Rally organiser; another is to strike a balance between sections which will not damage a standard 4×4 yet will prove competitive to professionals, like the Army, who were strong supporters, probably finding this a good PR exercise. Soon there were competitors returning to look for an elusive check-point and, after a local had opened a previously-closed gate, going away in both directions. The Army had thoughtfully positioned a Land-Rover field ambulance at this point, Davidson took advantage of the confusion to tighten his Haflinger's fan-belt, Briggs' Land-Rover, into which a Rover V8 engine has been installed, took it very smoothly, Powell's Land-Rover had a Daimler V8 engine, its cooling aided by an external electric fan, and Brewis was one who had the benefit of a full-scale hood on his modified Rover 60-powered Land-Rover. Stallwood's Champ almost stopped in the water but pulled itself out with front wheels spinning, Sephton's Jeep MB used a lot of revs., Green's Land-Rover plunged in carefully, there was a slight crunch, and it came out with backwheel spin. McAllan's Champ stopped before the stream to cure fuel starvation, Hewitt's "Black Power" Champ was smoking, Hughes' Champ used squealing brakes before the water, waded carefully and was away, as I admired its "Brooklands"-like silencer, Groom gave his Jeep very high revs., Couzens was fast and very competent in a Range Rover, and Sgt. Lawrence dropped an Army Land-Rover neatly into the water, accidently blew the horn, and was away, a spade on its rear flank, Cpl. Honeysett in another Army Land-Rover made it look easy but Martin's Land-Rover almost stopped. ASM Webber tail-slid his Land-Rover up the muddy bank. Mild crunching sounds emanated from the front of Temple's Land-Rover and then we had a little drama. Sallis had gone over in his Land-Rover, somewhat damaging the o/s mudguard. He was unhurt but all the oil had gone. A spectating Land-Rover provided some and he resumed but not before Lt. Adams had pulled up beside him on the far side of the stream with a flat o/s front tyre, which had burst on the rocky steps over which we could hear the competitors crunching on their downward path. It was changed, after a long delay, although the screw jack worked all right on the grass surface. Webber took the splash fast, in clouds of steam, and nearly ran me down as he swung the wrong way, the wrong side of the ambulance. Hesleton's Land-Rover, with vertical exhaust for wading, was also fast but Cpl. Butler used calmer tactics. One Jeep appeared to have holed a piston and Harris' Jeep had wrecked its engine when its alloy fan pulley disintegrated. Without a sump guard the lone Buggy had to give up or suffer mortal injury.

The opening round had been tough, very tough, as a Hill Rally should be. There had been some lax marshalling but on the whole those who understood the regulations and navigated properly, like the Army entrants, had no complaints. By Sunday morning only 13



The Volvo Laplander which nearly won.

civilian Land-Rovers, five Army Land-Rovers, five Jeeps, three Champs and the Haflinger remained, although some competitors had been eliminated by time-keeping errors, not by mechanical failure. This was sufficient to make it still an open event, make-against-make. More wading, some very testing going above Abbeycwmhir, and long hillsections on Newmead Farm near Builth Wells, where Mr. Hammond has a potential natural motor-sports centre and the public were paying to watch further, sorted them out, with the results shown below, the Army taking the premier awards.

It had been an interesting exercise, even if such eligible makes as Mercedes-Benz Unimog, Austin Gypsy, Hotchkiss and Delahaye, Jeeps, Toyota 4x4, Corneil, Renault Sinpar, Muschange Bimoteur and Auto-Union Munga were absent. The Army must have been impressed by the performance of the Volvo Laplander, brought from them and entered by Major Skinner from Bordon, which lost to the winning Land-Rover by a mere three points. They have been long in assessing it, perhaps dubious of its Jeep transfer box. The Volvo showed up the Range Rovers, of which Willis' finished without any rear-drive; will the Army now change its mind? Smith drove a Land-Rover with his own coil-spring suspension, which perched it rather high, and the luckless Walker from Liverpool, with well-braced screen on his Land-Rover, had spent much time getting lost. There were many inversions but no real casualties. Paul crushed a finger when he was holding the roll-over bar as Steen's Champ went over and cracked its screen, but he was navigating on the Sunday.

The programme made the sensible point that only one Welsh Hill Rally should be held per year, otherwise the novelty will be lost, and it refuted the anxiety (expressed last year in The Times) that it causes desecration of the countryside; with both views I agree. So let us hope the required modest sponsorship will be found to enable the 1973 Welsh Hill Rally to be held .- W.B.

Overall Winner: Sgt. K. Morton/L.Cpl. Norton (Land-Rover), 1,004 points Best 4 x 4: Sgt. K. Morton/L.Cpl. Norton (Land Rover), 1,004 points Standard 4 x 4 Class, up to 2-litres (excluding outright winner): Ist: R. E. M. Webber/C. Ward (Land-Rover), 1,432 points 2nd: C. Dredge/T. Pattern (Land-Rover), 1,492 points 3rd: A. Blaikie/M. Goulden (Land-Rover), 1,873 points

2nd: C. Dredge II. Pattern (Land-Rover), 1,492 points
3rd: A. Blaikie M. Goulden (Land-Rover), 1,873 points
Standard 4 × 4 Class 2-3-litres (excluding outright winner):
1st: S. Green/R. Cullingford (Land-Rover), 1,827 points
2nd: R. Hughes/P. Hughes (Austin Champ), 2,015 points
3rd: D. Sallis/D. Dilks (Land-Rover), 2,326 points
Modified 4 × 4 Class 1-2-litres (excluding overall winner):
1st: T. Lewis/S. Jakeman (Land-Rover), 1,643 points
Modified 4 × 4 Class, 2-3-litres (excluding overall winner):
1st: T. Powell/A. Travers (Daimler V8-engined Land-Rover), 1,839 points
Best Land-Rover: Sgt. K. Morton/L.Cp!. H. Norton, 1,004 points.
Best Land-Rover: Sgt. K. Morton/L.Cp!. H. Norton, 1,004 points.
Best Haffinger: W. A. Davidson/A. Sowter (only entry), 2,373 points.
British Army Motoring Association Class:
1st: Sgt. K. Morton/L.Cpl. H. Norton—R.Mon.RE (M), Monmouth (Land-Rover), 1,004 points
2nd: Major J. Skinner/Cpl. M. King—Hq.TO in C. Bordon (Volvo Laplander), 1,007 points
3rd: Sgt. N. Creed/L.Cpl. E. Price—R.Mon.RE (M) Knighton (Land-Rover, 1,167 points.

#### A FAST MINISTER

SOME time ago Aerospace Minister Michael Heseltine was caught driving a Jaguar at speeds of, according to the Police evidence, 98 and 100 m.p.h. on the M4 near Burghfield, a Motorway which he had opened nine months previously. He was fined £20 and his licence endorsed, his high office not proving as efficacious as if he had been a lesser Government servant involved in an accident. One hopes that whenever the 70-limit is criticised as a waste of good Motorways Mr. Heseltine will agree.

### LETTERS FROM READERS

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

#### MG VERSUS GINETTA

Sir

I am at last forced to put pen to paper in response to A.R.M.'s short piece on the MG Midget and the paragraph where he compares it to the Ginetta 915. I am more fortunate than most in that I can afford to, and, indeed do, own both a Midget and a Ginetta, so I feel I can write with some experience. My own view is that the Midget is by far the better car, for a number of reasons.

The Ginetta I bought through your magazine last February—a dream come true I thought; after 5 years of waiting, hoping, wishing, here I was with the one thing I had wanted more than anything else. The very day after I picked it up things started to go wrong and even now as I write, the wheel bearings on the front have just packed up. All this on a car barely a year old. The pros are that it will go round corners without so much as batting an eyelid, and laughs at petrol pumps, but that's as far as it goes. The cons can be condensed into that well-worn saying "this car will self destruct in five seconds". Honestly, the rattles, the bangs, the shakes, the vibration and above all, the noise—it's incredible that such a car could ever be launched on to the market. On a smooth race track then yes, no trouble, but on British roads . . . you've got to be joking. Don't write me off by saying "silly . . ., why doesn't he do something about it?", I have. I've sweated buckets taking it to bits and rebuilding it, but no joy.

Other Ginetta owners I've spoken to have all agreed with me, so can any conclusion be drawn? (Just as an aside, woe betide should the speedo. cable pack up. Mine has four times, and replacements can only be had from the factory at £5 a time; the last one they sent me was duff even before the car had moved 100 yards—what a joy to own a kit car! And what's more, the factory didn't even reply to my letter asking why they send out faulty bits. And they're fitted by our Chrysler main agents so don't blame me for fitting them on the wrong way.

The Midget on the other hand is bliss in every respect—admittedly not as quick off the mark, but on the move one has time to turn round and make rude gestures at the rapidly disappearing Ginetta. (Thought: as there's a 70 m.p.h. limit, why don't they lower the fourth gear ratio and give it some acceleration to catch up the Midget?).

No, A.R.M., I sadly have to disagree: for the same money I have a Midget and a Ginetta, and believe you me, I'd plump for the Midget anytime

A Stick in the Mud.

[Name and address supplied.—ED.]

THE MG-C

Sir

Well said, Mr. Robinson (October issue)—the MG-C GT was a terribly underrated car, almost to the point of being BMC's Edsel in many people's minds.

I owned one for a year and did 17,500 trouble-free miles in it. It was two years old when I bought it. It was a true GT car in my mind, capable of travelling all day long at high speeds in comfort. The suspension wasn't harsh, the brakes were superb, the steering heavy at walking pace but fine, otherwise, it ran 'straight as a die" at all speeds and, all in all, gave me superb motoring. That lusty three-litre engine, if heavy and dated, was nevertheless a delight to ride behind. Maybe the roadholding wasn't as good as a 'B', by which it was obviously judged, but it was still above average.

I kept an accurate record of running costs which may interest you. It returned 21.76 m.p.g.; 484 m.p.p. and cost me 2.44 (new) pence per mile to run, although allowing a higher rate of depreciation (I bought mine reasonably and therefore lost little) I estimate a figure closer to 3.12p per mile—still economocial in any circumstances and even more so when you consider the performance, which I used as much as possible within the context of motoring in this country.

Altogether a delightful car, allied to good looks, a well-built body and a good spares situation. The overdrive added a lot. You may also be interested to know the costs of running a couple of other cars I have had recently.

A four-year-old Vitesse 1600 (without overdrive) returned 26.85 m.p.g. over 7,300 miles, cost 1.96p per mile to run and used only one pint of oil in that time, even though it had 45,000 miles on the clock. A car that was never quite right in any department designwise and missed out completely with the suspension.

A six-year-old Sunbeam Alpine Series 4 GT with overdrive returned 27.47 m.p.g. over 8,000 miles, cost 2.07p per mile and used oil at a high rate. This made quite a good GT car but for rot problems to which they seem particularly prone. I lost a lot on the Alpine and reckon a truer figure would be about 1.86p per mile, whereas I did well with the Vitesse and reckon 2.28p per mile would be more accurate. Maybe with overdrive it would have got closer to the Alpine.

Not all of us can afford new cars, nor even expensive secondhand ones—but motoring can be enjoyed at figures far less than those quoted as being "typical" (I believe a new Mini costs about twice as much as the MG per mile to run!).

ursledon. John Clark.

PECO SERVICE

Sir,

May I find space in your excellent magazine to mention the service I have received from Peco Silencer Ltd. of Birkenhead who have replaced for me to date, four silencers and two brackets all under guarantee without any question whatever? Usual disclaimers, Aberdare.

A. H. Griffiths.

#### OIL PRICE SPIRAL

\* \* \*

Sir,

Can anyone tell me what has happened to the cheaper oils? Perhaps they are still available in large centres of population, but out here in a rural county the oils that were available, no more than a year ago, at prices 50p to 75p per gallon seem to have disappeared.

A few days ago I was offered a one pint can of nondescript oil at a small country garage for 20p, the proprietor apologetically admitting that he bought his oil at a city "cash and carry" store, but was not allowed to sell it in a tied garage, even though it was still cheaper than his wholesale price from the petrol company.

Like the Editor, I lament the passing of real values, be it cars or car essentials. I recall the Castrol Oil dispenser with pint or quart jug. The 30 sae for winter, 40 for summer, all for the price of coppers. I too have hammered pre-war Riley cars all over the country in days gone by. The fact that some of these cars are still fetching fantastic prices seems to suggest that the oil used in them, even without additives, was adequate. Don't anyone mention faster revving engines, for a Riley Brooklands 9 h.p. doing upwards of 70 m.p.h. was knocking hell out of any oil, bearing in mind the length of the stroke and moving area of the crankshaft.

#### DAIMLER MATTERS

ERIC SPEAK.

Sir

I would like to endorse the comments regarding the possible demise of the Daimler name made by R. W. Ramage (MOTOR SPORT, September 1972) I, too, do not consider the V8-250 to be a true Daimler; no more than the Lanchester Leda is a true Lanchester.

The Daimler Century Mk. II (and it predecessors, the Conquest and Conquest Century) must be the most popular Daimler saloon ever made judging by the relatively large numbers still seen on the roads. My own Conquest Century has nearly 300,000 miles to its name and, apart from burning oil at engine speeds in excess of 4,000 r.p.m., still manages to go well. General bodywork condition is good—

this is probably attributable to the previous owner—The Daimler Co. Ltd.

I have only driven a V8-250 once and my impression was that the power unit was far too good for the Mk, II Jaguar body. From the actual driving point of view, I much prefer the Century; its fluid flywheel and pre-selector gearbox have a quaintness that can never be equalled by a torque converter and automatic transmission.

Solihull.

DAVID I. SCOTT.

#### GROUP 1 SALOONS

Sir.

Since the inception of Group 1 saloon car racing it has become, once more, obvious that the competitor or entrant with the most cash has the best chance of success.

By all means use racing rubber, but the likes of blue printing engines etc. should be stopped. One does occasionally see Group 1 cars for sale at anything up to 50% more that the same model ex-works.

I think this could be avoided and deterred quite simply. First of all ensure that all Gp. 1 cars are registered and taxed for the road, then make each owner or entrant sign an indemnity that he will be prepared to sell his Group One car to any person that offers "Glass's Guide" price for the month, somewhere between retail, and trade, for that particular model.

If the RAC were to institute this rule, and I personally see no reason why they could not, I feel sure that we would see GENUINE Group One racing (i.e. BMWs really thrashing 3000 Capris). I am not anti-Ford as, in fact I run a 3000 Capri.

Kingsbridge.

DAVID HOLLISS.

#### ALVIS SERVICE

Sir,

In these days of poor service and bad relations between the "trade" and the motorist, it is with pleasure that I feel bound to record the excellent spares service technical aid and advice I have received from The Red Triangle Auto Services Ltd. of Kenilworth. RTA have been most prompt in sending me any item I have asked for by phone, on account and never longer that four days. On one occasion I omitted to mention which "hand" I required of a certain item and they sent me both, with a request to return the item not required.

Recently I had brake trouble with my Alvis TD21 drop-head and in writing for advice received a letter of advice and their Lockheed instruction book from their technical Director, Mr. Michie, with a request to return the book when I had solved the trouble and an offer of a new master cylinder for trial purposes.

When one considers that RTA did not supply the car in the first place and have no obligation to Alvis owners except to keep these wonderful cars in good condition I think that their consideration for the customer is quite unique.

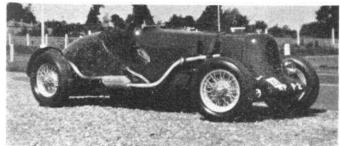
I have no connection with the Company whatsoever, apart from being a very satisfied customer.

Norwich.

A. G. WILLIAMS.

Sir

I read with great interest the story of your interview with Mr. Charles Follett. You may like to know that his 1,496 c.c. 12/50 Alvis is maintained and owned by me and is in good running order and in original condition. I have a letter from Mr. Follett in which he says



of this Alvis—"... maximum lap speeds were in the region of 105, standing lap from memory about 95-98, and all I can tell you is that it was a most reliable car and ran very consistently for several years." Boscombe.

P. S. Corner.

[The photograph, I am assured, is of the ex-Follett Alvis before it was put back onto 19 in. wheels. Incidentally, writing of Mr. Follett reminds me that the proof-readers federation (of which I am a member) made him say of the front mudguards of pre-war quality cars that "they were so expensive", whereas what he really said to me was that he considered them "so expressive" that he tried to get them right on those Speed 25 and other Alvis models for which he styled the coachwork.—ED.]

HISPANO SUIZA VERSUS STUTZ

\* \* \*

ir.

Your critical analysis of the smokescreen created around the crushing defeat of the Stutz by the Hispano leaves one point in doubt, and one clear question unanswered. The point, was the Hispano a 37.2 h.p., 6.6-litre, or a 45 h.p. 8-litre? And the question, what on earth made Moskovics, who by all accounts knew what he was talking about, think for one moment that a relatively small engined and substantially undergeared Stutz could beat either?

A recent book devotes a chapter to the incident. After admitting that "the Black Hawk was beaten and bloodied to the maximum possible extent" the author proceeds to cry "Foul", saying that Moskovics expected a Boulogne and was faced with a well-prepared Monza. He appears to base this conclusion on an analysis of performance and wheelbase, rather than on a clear statement of engine dimensions, so there still seems to be room for doubt. A comparison of the caption on page 1252 with the comments of other authors on page 1254 suggests, that this lack of certainty extends to your august pages! [We did the decent thing and allowed the American commentator his 8-litres, Sir. Weymann did not contradict this but I thought that a 37.2 h.p. car was used, which made the Indianapolis win all the more meritorious.—Ed.].

So, which car was it? I understand that in road-equipped form there wasn't much in it for top speed between the 37.2 and 45 Hissos: however, this may well have been, as in the case of 3½ and 4½ Derby Bentleys, because the larger car was expected to carry more coachwork. The short-chassis Monza Hispano, as run by Dubonnet in the Targa Florio, would appear to have been a different story, and could certainly be expected to tan the hide off any roadgoing Stutz ever built.

But does it matter? One can disregard canards about handscraped bearings: surely no responsible authority has ever queried the staying power of the Hispano. Moskovics would appear to have thought that gearing the Stutz for a lap speed in the mid-seventies would give him victory. This suggests an extraordinary ignorance of the performances of the 37.2 which you list, achieved well before 1928, to say nothing of the speeds at which Hispanos were habitually driven over relatively rough roads from Paris to the French Riviera.

Perhaps, as can happen in supposedly sporting contests where commercial interests are involved, Moskovics simply made a rash remark, and found himself obliged to go through with an ill-advised venture. Undergearing may have been the root of the problem: remember that the Stutz had an underslung worm drive back axle, which is not only an expensive proposition if non-standard ratios are required, but also imposes very definite limits on the highest ratios which can be used efficiently. If Moskovics was in fact stuck with a low ratio axle, he can have had no alternative but to allow the engine to rev its head off, literally as well as metaphorically.

London, W.11.

SANDY SKINNER.

[The rules prohibited non-standard parts. So Stutz apparently used their highest optional axle-ratio of 3.6 to 1; the Hispano Suiza had a 3.19 axle. Thus the interesting Skinner theory does not hold water. Kent Kerslake said that the Hispano Suiza was a Monza of either 6.9 or 7.3-litres.—Ed.].

Sir,

I must rise to my own defence.

In the excellent piece on the Hispano-Stutz wager match you query my price comparisons. If, of course, you base your comparison on the prices ruling in London you are, of course, 100 per cent right, but as the match took place in the USA we worked in terms of US figures. In 1928 the list price of a "two-passenger Stutz Black Hawk speedster" was \$4,895 f.o.b. Indianapolis, according to the National Automotive Chamber of Commerce's Handbook. A "sports model de luxe" Hispano-Suiza, which sounds like the H6C, retailed in New York at

around \$19,500, though the type of body is not specific. In fact I wasn't right, largely because Señor de la Vina and myself probably allowed a bit too much extra on the Franco-Spanish car, but I think you'll agree the differential for an American buyer was far more dramatic.

Midhurst. Michael Sedgwick.

COMPUTER ACCURACY

Sir.

I must take up arms against you for a remark in the September "Letter;" section; Mr. L. R. Blewitt complained of inefficiency at the AA and your reply was simply "Computers?"

Please, do not join in the popular cry "The computer did it." In the vast majority of cases where computer output is faulty it is because the input, or the systems and programming work, is faulty. For instance, if you wish to subtract 79 from 122 and key into an adding machine 122-78, you cannot blame the machine for the error. Similarly, if the AA makes no provision for termination of membership, or does not provide the necessary information to the computer, to suggest that the computer is at fault is akin to blaming a car for dangerous driving.

An oft-repeated phrase in the computer world is GIGO—Garbage In, Garbage Out.

Northolt.

D. J. HYDE.

DESIRABLE NIPPLES

Sir

The 1936 Ford Model Y—8 h.p.; grease nipples; yes thousands of them! but let's face it: I only replaced a pair of track-rod ball joints at 98,000 miles and they were perfect when the car was sold at 126,724 miles.

But, and here is the crunch: I always greased-up every 1,000 miles in the summer and every 500 in the winter; and who can afford to have that done at today's garage labour charges of around £2.20 per hour?

But I should suggest to Mr. Davey that ½-an-hour's examination every three months may in the long run save his life.

Rainham,

IAN G. TUBBY.

IAN G. TUBBY, T.ENG (CEI) M.I.PLANT.E; M.INST.B.E.

MOTORING LEGISLATION

Sir,

With regard to stopping on the hard shoulder of the Motorway in order to aid another motorist this is illegal as it may only be used in an "emergency". This does in fact seem quite reasonable considering the highly hazardous situations which would be created if the law were otherwise.

However, the new legislation concerning the positioning of head-lights and supplementary lights certainly does not appear to be reasonable. Such cars as split windscreen Minors with their headlights set in the grille would now appear to be illegal, and I am sure that veteran and vintage cars will nearly all be at odds with these regulations. It will certainly be interesting to see how the situation develops as to the enforcement of these laws and I myself believe it would have been of more benefit to Road Safety if instead of bothering with piffling spotlights out by inches, sorry, centimetres on private cars, strict legislation with regard to the lighting of large commercial vehicles had been introduced.

Poulton-le-Fylde,

S. C. LESTER.

Sir,

The next time you see a Phantom Rolls-Royce, bonnet up, on the motorway you may stop and assist quite legally.

Motorway Traffic Regulations 1959, Regulation 7. Restriction on stopping states:—

(2) Where it is necessary for a vehicle which is being driven on a carriageway to be stopped while it is on a motorway—

(a) by reason of a breakdown or mechanical defect or lack of fuel, oil, or water required for the vehicle; or,

(b) to permit any person carried in or on the vehicle to give help which is required by any other person in any circumstances specified in the foregoing provisions of this paragraph, the vehicle shall, as soon as and in so far as is reasonably practicable, be driven or moved off the carriageway on to, and may stop and remain at rest on, the verge (hard shoulder)

The above is the relevant legislation to your question, paragraphs (b) and (c) not applying in the circumstances you mention.

You may however, only remain long enough to give the necessary assistance.

T. G. STOKER.

[Thank you, sir! Ask a MOTOR SPORT reader and you usually get a sensible answer.—ED.].

WHY THE HEALEY 3000?

I was most interested and surprised to see how many secondhand Austin-Healey 3000s there are for sale in your columns.

I own a 1960 Healey 3000 Mk. I, which although a considerable handful and fairly expensive to run must fall into the well worn cliché category of "last of the real sports cars."

I would be interested to hear from other readers as to why there are so many Healeys for sale when they are supposed to be such a great investment and appreciating so much in value. Thanks for an extremely good, competitively priced magazine.

Clifton. PATRICK D. JEFFERSON.

[Yes, why? The cliché Last of the Real Sports Cars could equally apply to Bentley and Morgan, at opposite extremes of the rugged build scale!.—Ep.].

VW VERSUS FIAT SALES

Sir

I have read your excellent write up on the Fiat 130 coupé. In the introduction you compare import figures of Fiat and Volkswagen and state about the latter "who perhaps have some semi-commercial models" hence I think misleading some of your readers. As I read it you mean light vans by semi-commercial vehicles and I write to point out that whilst Volkswagen produce only one model with different bodywork styles, Fiat manufacture at least three, the 238, 616NZ and the excellent 850T which is becoming very popular in this country.

Thanks for an excellent magazine with a very sensible approach to subject matter.

Highgate. G. P. WOODBRIDGE.

TAILPIECE



[Photo by Allen Robinson]

The driver who ignored the warning notice . . . .

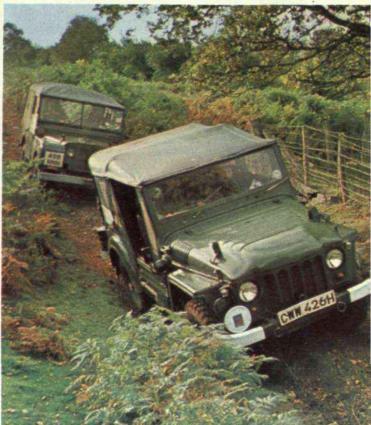






WELSH HILL RALLY
Tough terrain prevailed for this competition for 4×4 cross-country vehicles, in which the Army-entered Land-Rover from the R. Mon. RE (M) Monmouth (top picture) won by three points from a Volve Laplander, also with an Army-driver, . The other pictures give some idea of the happenings on this Hill Rally. On the left a Jeep falls over and the successful Steyr Puch Haflinger goes wading. Below, an Austin Champ and one of the many Land-Rovers run

fast along a rough Welsh track.





Rikki von Opel. Winner of the Lombard North Central Formula 3 Championship. Driving an Ensign.



lan Taylor. Winner of the BOC Formula Ford Championship and the Daily Express Formula Ford Championship. Driving a Dulon LD9.



Tony Roberts. Winner of the Volkswagen IGBI Ltd Super Vee Silver Cup Championship. Driving a Royal RP9.



Syd Fox. Winner of the Sunbeam Electric Formula Ford Championship. Driving a Hawk Scholar.



Mike Evans, Winner of the Triplex Saloon Car Championship. Driving a Patrick Motors Mini



John Bevan, Winner of the Castrol/BTRDA Clubmans Autocross Championship. Driving a NAVEB.



Jon Fletcher, Winner of the Chevron Oil Mod Sports Championship. The Essa Uniflo Mod Sports Championship, Driving a Lotus Elan,



Bob Arnott. Winner of the Townsend Thoresen Formula Ford Championship. Driving a Merlyn.



Jeremy Lord. Winner of the Motoring News/Castrol Sports G.T. Championship. Driving an Astra RNRI.

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## JOHN PLAYER VICTORY MEETING

CHANGING WEATHER CONDITIONS brought a surprising result at the Motor Show Brands Hatch meeting. As can be seen from the top photograph Ronnie Peterson (March). Mike Hailwood (Surtees) and Emerson Fittipaldi (Lotus) stormed into the lead when the flag dropped. Behind are the two Yardley McLarens and the rest of the grid, which was a healthy combination of Formula One and Formula 5000 cars. However, the track started to dry out, favouring those that had started on intermediate, rather than wet, tyres, and Jean-Pierre Beltoise soon started to make progress through the field. Left, he has just moved into third place ahead of Carlos Reutemann's Brabham and Formula One newcomer John Watson in the Hexagon March 721. They had been disputing third position. A surprise last-minute entry was that of Chris Amon who drove Frank Williams' Politoys but he retired with engine trouble and was never amongst the leaders. The meeting was packed with supporting events. One was the Formula Ford World Championship final with drivers from 18 countries competing for a prize of a brand new Formula Three car. The winner was Johnny Gerber of Mexico in the Falconer-bodied, Ippokampos Shipping-sponsored Elden pictured below. The Formula Atlantic event saw a good win for Welshman Tom Pryce with the Broadspeed-powered Royale sponsored





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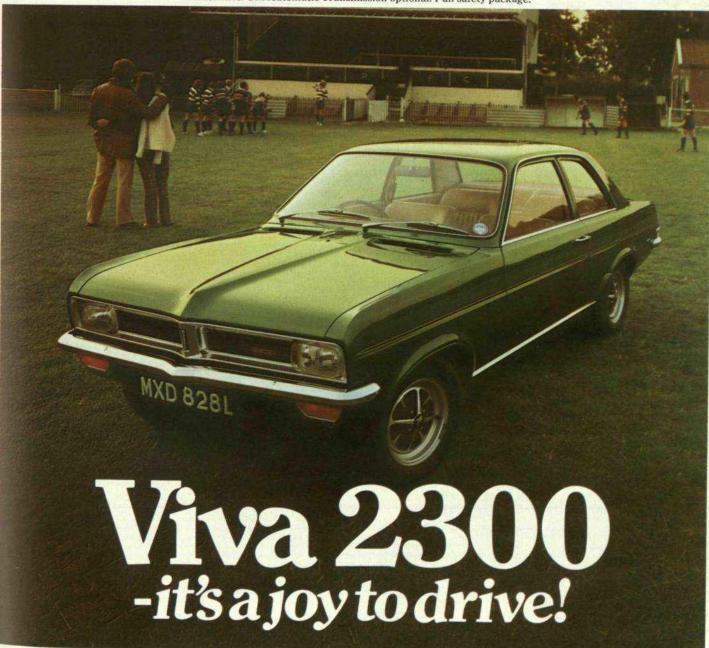
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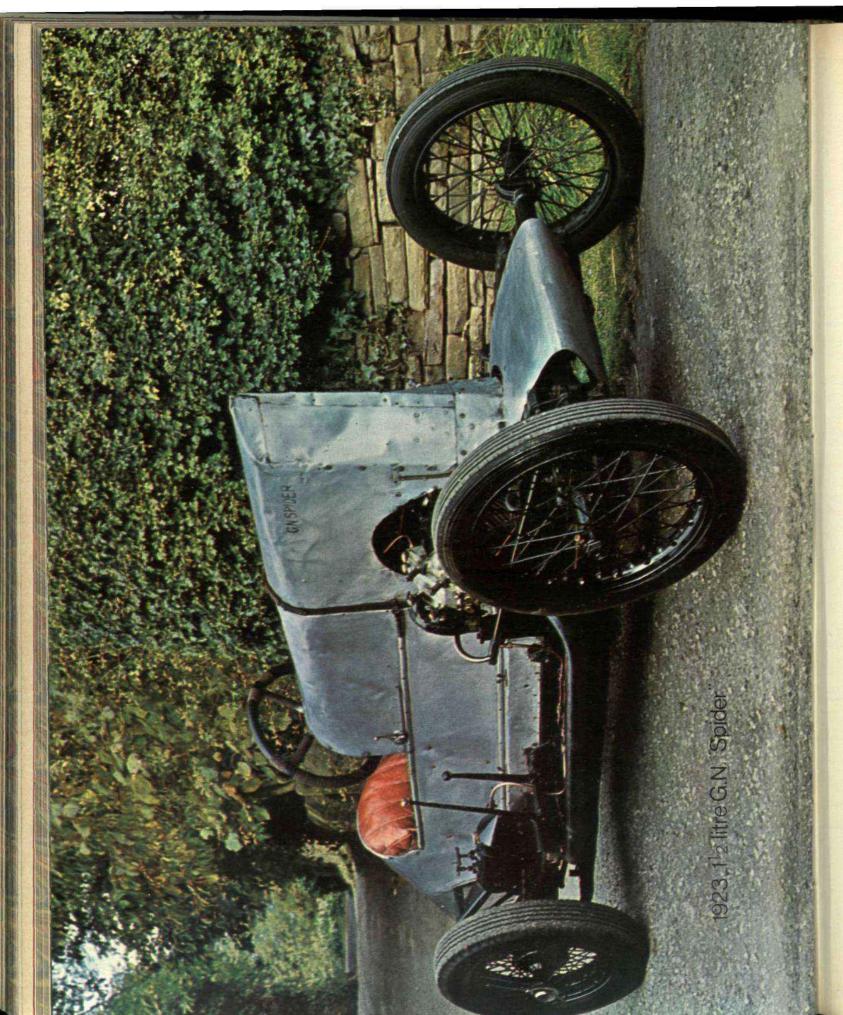
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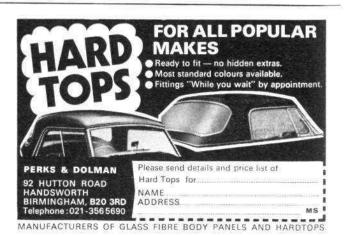
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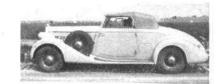
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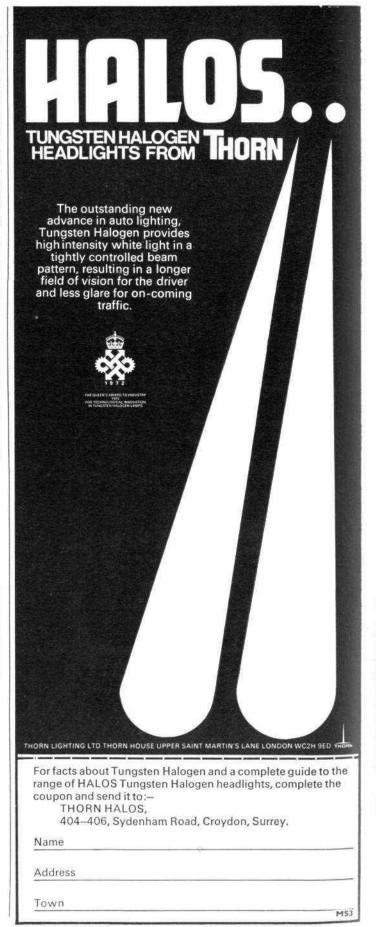
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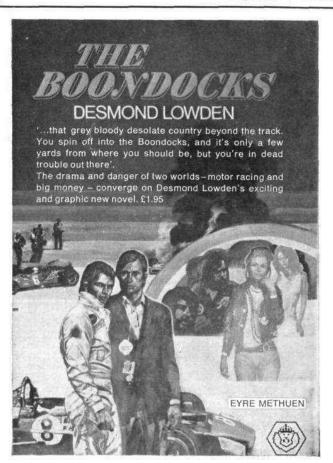
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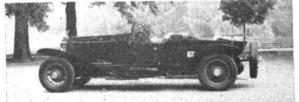
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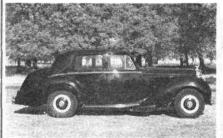
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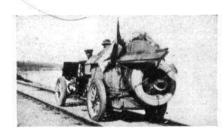
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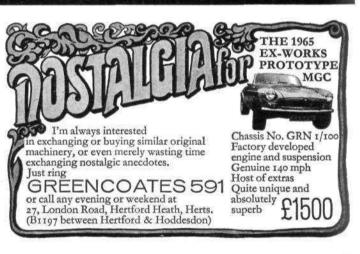
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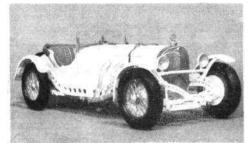
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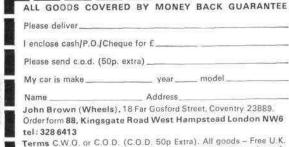
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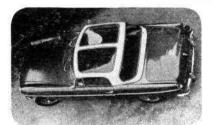
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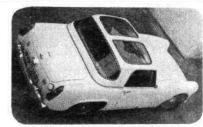
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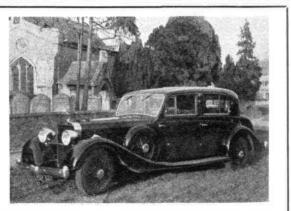
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1966 drophead. Green. Offers. Tel.: MILTON ABBAS 411/675

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ARMSTRONG SIDDELEY "Sapphire", 1954 in good condition, constant care and servicing, one owner, taxed, M.o.T., mileage 64,000. Tel.; Eveler 54550 (5 to 7 p.m.).

B.M.W. 2002. Colorado. 1971. One owner, mmaculate, under 14,000 miles, surroof, spots, h.r.w., £1,695. Tel.; Preston 613184 (Lancs.). HUMBER 12. Jan. 1935. Excellent conditio HUMBER 12. Jan. 1935. Excellent condition.
2,000 miles since extensive renovation. 12 month
M.o.T. £300. Tell.: 031-336 4037 (Edinburgh).
(906)
DELAGE D6, 1936 drophead coupé and Talbot
6-cylinder 1935 drophead coupé for sale. Both
in need of restoration. Price for both £450. Box
(9062 ROUGH FIAT circa 1922 for spares or resto Also good front axle with B.E. wheels. Rayleigh 71520. White With B.E. wheels, Tel.: Rayleigh 71520. 9603. M.G.-A ROADSTER 1600, 1961. Grey, red krim, coord radials, tonneau, radio, taxed March, really well maintained, £335. Roberts, Tel.: 01-580. 0321 (daytime), 01-226 2050 (evenings). (9074 RARE JENSEN Interceptor. Recon. engine, ewe brake cyllnders, linings, tyres. White with black vinyl roof. Tel.: Woking 67208.

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Tel., Heme Hempstead 85374, 997. Lime green coll over bar, 5;" 31s., 8600's, electric green cam, soft top, tonneau, Mc.O.T. tax, £200 required forces and the example. Tel.: 71-39252 (Ruisling) towards, fine example. Tel.: 71-39252 (Ruisling) Trafa, O.DRIVE, h/s tops, tonneau, rebuilt suspension, M.e. T. open randition, must sell. (evenings). (9045)
TR3A O/DRIVE, h/s tops, tonneau, rebuilt suspension, M.o.T., good condition, must sell. £250 o.n.o. Tel.: Eastbourne 32389. (9057)

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LANCIA FLAVIA coupe, 1964 r.h.d. 1,800 c.c. Good bodily and mechanically, gunmetal blue, fawr cloth interior, Michelins, power disc, electric serial, silent 70+cruising with 30 m.p.s. Mo. T. £395. Tel.: Taunton 86353. (9046 TRIUMPH GT6, 1914, overdrive, extras. £1,075. View Lincs., Midlands, S. Wales, Box 3704.

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RILEY 1938 Adelphi 2,443 c.c. Completely re-built y.g.c., £800. Scintilla mag. 4-point anti-clock £15. Healey Silverstone engine.v.g.c. £70. Tel.: Cleethorpes 53774. 22 Denby Drive. (9049

1936 AUSTIN Ruby Pearl. New hood, repainted, mechanics good, one year's M.o.T., taxed. £250 o.n.o. Apply 14 Denby Drive, Cleethorpes o.n.o. Apply 14 Denby Drive, Cleethorpes Lincs. (9045 M.G.-B ROADSTER, 1967. Taxed, long M.o.T. wire wheels, radio, new hood, carpets, tonneau.
Offers around £575. Must self. Tel.: Lytham
6810. (9050 6810. (9050 TRIDENT CLIPPER V8, 1971. Aquamarine black. Every possible luxury fitting. Magnificent eyecatching motor car. Fantastic performance 0-60 in 4.7 sec., but economical: 21 m.p.g. on

weekends)
M.G. MIDGET Mk. III. 1967. 1,275 c.c., wire
wheels, as new tyres, oil cooler, gauges, hood
cover, etc., B.R.G., immaculate throughout,
Iuli M. o.T. 4335. Tel. Blackpool 38639, (9052
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Surrey. Tel.: 01-643 1749.
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A last-minute addition picture below:



61 200 : M.G. TF 1500 A beautiful example of this car, com-plece with wire wheels and lots of bills.

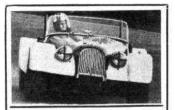
Last but not least



£2,495: 1961 James Young S.II Continental. Two owners. Silver grey, beautiful in every respect.

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ASTON MARTIN, DB2/4, 2.6 Vantage, Metallic blue, New black leather upholistry, carpets, trim, Good Pirellis, Mechanically excellent, 1590 o.n.o. Tel.; Altrincham 061-980 4886.

WORLD, WAR TWO tank complete with regime and own 1945 Resp. gun parity. WORLD WAR TWO tank complete with engine and gun. 1945 Bren gun carrier. 3944 Daimler Dingo Scout car. Tel.: Harnellel (Middlesex) 3236. MORRIS 10. De luxe 1938. Excellent condition; current Mo.T. Sensible offers please. Tel.: Camb 54259. (8377 M.G.-B 1972. Red. One lady owner. Still under warranty; 10,000 miles. £1,275. Tel.: Wortop 2973. (evenings). Warson 2973 (evenings). LOTUS CORTINA, Mk. 2, 1967.

COTUS CORTINA, M. 2, 1967.

res, finished in superb blue mink with black interest of the control (office hours).

AUSTIN HEALEY 100-4 with overdrive; AUSTIN HEALET 1000-100 mm aculate condition; quick sale. Offers around f450. Tel. Leighton Buzzard 2776 or 2125 during office hours or 4259 (evenings). 1937 AUSTIN 18, Excellent example of this rare car; one owner 1949-1972. Head gasket requires attention. Some spares. 1110. Richard Rollett, Tel.: Rawmarsh 2678.

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MARCOS EVENTURE (10,000 gerine/black interior; immaculate; 10,000 miles only; efectric windows; alloy wheels £1,450. Tel.: Wincanton (Somerset) 30% (8685) grey, one owner from new chauffeur driven guaranteed 87,000 miles only new exhaust system, superb condition: \$1,250 Thornton Tel. Harrogate 62492 (day) or Darley 306 (evenings). (868)
E-TYPE JAGUAR, 2 + 2, 1966. Good condition: \$795 Tel. Haiffax 31479 306 (evenings). (3056 (5066 Coolding) (3066 Coolding) (3067 Coolding) (3067 Coolding) (3068 Co

E-TYPE JAGUAR, 4.2 fixed head coupé. 1965. Good condition. £725. Tel.: Hall-fax 31475. COMPLETELY ORIGINAL, Wolseley 5/90 COMPLETELY ORIGINAL, Woiseley 6/90 for spares or repair Manual and handbook; condition good for year (1958). £50 Wilkinson, 33 Park Road South, Birkennead, Cheshire. (8690 STAGE SIX, M.G.-8 Full race specification by Bill Nicholson. Immaculate in yellow/black. Fully road equipped. Taxed and M.o. T. until August 1973. £600 o.n.o. Nigel. Tel.; Kettering 2455 (day), 4069 (evening). PORSCHE 356C, 1964. Ball Blue: 26,000

PORSCHE 356C, 1964. Ball Blue: 26,000 miles on rebuilt; 95 b.h.p. engine excellent; overall mechanical condition: XAS:s Konisp.b. redio; new exhaust system: £500 spent to keep the car in peak condition, body and interior trim in incredibly fine condition. Fully documented service: bistory: distinctive: registration, Porsche: club member owner. Reluctant sale: £825 o.v.n.o. Tel.: Sandbach 4548 (½-mile from M6 Morrway. After 6.30 p.m.). (8692 M. C. Tomas and the condition of the

TR3A 1962. One of last 30 built, hard/softtop; respray, new SP sports; taxed, tested,
top; respray, new SP sports; taxed, tested,
beautiful condition many other parts renewed, 1455. Tel; 021-706 3550, (8695
SCIMITAR G.T.E. "H" reg, in Manhattan
blue; h.r.w., new tyres; taxed Sept. E1,360.
Tel; Abson 2665 (Glos.), sun-roof,
h.r.w.; low mileage, outstanding condition,
£1,350. Tel; Leighton Buzcard 331?
(office) or Kettering 81677 (home). (8697
RELIANT SCIMITAR GT salbon, Regd,
July 1955, 25-51tre Ford Straight-Sizengine; wire wheels/Cinis; overdive 3rd
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The Stapleton Brothers suggest the following Breakfast presents for Christmas. A packet of cornf akes free with each one. An October 1970 (J) +8 in flame red. extras include luggage rack and tonneau cover. "H' registered 1970 +8 in crimson red. 27,000 miles mag, wheels, and luggage rack. 1969 +8 in Post Office red, also with luggage rack, tonneau cover, etc. In the 4/4 range we have a 1972 in orange with only 2,000 miles the Brown 4/4 four-seater which was at the 1970

orange with only 2,000 miles, the Brown 4/4 four-seater which was at the 1970 Motor Show, wire wheels, brown interior and luggage rack. Another orange '70 4/4 2-seater with 172-spoke wire wheels, bucket seats, etc. A light blue 4/4 2-seater with luggage rack, also 1970. Three 1969 4/4 2-seaters in black with black leather, wire wheels. Pale blue, fitted tonneau, heater, and new clutch. Green with new hood and leather steering wheel. A 1968 4/4 in pale blue, with wire wheels, two owners and luggage rack. A 1967 4/4 in indigo blue, reg. Dec. Wire wheels, SP tyres, recently reconditioned engine. Now for Plus 4's. A 1967 +4 Supersports, all aluminium body in indigo blue, white roundals, aero screens, rebuilt Lawrence-tune engine, 72-spoke wire wheels. A 1966 blue +4 with twin Webers, and last but not least two coupes of 1964 and 1959. Which probably will have been sold by the time you read this.

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021-454 2554. Parsons, 8 Phoenix Green, 8irmingham 15. (870.4 E-TYPE, Oct. 1961 Roadster Red. A really good example of this classic 38 model. Tel: Tedburn St. Mary 473 (Devon).

LEA FRANCIS, 2½-litre saloon, 1951. Recent respray, engine overhaul brakes religned, etc. Current M.o.T. 6450 o.n.o. Please Tel: 061-773 8311. Princ cam 1,767 c.c., 14 h.p. engine. Excellent condition bodily and mechanically, needs inserior retrimming to complete restoration. All parts available. 6350 o.n.o. Tel: Burnley 26366. All parts available. £350 o.n.o. Tel.: Surnley 28346. Gecently rewired. 6707 1939 BMW 326. Recently rewired brakes rebuilt. Five excellent tyres, battery Generally sound, but needs loving attention to trim, paint, chrome to be really nice cer. In daily use, with spare engine, gear-box. £200. Oliveira. Tel.: Sandiway Cheshire) B459. W/w, overdrive; radio, immaculate; white, black interior never bent new engine 1971. £630 o.n.o. Tel.: Botes dale (Suffork) 536. LAGONDA LG6, 4½ Le Mans, two-seater body, Meadows engine; requires detailed hody Meadows engine: requires detailed finishing £1,500. Box 3682. (8709 SAAB June 1971. Taxed September 1973. Colour white with red uphoisters fitted Kenlowe fan. £895. Tel. 042, 43020.

363929. Renlowe fan. 1995. 181: 0742
LAGONDA, 1953. 2.6-litre saloon Very
sound, runs but résulres some work on
engine. M.o.T., tax. bills. £225 o.n.o. Mr.
LANCHESTER 00. 10, 13460. (877
Beautiful car, practically 1 owner 66,000
miles. Bargain at £200 o.n.o. Smith, 1
Nelson Close. Rivermoor, Teighmouth.
Devon Devon (8: SAMANTHA VIGNALLE Fiat 1255: "registered 38,000 miles. Rare examblack, white interior electric windo-staggering performance. \$1,200 To kinver 2220."

staggering performance. \$1,200. Tel. Kinver 2220 [87.8]
1968 M.G.-C Roadster: 24.000 miles: wire wheels: good condition. £680. John Webb. Tel.: Warwick 43866 (daytime). 87.19 SCIMITAR GTE. 1970. Caribbean green overdrive: sun-roof: redio and stereo tape. £1.450 on.o. Tel. £0.1373 4852 (evenings late) or £1.650 n.o. Tel. £1.350 (office). £2.250 [87.20]
LEA-FRANCIS Sports 14 h.p. 1949, L.h.d. Completely renovated; retrimmed in white irather; tax, M.o. T.; truly a fine example of this thoroughbred. An investment at £1.250. Tel.: 01.902 0890, 01.205 1804. (8721)

1968 JAGUAR E-type, 2 + 2 automatic dark blue: black interior: chrome wire wheels; heated rear window V.H.F. stereoradio and cassette, 40,000 miles Immaculate condition, regularly maintained company director's car. Price 11,425. Tel.: Hamble 2544 (daytime), 2038 (evenings) ELAN COUPE. Dec. 1967. New endine: tyres; radio superb metallic green: taxed, M.o.T. full history. Tel.: 01-286 7852 (evenings), 01-628 7700, ext. 2647 (daytime).

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XK 150, D.H.C. Reg. UBY 150 White, 3.4; overdrive; new engine; 11,000 miles: new hood; wire wheels; very sound. No rict. Laid up 6½ years. Offers around 1985. Genuine enquiries only. Smith. Tel. (1-1-30) 3486 (Cheshire) (after 7). (8725 AUSTIN SEVEN, Ruby 1936; 52,000 miles one fastidious previous owner 1936/57 maintenance record; unused 1942/50 and 1967/72. Re-chromed; partly dismantled for repaint. Tel.; Gerrards Cross 83482 (evenings). 4044. 1. Oct 18 2824.

ROLLS ROYCE Silver Wraith, James Young with division cocklail cabinet: real 1955m min condition. 87 Grove Rdg. Southamston, 161.72384.

Southamston, 161.72384 and December M. o.T. April 1973.

MERCEDES BENZ. 2205E convertible. 1959. Grey. red leather care model in expenses. 1859 Grey, red leather; rare model in exceptional condition. Tel.: Southampton 72384.

MERCEDES 230SL, 1965. Gold, Auto-72384, (8731
MERCEDES 2305L, 1965, Gold, Automatic; power stering; hard and soft-toos; radio; taxed, Fully tested and in fine condition. Offers around £2,000. Tel. Stratford-upon-Avon 3552. (8732
FIAT COUPE, 1285L, 1300. Must sell this brand new car due continental transfer £1,150 (List £1,398). Consider L.h.d. exchange. Stevenson, Tresco Cottage, Marazion, Cornwall. PORSCHE 356B, 1962 model, White, red interior. Excellent condition. \$525. Tel. Southampton 69386. (8735 1949 ROVER 10/75, v.g.c. Reluctant sale toace needed, £80 o.n.o. Tel.: Devizes 4639 (ask for 8ill). (8736 VICKERS ENGINE, c. 1919. Four cylinder in two pairs. No accessories 150 o.n.o. Wheater, 8 Fairfield Rd., Rotherham, Tel. 4075.

COMPLETE SET "Motor Snort" 19241971. Best offer secures. Box 3683. (8716BENTLEY MK. 6, 1948 saloon blackGrey interior: R-type front seast, very good
craine and mechanics: fitted towbarflashers and relay washers; seat belts.
Toxed £475 o.n.o., C1-668 5217, C1-654.
6977 (evening). (8869)

Taxed £475 o.n.o. 01-668 5217, U1-5697 (evening).

RILEY 11/2 saloon, 1954. This car has been extensively overhauled and refurbished including new pixtons, bearings, carburetter, brakes; track rod ends; clutch; hood and lining and is in superb condition; the bedy and chassis are excellent, there are no repairs or fibreglass fillings black and cream green interior. Sole reason for salone with the same buying faster car. £400. Tel: Post. mouth 812397 or 2193.

able to rouse one for an ardent suitor necessary to bring warm clothing + his flask. Lotus Elan \$3 coupé, 1966, white MG-B, 1969, mineral blue, black leather, black £80 double-skinned works hard-top, wire wheels, radio, £925. Morgan 4/4 Series II, 1959, white, completely rebuilt on new chassis, scuttle, etc., 600 miles since engine rebuild. Expecting another similar but yellow and a year or so older. Morgan

Plus 4 2-seater, 1969. Westminster green, wire wheels (60-spoke they look like, lacking the umbrella frame fragile look of earlier wheels), meaty G800s, grid, bumper, tonneau, bucket seats. MGB GT, 1971, flame red, overdrive, wire wheels, heated rear window, radio, nearly £400 less than a new one on the road at £1,345. MG-C GT, sandy beige with black vinyl roof, red leather, chrome wire wheels, 1969, overdrive, five push-button, leather rim, £1,030. Morgan 4/4 Comp. Dec. 1968G, yellow, black trim, wires, Kenlowe, Brooklands aeroscreens, rollover bar, radio, bucket seats. Arkley SS, freshly built on preowned (a phrase they apparently use in the Australian Znd-hand camera trade) 1275 chassis, harvest gold, tan hood, black Australian Zun-hand camera (1706) 1275
chassis, harvest gold, tan hood, black
interior, 1820. MG-B GT, Mk II model,
1968G, BRG, black leather, overdrive, wire
wheels, radio, leather rim, air horns, 1955.
Morgan Plus 4, 1968, yellow, wire wheels Morgan Plus 4, 1968, yellow, wire wheels with triple-eared nuts, black leather interior. MG-C, 1969, mineral blue, overdrive, wire wheels, hard- and soft-tops, radio, £895. Morgan Plus 4 4-seater, 1968C, white, wire wheels. Triumph TR4, 1965, conifer green, black interior, white dashboard, overdrive, wire wheels, Surrey top, £595, TVR Vixen, 1971, Lagonda lime, black interior, alloy wheels,

sliding sun-roof, radio, we supplied new, £1,260. Morgan 4/4, 1972, indigo blue, brown trim, four seats, wire wheels, ton-neau cover, rear bumper, semi-louvred bon-net. VW Hound Dog, Fish carb, tuned engine, radio, spots. Does that make it a Dalmatian! £325 but you must ring up at once as it's liable to be sold in first few days of month. Morgan 4/4 Comp, 1968 (June), Westminster green, wire wheels, (June). Westminster green, wire wheels, radio, many small accessories and special features. Morgan 4/4, 1969. orange chrome, wire wheels, five new ZXs, Compmodel. Morgan 4/4, 1970, Westminster green, 5pb radio, tonneau cover, rear bumper. Morgan 4/4, 1966. red wire wheels and much else. Morgan 4/4, 1972 (July), silver with black leather, bucket special plus 8 triple wipers, twin spotlights seats as Plus 8, triple wipers, twin spotlights louvred bonnet, tonneau cover. Triumph TR4A, 1965, signal red, wires, overdrive, Webers, alarm, radio, radials, £625. MG-B

cooler, radio, £560. Morgan 4/4, 1971K, white, black interior, bucket seats, Empi wheels, wide rims and oversize SP Sports, wheels, wide rims and oversize SP Sports, copper tailpipe, louvred bonnet, rear bumper, strapped, tonneau cover. MG-B, 1966, white, wire wheels, radio, £575. Lotus Elan S4 convertible, silver grey, 1970, radio, spl. equipt, which includes uprated engine, knock-on wheels, servo brakes; pushbutton radio, £1,195. MG-B, 1966, mineral blue, radio, folding hood, many other extras, £550. MG-B, 1969, tartan red, black leather, reclining seats, overdrive, wire wheels, radio, air horns, leather rim, one loving (who undersealed it leather rim, one loving (who undersealed it from new), £980. Arkley SS, pepper red, black trim, the widest wire wheels you've ever seen, newly built, 1,275cc unit, front bumper, missing from our stock list for

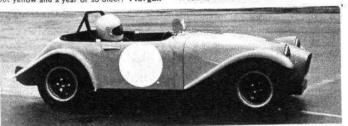


We've been waiting what seems an age for our new TVR 3000M demonstration model, but it may have come by the time this appears in print. As well as the new square-tube chassis and revised suspension it has the upraced, smoother, more powerful V6 power unit, with closer ratio gears and a more precise shift. It gears and a more precise shift. It really is your last chance to get a component-form TVR without paying purchase tax or value-added ditto; we have in stock a 2500M, a 2500 and a 1600M. All the latest model with square-tube chassis, revised suspension, glass rear window and sliding sun-roof. Any TVR can now be endeded for surprisingly little extra) ordered (at surprisingly little extra) with a performance wheel pack consisting of extra wide 14" diameter Woolferace polished alloy wheels fitted with Avon wide-tread low profile tyres of a type so new they apparently haven't got a name yet. Our congratulations and best wishes to Brian Hough for winning outright the STP Modsports Championship in his 3-litre TVR (not too far removed from a standard car). We can now from a standard car). Vec can now provide a towing bracket, properly engineered and with standard 50mm ball, for your new TVR. Also any colour you like for nominal fee. Also reclining seats, with or without bandard.

some reason but between £800 and £900. On the new car scene we're having a to-do about the availability of new MGs but we are MG agents and hope to have new ones in stock by Dec 1st; we have two Mini 1000s and a 1300; also a new Arkley SS which can be bought after the Racing Car Show. New Jensen Healey which we've been waiting for for six months will be with us last week of Nov. Our used cars (except for cars of a certain age) have thorough pre-sales service, fresh oil/filter, lube service, workshop inspection, faulty components replaced. Written guarantee. We require a cleaner/mechanic. If we can't get one a



one top sports-car mechanic, one handy-man/driver/cleaner. Morgan Plus 8 rollover bar, suit slim driver, £5. Lenham hardtops in stock, black or white vinyl finish, with headlining, for MG-B, MG Midget, Triumph Spitfire. So warm, my dears. Arkley S5, in component form, please enquire for details, and modsports drivers be warned that my power-packed little machine will be eligible next season in the new 1,300cc class. Open to 7pm, closed Sundays and over Christmas from Saturday 24th to Tuesday 27th inclusive. See you soon! one top sports-car mechanic, one handy-



Plus 4 1968G white two seats, wires, grid, underseal, Kenlowe, etc. Triumph TR3A, 1962, white, black hard-top, over-drive, flared arches replete with wheel, tyres to suit, £315. Triumph Spitfire,

1965, blue, dark blue leather, wire wheels, new hood, 5-bearing crank, radio, recon engine, £460. MG Midget, 1968, 1,275cc. red, radio, £520. MG-B, 1965, red, black leather, overdrive, wires, 5-bearing, oil-

At a reasonable price, 11,500, 80x 3670, 10,600, 10,10

FOR SALE-continued

GILBERN SALOON, 1969. One owner 41,000 miles; sun roof radio overdrive stainless exhaust. Excellent. About £1,270 Tel.: 01-560 7916 (Hounslow) (evenings) (8510

CAPRI 3000 GT, XLR, Sapphire Send sliding vinyl roof Kenlowe fan Steel sliding viny! roof Kenlowe fai terior silent travel kit, every extra, Jan 1972; uprated engine etc. and pristine condition, £1,450 o.n.o. Wanning, 18 Glenfeld Ave, Felix; Suffolk, Tel., 4910; JAGUAR XK150. House purchase

Registration number 1 PHX. New Hood recent major engine overhaul; tyres new rear leaf springs 25 m Probably one of the finest examples t found. Investment £1,500. Can be vin Plymouth, Tel., Looe 2169 LANCIA COUPE Flave 1,8 tilver "F" registered. Quartz lighting low age. Almost immaculate any inspections. Tel. (Dorrett 19th Way, Britone, Tel. (Dorrett 29th (Lafred Deber 12th) or Write. Returning U.K. Spring).

Swallow Doretti, Very good

SWALLOW DORETT! Very good consistency of the property of the p

COBRA-STYLED Sports car: 1F5 de Dion, 4.2 Ford engine wide wheels new tyres 1450 63 Twyford Ave., Acton, London, 3. Tel: 01-99, 6291.

PEERLESS GT 2, 1959 White good condition, 1250. Possible exchange. Tel: Bodmin (Cornwall) 2614 (anytime). (8520. M.G.-B 1972. Hard-top and overdrive alcoheadrests; servo and RO wheel: Blaze in perfect condition, 11,250 or near offer. Tel: 01-228 6550.

CONTINENTAL CARSI And 70.

CONTINENTAL CARS! Audi 70

Tel: 01-228 6550.

CONTINENTAL CARS! And 70, two-door saloon, Registered October 1786 by distributor, Gearbox just rebuilt, new tyres; low mileage and distributor maintained. Good condition, 1345. H.P. Renault 16TS offered by my cousin, 1970 model registered October 2Cth, 1969. Sold and maintained from new by Surrey agents, One owner; genuine 40,E60 odd miles. Metallic green. Available January due to delivery of new 16TS. I can arrange H.P. If required. Bargain, purchase. First offer of 1825. Secures, as must be sold now, genuinely. Tel: 01-560 3249. (887) 1937. DAIMLER 15 with Mulliner body. Immaculate condition throughout. Completely overhauled and reconditioned, yes and exhaust system etc. University of the salon of the

ALVIS TE21 drophead 1966 Green P.A.S. 5-speed gearbox in excellent con-dition Offers. Tel. Milton Abbas 411/ 675.

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ALVIS TE21 saloon blue 5-tpeed gearbox; new tyres; new exhaust system and
rear wing sections complete respray E95.
Te1. Milton Abbas 411/675
1939 V12 LAGONDA Rapide, open twoseater. Short chassis, four carbs, twin
magnetos: foldflat windscreen. Turbinesmooth and quiet; fully rebuilt engine.
Fantastic car in excellent condition. Box
6994. (8076

Fariastic car in excellent condition, Box 3694
1933 PHANTOM II Continental, 2-door Currey Nutting closed sur-roof coupé. Original R-R order sheet specifying continental chassis. Stageeringly handsome; unrestored car. Box 3694. (8876
MARCH 1970 Works prepared "E"type Jaguar. Black Hard/soft-top; 18,000 miles: black trim; gas flowed head inlet manifold; high lift cams, larger inlet valves. Polished crack tested cornods; polished crankshaft; competition suspension. Brake cooling ducts, special pads wide chrome wheels on original XJ6 tyres Radiomobile; 8-track stereo; Marchal headlamps; spots. Original invoice over £3,100 available. A truly fabulious motorcar in absolutely concours condition. Directors 2nd car. Photographs. Private sale £2,100. Tel: Cardiff 703717. (8852

703717.
\$5100, \$590, \$51 spare parts completely seembled or unassembled replicas. Als: Austin FX4 petrol London taxi, October 1968. Il,000, Garber, 61 Southway. Totteridge, London, N.20 Tel.: 01-445-7670.

Totteridge, London, N.20 Jet. 01-445 7670. Tet. 1749E. Automatic S.S. saloon. Built 1953. Recently resprayed original Tudor Grey. Engine and body have both been extensively restored by R.R./Bentley experts 6,000 miles auo. Details of work and bills amounting to nearly 11,000. Also new tyres. An impressive car at a reasonable price, £1,500. Box 3690.

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M.G.-Bs, M.G.-B GTs, 'E' Type Roadsters



M.G.-A ROADSTER, 1958. New hood and

Sex. JENSEN CV8, Mark III, 1966. Black with ten upholstery. XAS. History known. 1800. Tel.: 01-397 5151, ext. 400. (8873 1968 ALFA ROMEO, 1750 GTV. Bluette

with tan immaculate body, no rust engine gearbox clutch renewed approx 4,000 miles ago. Hr.w. new continenta radials: Lucas sealed beam headlamps

wheel and tyre wise, £295. TVR Vixen S2, November 1969H, supplied new by us to finicky bank official in special black and silver sports cars in all their glory. Triumph TR6, 1970, sienna brown, overdrive, wire wheels, leather rim, 8-track stereo, £1,175. Morgan Plus 8, May 1969, yellow, luggage livery, alloy wheels, leather rim, regularly serviced by none other than JB Garages, he's getting a new 2500M, £1,060. Morgan Plus 4 2-seater, 1969. Westminster green. carrier, rear bumper, one owner, garaged from new. Morgan 4/4, Comp model, Oct 19701, indigo blue, wire wheels, Cints, grid, spot, fog, badger bar, tonneau, pneumatic horns, five push-button, rev. light,

John Britten

owner. Austin Healey Sprite Mk. IV, 1969, mineral blue, wires, radio, they fitted high-ratio axle that year, £610. late (H) 1969 Lotus Sevens, both S3s, last of the real Sevens, as a matter of fact they've gone into hibernation at present, might be

Our under (tonneau) cover agent in Malvern Link reports that Morgans have bought the factory next door so have bought the factory next door so that (assuming they can find a good supply of dedicated craftsmen and green baize aprons) delivery times might start getting shorter again. Dual exhaust is now standard equipment on the Plus 8, and by the time you get yours Salisbury's will be providing a raised diff ratio for this model. All '73 Morgans have large and robust anti-burst door catches. When asked at the Motor Show stand whether these came off a railway carwhether these came off a railway car-riage, a long-suffering member of Morgan's staff replied "yes", but a closer guess would be that they're off another Rover V8-powered conveyance. Recently Morgans have been using cellulose type paint instead of the synthetic truck enamel that emerged from their spray guns up till early 1972, so to special order your new Morgan can be any colour you like, and we've got several hundred samples. This new paint can be alwally resprayed and feathered in, an advantage for those owners with invisible gateposts. We have a special list of unusual options for you are welcome to come and look

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

M.G. MIDGET, 1970 "J", Bronze yell

ZXs beautiful condition, £695 o.n.o. Te Nottingham 76195 (office), 248057 (eve

JAGUAR XK150 drophead coupé, 1960 Olde English white with red interior

Chrome wire wheels overdrive mechan cally rebuilt £1,250 o.v.n.o. Tel: 01-50

BRISTOL 400 saloon, 1949. M.o.T. cert

DAIMLER CONQUEST, 1953. Good sour

2463.
FIAT 1917 Wagnette. V.g.c., dated. ExWorld War I vehicle, believed only one left.
in Great Britain. Type F2. Twin rear
wheels, restored and rallyed this year.
\$1,750. Dunnings: Roundwood, Cornmill
Bottom, Shelley, nr. Huddersfield. Tel.,
Kirkburton 2403.
1971 "K", M.G.-B/GT. Bronze: o/d,
hr.w. uysealed, radio Immaculate, only
1,400 miles. Offers around £1,350. H.P.
possible, Bryant. Tel.: Liphook 72224.
(9019)

ROLLS-ROYCE 20/25, 1934 Sports saloon

by William Arnold recently restored to first class condition, £2,500, Bowles, Tel Canford Cliffs 79755, Bournemouth 63344

(business).
'F' REGD SUNBEAM Aloine GT. cellent condition 1,725 c.c.; radials; belts Commodore blue £530. Tel.: 051-928 4611 LOTUS ELAN coupé, SE, 1968, Meta

(Surrey) 5760.

1969 M.G.-B roadster, black, genutne low mileage, w/w., o/d., immaculate £920. Tel.

Esso. Tel: Ledbury 2562. Immaculate condition.

BSO. Tel: Ledbury 2562. Immaculate condition.

BSO. Tel: Ledbury 2562. Immaculate condition.

T. Used daily. Good condition.

Good Condition.

Bodywork Condition.

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SPITFIRE, Mk. II. 1965. his-tops. £225. Spetch.

Tel: Codiord St. Mary (Wilts.) 216. (9166

SUNBEAM TALBOT 90 convertible, 1951. 12 months' M.o.T. First class condition. £715. Tel: 021-488 1068.

only since rate Reading 478188.

Reading 478188.

DAIMLER STRAIGHT 8 limousine. 1937.

DAIMLER STRAIGHT 9000 condition All States and All St

ings).

SCIMITAR GTE, July 1969, 32,000 miles, Caribbean green. Expanding family forces sale of magnificent car. Manufacturer's overhaul in last 5,000 miles, practically new tyres. Ord., ht/s., rear washer/wiper. 21,400. Tel. Newton-lew Willows (Lanes.) 7988 (any time). Willows (Lancs.) 7838 (any time). (9151 RILEY 2]-LITRE sports saloon, 1952. In truly exceptional condition throughout. Coachwork and mechanics virtually lautiless. Engine rebuilt 2,000 miles ago at cost of £120. New root, all good tyres. M.o.T. tested in September, and just faxed. Owner wishes to sell-alt Christmas. Offers around £300. Tel.: Crosshills (Keighley) 32939.

ALVIS. August 1967. Last but two. 65,000 miles. Automatic. Remarkship condition re-

or Box 3711. (917 AUSTIN HEALEY 100/6, 1957. Works hard top. Recent M.o.T. Spare short engine (brand AUSTIN HEALEY 100/6, 1957. Works hardtop. Recent M.o.T. Spare short-engine (brandnew). Attractive car at reasonable price. £195.
Tel.: 021-445 2400 (business hours). (9178.
M.G.-A 1600 roadster in first class condition in
all respects, including all metal body with the
exception of one fibre-glass seal. Original
condition, regularly serviced, enthusiastically
maintained. Taxed, M.o.T. £395 o.v.n.o.
J. Parrish, 1 Viewfield Rd., London, SW18 1NB.
Tel.: 01-874 2884.

maintained. Jazed, M., Condon, SW18 TNB, Tel.: 01-874 2884. (917)
M.G.-B GT, 1907, F. Reg. Finished in mineral blue, black interior. Motorola, oil-coole, undersealed. Good general condition. 4725 o.n.o. M.G.-B WORKS hard-top, black, 20 o.n.o. M.G.-B WORKS hard-top, black, 20 o.n.o. Tel.: Nelson 68435 (after 6 p.m.). (918)
TD21, 1983, excellent example. Golden sand. Power steering. 5-pased box. 58,000. M.o.T. Nov. 1973, £550 o.n.o. John Buck, Tel.: Hedingham 135.
AUSTIN HEALEY 3000 Mk. II BJ7. Colorado red, wires, overdrive. Reconditioned engine gearbox last year. Offers over £400. Tel.: Horbury 2502 (day), Leeds 665757 (evenings). (918) CANNON—Trials Formula, 1,172 c.c. Fiddles, 41 x 15 wheels, £175. Tel.: Burnley 0282 26139. photograph and full description 20p. 30 College Rd., Aston Clinton, Bucks. (9158 LOTUS ELAN Sprint, 1971 (April), drophead, silver grey. 16,000 miles; radio; well main-tained. £1,275. Tel: 01-959 7473. (9159

FOR SALE—continued

DAIMLER SP250 Dart, excellent condition, wire wheels. Goodwood green, Mechanica overhaul by qualified engineers, bills available M.o.T. Lady owner. Used summer months only. Gilmar, G.X. Hyde, Cheshire SK14 SP16. 57431 (evenings).
SUNBEAM TIGER, 4.2-litre V8, 1966, owner, 71,000 miles; red, hard/soft-tops, r. SUNBEAM TIGER 4.2-litre V8. 1966, one owner, 71,000 miles; red, hardisoft-toos; radio, adjustable iront shock absorbers. Magna 51,0 wheels, Goodyear GP radials, electric cooling fans, stainless steel exhaust, tonneau, £665. Tel.: Newcastle 37016. Complete body, engine, brake, suspension rebuild: many new perts; undersealed, recellulosed B.R.G. wires, ZXs. overdrive, servo, hjs-tops. Immaculate. £500. 56 Laddleys Walk, Ficetwood. Tel.: 5381. (9187 HEALEY 3000 Mk. IB.77, 1961, old, hard-ospots. M.o.T. £350 o.n.o. Tel.: Dambur (Essey) 2327. (9189 (Essex) 237, 6768, white, black leather. Radio wires, new tyres, Peco exhaust. Granine 38,000 miles. No problem motoring. £760. Tel. 01-588 0575 (Beckenham).

red. £725. Swift, 16 Westfield Park, Bristot. Tel.; 32040 (after 6 p.m.).

M.G.-B GT, 1987. With overdrive, wire wheels, sun-roof, radio. £955. Tel: Southampton 68582 (evenings).

CAPRI 3000GT XLR. "J" Reg. Gold/black Radio, slats etc., etc. £1,075, or will consider a good sports saloon in parl exchange. Can be seen in Birmingham or Portsmouth area. Contact Mr. P. T. Goodwin, Tel.: Fareham 6525, or Birmingham, 201-357 3785.

(GDT), RILEY 1]-Ilire, 1948. Sound but non-runner, £40. Tel.; Faringdon (Berks.) 20459.

Bristol's 2.2-litre 406, Reo. HNV 1, 8800. Consider interesting exchange preferably vintage sportsracing. Pinfield-Lodge!", Barntgreen, Birmingham. Tel.: 482-585. (9221) FIAT 124 Sport, 1969 ("H"). 5-speed, sunroof, h.t.w., new SPs. Must sell, £999. Tel.: 01-839 700, ext. 210 (Day), 01-370 5692 (evenings). (9222 TRIUMPH GT6, Mk. II, 1969 July. Royal blue, h.t.w., radio, M.o.T. August 173, £800. Tel.: Berkhamsted 71178 (evenings). (9223 FRAZER-NASH, 1951 model Mille Miglia, British Racing Green. 100 D2 engine. £2,000 o.n.a. Strong, 4. Highfield Rd. Evesham, Worcs.

FOR SALE-continued

M.G.-B GT. Bronze yellow, overdrive, radio

Outstanding condition, £395. Tel.: Cobham (9213 Mk. III MINI COOPER "S". June '71. Only 10,000 miles. Yellow /dark blue int. Dunlop

#k. II MINI COUPEN (0,000 miles Yellow dark blue int. Dunlop (0,000 miles Yellow dark blue int. Dunlop wheels, radio, full service history, an immaculate example of this rapid model. Tel. Halland (9214

82-594-320 (anytime) AGUAR XK150, d.h. coupé, white, 1939 Reconditioned engine, Mk. 2 brake calipers Present owner 10 years. £685. View evenings, weekends. Sherwin, 54 Esher Rd., East Molegoy.

Currey

(92:16

PILEY 9, Merlin 1936, £45. Further details.

Tel. Norwood Hill (Surrey) 318.

JAGUAR 34, 1965, silver groy. Exceptional original condition, one previous owner, 56:000 miles from new, maintained regardless of expense by main Jaguar abents, any test, XJ5 imminent, £555. Tel. Wootton Bassett 2162.

LANCIA FLAVIA 1800 Farrina coupé, early 67 madel. Undersealed, reclaining seats, radius

nodel. Underscaled, reclining seats, ra h.d., £695 c.n.o. for quick sale, Tel.: South

HORGAN 4-SEATER, 1970, 1600 GT con petition engine, 21,000 miles. Royal ivory, Ming mirrors, full tonneau. Cinturatos, bumper, extra-view rear windows, £1,245. Southend-on-Sea (0702) 557602. 1,225 C.C. M.G. Midget, 1970.

driven by Dick Jacobs. Fine Box 3708.

Box 3708.

PDD 40 ON 1955 M.G. ZA Magnette. Good condition, radials, taxed, M.o.T. Offers, Tel. Brockton 600 (Shropshire).

SUPERB HEALEY 3000 Mt. 3 1967). B.R. Green, and J. T.C. Webers, Race/Raily care, and J. T.C. Webers, Race/Raily care, and J. T. C. Webers, Race/Raily care, and J. Wilhels.

150 m.p.h. 3 T.C. Webers, Race/Raily cam-balanced, 2400 extras under bonnet, Wishbeels-radials, o.f., Motorola. Reason for sale 2 New house, wife demands central heating. £130 o.n.o., Tel.: 01-688 3711 (Purley). ESCORT R51500. "J" registration, 29,000 miles. Never rallied, Radio, taxed, £1,050 o.n.o. Tel.: 01-639 7985 (flat 7) after 6 p.m.

Tel:: 01-459 7985 (flat 7) after 6 p.m. (9225 LANCHESTER LDID, 1947. One registered owner, 51,000 miles, excellent condition, £170. 10, Collins Rd., Sylvania Park, Exeter. (70. M.G.-B GT, 1970. B.R.G., wire wheels, overdrive, radials, any inspection, £1,030. P.X. H.P. Emms, 16 Home Park Rd., Wimbledon, S.W.19. Tel:: 945 7825, (923) OGLE \$X1000. A rare and distinctive vehicle.

Tem, 16 Home Park Rd., Wimbledon, 3. W. Inc. 346.7985.

OGLE SX1000. A rare and distinctive vehicle. 1275 "S" engine, servo brakes, Cosmic wheels, in B.R.G. with recently renovated black interior. Possibly the best Mini conversion ever made. Offers around £700 please. Tel.: Silver End. (9232)

Offices, around Eres (932) (Essex) 333, 1969. Yellow/black, servo, Radio-mobile, new hood, taxed October, 5180, D. Aylwin, Manor Farm, South Mundham Ohichester, Sussex, Tel: Pagham 2032, (933) ASTON MARTIN, 1965 DB5. Webasto low mileage, recent de-coke, new valves new clutch, good condition, £1,250. Chesham 2551 (weekdays).

Chesham 2551 (weekdays). (920) LOTUS ELAN S3 SIE, 1966, £700. Part-exchange considered, Tel: Knowle (Warwickshire) 4530. CHUMMY, basic kit to build Chummy, some parts missing, £100. Tel: Emsworth 5000. (9236) parts missing £100. Tel.: Emsworth 5000. (9239 TR4, 1963. Body outstanding, having been comprehensively derusted and rebuilt with new wings, aprons. Sills. etc., resprayed white. Brakes and steering overhauled, new silending system, rear springs, generator, water pump etc., sound engine and transmission. Year's Mo.1. All this has taken a great deal of time and money and frankly I have grown to hate the car. £410. Tel. Bramley (Surrey) 3727. (9237

and tranky 1. (923-1761; Bramley (Surrey) 3727. (923-1761; Bramley (Surrey) 3727. (923-1761; Bramley (Surrey) 1. (123-1761; Bramley (Surrey) 1. (123-1761; Bramley) 1. (123-1761; Braml

ALFA ROMEO 1600 f.h. coupé 2+2. Colour, blue. One owner for last four years, very good condition for year (1963), £250 o.n.o. Tel.: Selsey 3120. (9239 Selsey 3120.

TRIUMPH GLORIA 6, 1935, with Lee custom body. No M.o.T. Offer. Tel.: Fair Oak 2465 (Hants).

1833 FORD B 2-door sedan excellent condition.
1937 22 h.p. V8 saloon, also Ford "T" V8 ending and axie spares. Smith, Tel.: Kirton (nr. Boston) 280.

M.G.-B., WHITE. G/D, w/w, host of extras,

SENTLEY "R"-Type. Very good condition. £1,250. Also Bristol 405, £425. Wanted earlier Bristol any condition considered. Brian May. 1761: 021-474 4918.

33-LITRE JAGUAR saloon, 1946 SS model, recent new clutch, radiator, battery, excellent body and interior, £400 o.n.o. Tel.: (Ramsgate) Thanet (0843) 52491 (5244

#### FOR SALE continued

TRIUMPH TR4, good condition mechanically and bodily, M.o.T.'d. Interesting registration TR6 NOVEMBER, 1970. Immaculate TRIUMPH TR4, good condition mechanically and bodily, Mo.T.16. Interesting registration 16 KD. Will haggle around £360. Tel.: Kinnswindor (Staffs), 4594.
M.G. B GT, Dec. 56. Red, new gearbox, clutch exhaust system, shockers, brake linings, four Pirelliss, batteries, engine o.h. 6. months ago. M.o.T. Extras, servo brakes, plr radio, twin speakers, centire console. Astrall siw, headrest, anti-thett, cigar lighter, reversing light, undersealed, workshop manual. Very nice car, £700. Clemett. Officers Mess. RAF Lyneham, Wilts. Tel.: Bradenstoke 381, ext. 318. 1937 M.G.-M TYPE. Remnants of spare car after rebuild. Almost complete less engine, gearbox, and wheels (all available) very tatfy but cheap. Space and cash needed urgently. Write or call. S455 (evening).

ALFA ROMEO, 1750 GTV. 1971 Mari tan interior, 18:000 miles, Fitted 4-speaker; 8-track stereo, £1,800 Finance arranged if required. Rotherham 4535. J. Mariand.
ASTON MARTIN DB3, 1958, most imme condition ihroughout, metallic green, chrome silencers. Overdrive radio, £850. Mr. Mitchell, Tel: Brierley Hill 78037 (9-6 p.m.). Mr. D. 1847 HILLMAN drophead coupé. Mr. O. T. Badge Bar. Many extras including five space tyres, £80. Tel: 66 54030 (eveninos). Royal blue, sunrod, new lyres, cadio, 20,000 miles, absolutely immaculate. £1,690. Tel: Chichester (STD 0243). 83819 GP BUGATTI Type 35B. Genuine original supercharged vintage Bugatti, completely dismantled for total rebuild. Chassis assembly No. 290 but less engine. Both cars have new bodywork and both have original studded alloy wheels. 111 Cullord Rd., London, N1.
SPITFIRE MK. IV. November 1971. Hard soft tops. SP radials. Undersealed. 10,000 miles. 12 months Wynn's guarantee. As new. £915 o.n.o. Tel.: Cambridge (0223) 62502 (evenings or weekends.)
100/4, 1955. Enthusiast maintained, excellent condition, taxed and tested. First to see buys at £250 or best offer. Tel.: Hagley (Worcs.) 2259.

NCL 50, very attractive. Price around £1.750. 41 St. Mary's Green, Biggin Hill, Kent. Tel.: Biggin Hill 3718. (9082 M.G.-B. 1965, Tangerine, matching Bermuda top, soft top, tonneau, tuned engine, suspension, etc. New 185 H-R sports, competition wir.es competition oil cooler, servo brakes, triple air horns, twin speaker radio, last and reliable, exceptional condition, must sell emigratino. Offers around £490: Tel.: Bradford 71503 (Yorkshire). 1972 FIAT 124 Coupé 1600. Yellow. Unexpired

Reading. Evenings and weekends. (
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TR6, 1999. In perfect condition throughout, White, 38,000 miles, hard/soft tops. O/drive, radio. M.o.T. June 1973. Taxed March 1973. Genurine reason for sale. Price £1,050. Tel.: Welwyn Garden 21655. (9000 miles ago. Car resprayed and recarpeted. £250 miles ago. Car resprayed and recarpeted. £250 recently spent on brakes, transmission, radiator, etc. Full history and bills. Offers near £300.

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Hand 3836. (9993)
WORRIS 1,275 "S". 1968 "F", 38,000 miles. MORRIS 1,275 "S". 1968 "F". 38,000 miles, Dark green, Intode windows, mag, wheels, racing mirrors, twintank, radio, etc. Spent£150 recently. Taxed March '73, M.o.T. July '73, £620 or offer, Tel.: 01-86 0460.

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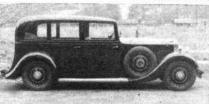
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White black trim, Rolled and rebuilt practical me body, 11, 180 or roll

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DBA engine dark blue with red interior
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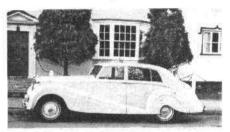
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Hatfield 67398 or St. Albans 54845
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Streak with black trim. Overdrive; radio;
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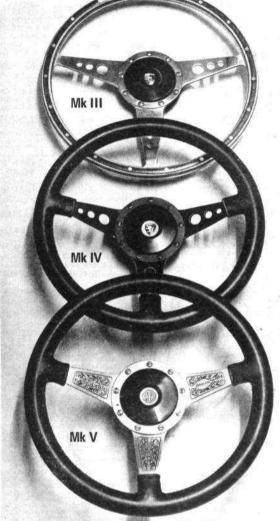
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1966 AUSTIN HEALEY 3000 convertible, B.R.G/. ack, hard- and soft-tops, Mich 'X', tonneau, rad/ ind, 5-push-button radio; recorded mileage 46,859, condition of car suggests true......

olack, overdrive, radio, recent SP Sports, tonneau 1968 BOND Equipe 2-litre saloon, red overdrive, wire wheels, radio, SP68s, extra instrumentation. £645 1963 (late) BENTLEY S3, Twin Headlamp Model, green/beige, automatic, power-assisted steering, radio

hard- and soft-tops (electric hood), electric windows, radio, engine overhauled in 1970; last owner for last dition £895 1969 FIAT 124 Sport, green/beige, one fastidious owner, certified mileage 25,655; 5-speed gearbox, radials, servo; interesting car £995 1969 FORD Cortina 1600 GT Crayford convertible, player wood wheel; very rare car in exceptions

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15-8 JAGUAR XK150 fixed-head, Cotswold blue/grey, stored for the last two years, fitted with overdrive, wire wheels; rare two-owner example, first owner for nine years. This example of these superborses is truly ourstanding.

rive, 5-push-button radio, power steering, mirrors ce condition £425 nice condition \$4425 1969 (Nov.) LOTUS Europa Series II, yellow/black one owner; Selmar anti-thief, servo, tinted wind-£975

1972 (L), 1966 Model LANCIA Flaminia 3c, 2.8-litre 'V6' (just imported). Superleggera touring coach-work, fixed-head coupe, the 2/4-seater model (very rare), silver grey with red; recorded mileage only 39,405 km. Beautiful classic. £1,295 1968 (Oct.) LOTUS Elan S4, S.E. f.h.c., burnt sand; one owner since 1969 £925

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1971 'K' M.G.-B GT, teal blue/autumn leaf, over-drive, servo, headrests, Rostyles, 'hot' rear window:

1971 Model M.G.-B GT, flame red, one owner, conmed mileage 15,458; overdrive, wire wheels, lials, 'hot' window, new sun-roof just fitted £1,345 radials, 'hot' window, new sun-root just intee 21,076
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1970 M.G.-B roadster, white/black wire wheels, over-drive leather wheel, tonneau; certified mileage 19.100 £1,125 1970 M.G.-B, flame red, wire wheels, chrome rack, Cinturatos; one owner, 16,565 miles ......£1,045

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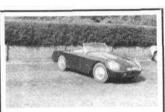
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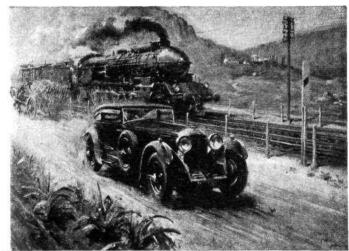
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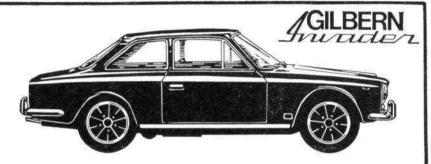




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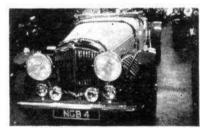
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However, having considerable storage facilities elsewhere, I personally intend to continue handling unusual motor cars and other kindred items, and I hope to have some time available to handle specific commissions concerning purchase, sale, inspection, valuation, etc.

For the time being I shall handle correspondence from "Standelfield", Standhill Road, Hitchin, the telephone number being HITCHIN 3444 as before, but as this is my private house, I regret that I must insist on no personal calls except by prior appointment.

I would like to take this opportunity to thank the many customers who have given us their patronage in the past, often repeatedly, and hope to maintain contact with them in the future; at this juncture I also must thank my staff, some of whom have been with me many years, for all their past efforts and their loyalty - it is with real regret that I have to lose such a good team.

Meanwhile, in order to gain storage space, I intend to dispose of a number of vehicles and other items: these include any cars remaining in stock currently the 1953 BENTLEY R-Type in midnight blue and the LANCIA Aurelia Spyder GT, both at £590, also the PATTERSON Tractor and remains of the GRAHAM van - for fuller details see November Motor Sport. In addition, there are (1) a very good DAIMLER Scout car, circa 1943 (not a 'Dingo"), (2) INVICTA 'Black Prince' chassis in running order, (3) a most unusual 1928 STUDEBAKER President Eight, the original sedan body of which has been shortened and modified to resemble a Brewster sedanca R .- R. Phantom I, in good running order and with all original parts which can easily be reinstated: (4) a very tatty and somewhat cannibalised ROLLS-ROYCE 20/25 Barker sedanca, suitable for restoration; (5) two PHANTOM I and

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two PHANTOM II chassis - again much cannibalised but I have most of

the essential parts including radiators, lamps, tyres - three have wings,

scuttles, etc., and vestigial coachwork - I am not prepared to break them

up at this stage - so don't ask for parts; (6) a more or less complete kit of

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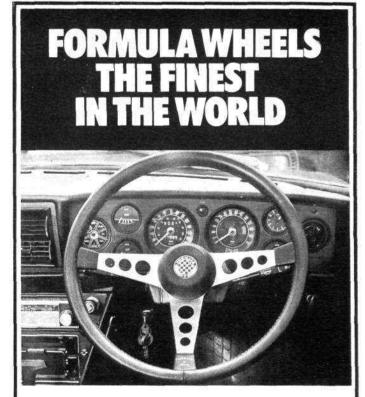
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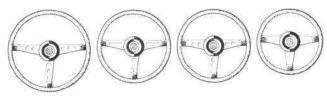




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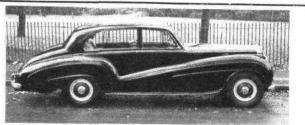
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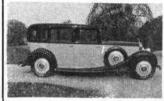
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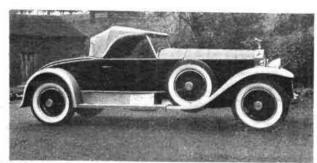
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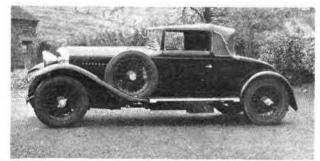
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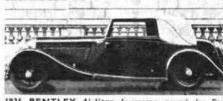
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