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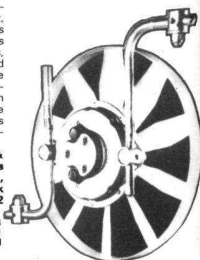
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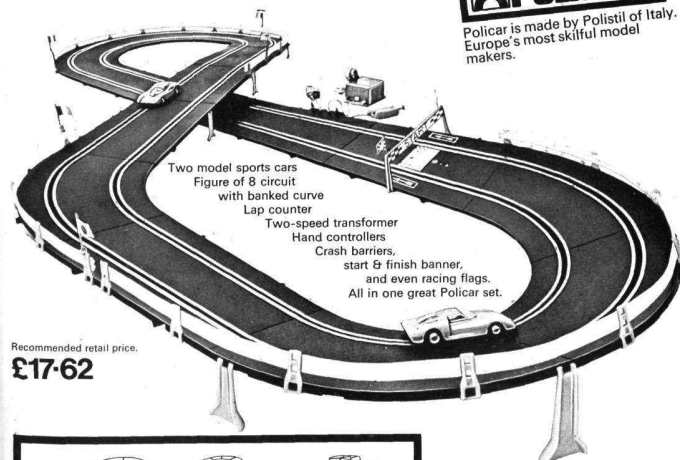
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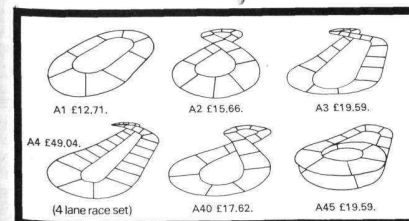
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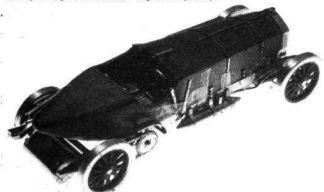
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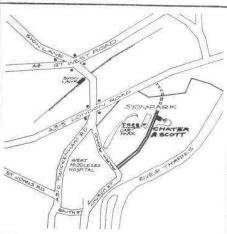
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MATTERS OF MOMENT

■ THE MOTORING OUTLOOK

With another Election over, and the Socialists in by that slender majority, our newspapers and TV screens may return to normal, allowing us to look more calmly at the motoring scene. Although Harold Wilson said that things are less black than previously painted while he was busy culling the votes, he now joins with the Opposition in telling us that Britain is facing the worst economic crisis since the war!

So, with the expected further increase in the cost of petrol, with money which it is so much easier to print than to mint rapidly losing its value, together with the unhappy prospects of rising unemployment and galloping inflation, the outlook is grim both for those who manufacture cars and those who enjoy owning them. Nevertheless, what we must fight for in this age of ever more expensive cars, less finance to spend on road improvements and ever-increasing motoring legislation, is the threat to our motoring freedom. The outlook is serious enough, without the factors of compulsory safety-belts, lowered speed-limits, elevated fines for non-criminal motoring offences, and Big Brother regarding we over-taxed mobile members of the community through radar screens and from helicopters.

There are many more important things to do in tidying up this stricken country than to hound innocent drivers who exceed antiquated speed restrictions by a few m.p.h., and we suggest that there are items such as rear-window heating (so well done by Triplex), substitute means of working defunct screen-wipers (do you recall how Simca once tackled this problem?), improved anti-dazzle devices and the like, which are as important as, if not more important than accepting the probability of accidents by strapping oneself to one's motor car.

It is always difficult to convince the timid of such things. But it seems significant that in France it is still permissible for young riders to go about on motorcycles without tax and insurance and *sans* crash helmets—and we defy anyone to say that *human life is less sacred in France than in Britain*.

It is also significant that Germany is free from speed-limits on her Motorway network. The right to take reasonable risks is something the timid fail to appreciate and it is almost impossible to put this over to them. It is really a question of refusing to become the all-alike, standardised fossils that a Communist/Socialist regime strives to make us. Those who race cars and motorcycles, fly private aeroplanes, climb mountains, enjoy the ski-slopes, go places in boats, and who do not regard ordinary motor cars as lethal possessions will understand! Whether it is a case of resisting compulsion in the operation of ordinary cars or looking sideways at the way in which modern motor-racing embraces Armo barriers, "space-suit" driving attire, slow-down *chicanes*, bans former circuits as unsafe and is stopped if rain falls, the philosophy of the Savage (you and me), in Aldous Huxley's "Brave New World" surely applies. You will remember that when confronted by his Fordship the Controller of Human Life, who stood for doing things comfortably, the Savage queried whether there wasn't something to be said for living dangerously. He went on to remark that he didn't want the comfort of conformity but preferred God, poetry, real danger, freedom, goodness and sin. To which he was told by his Fordship, as the representative of standardised safety and security, that he was claiming the right to be unhappy. And the Savage retorts, all right then, he *must* claim the right to be unhappy, not to mention the right to all the ills and anxieties of mankind. "I claim them all", he concluded.

The moral of which is that if we remove all the interest and adventure from motoring, or from life in general, we may be supremely safe but we will have sacrificed all enjoyment. This must be borne in mind by all those of us who drive for pleasure and own cars for enjoyment, as distinct from those who motor only because they have to and derive no more pleasure from a car than they do from a cake of soap or a dog kennel. Moreover, it might well be remembered that although Huxley devoted his novel, written in 1931, to the test-tube World of AF (after-Ford) 632, he said in 1946 that far from "Utopia" being as he had predicted 600 years ahead, it now seemed quite possible for the horror to be upon us within a single century. It is in such things as compulsion of unrealistic speed-limits, dubious safety measures, age-limits for driving, the banning of private cars from city centres, etc., that the tip of an unpleasant motoring iceberg exists. . . .

Fortunately the outlook is not all that bad. The World fuel shortage has receded. There is a full motor-racing fixture-list and more or less unrestricted road motoring for those who can still

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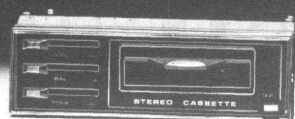
FRONT COVER PICTURE: EMERSON FITTIPALDI won the 1974 Drivers World Championship, clinching the title with a win in the Canadian Grand Prix and fourth place in the United States Grand Prix. Altogether he won three World Championship qualifying rounds in his McLaren M23 and McLaren Racing thus won the Constructors Championship for the first time ever.

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MOTOR SPORT, NOVEMBER 1974

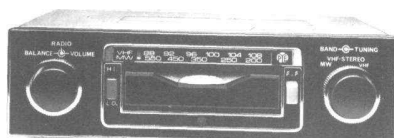


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Motor Sport Fixture List For November

* Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list *
C = Closed Event. CI = Cloud Invitation Event. R = Restricted Event. N/Int. = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Nov. 2nd	Basingstoke & Dist. CC	RAF Greenham Common	Nr. Newbury	Sprint Meeting (R)	12.30
Nov. 2nd/3rd	Northampton AC	Date Garage	Hosham	Club Pikes Rally (R)	08.00
Nov. 2nd/3rd	British Drag R & HRC	Santa Fed Raceway	Widdowbury	Drag Race Meeting (R)	13.00
Nov. 2nd/3rd	Kirkby Lonsdale MC	Burton Service Area	Map ref. (R9) (20799)	Burton, Torrey Rally (R)	23.00
Nov. 2nd/3rd	Bury AC	Twitford Service Station	Ambleby, Anglesy	Meeting at Wales Rally (R)	22.01
Nov. 2nd/3rd	Earlshurst & Dist. MC	Llangyfelach Service Centre	Earlshurst	Rally (R)	09.00
Nov. 3rd	62 Car Club	Purby's Senior Road	Scarborough	Race Meeting (R)	14.30
Nov. 3rd	BRCC	Brands Hatch Circuit	Fawkham, Kent	Starlight Rally (R)	21.00
Nov. 3rd	RACVCC	Hyde Park	Wantage	November Rally (R)	08.30
Nov. 3rd	Civil Service MA (West Middle)	Hatfield Motors	Willington Rd., Taunton	South West Stages Rally (R)	13.19
Nov. 9/10th	Birmingham Univ. MG	Gompaugh Cash & Carry	York	RAC Rally (INT)	08.30
Nov. 10th	Birmingham Univ. MG	Brands Hatch Circuit	Willington Rd., Taunton	Rally (R)	10.00
Nov. 10th	Burton-on-Trent/Easton/Taunton MC	Brands Hatch Circuit	Willington Rd., Taunton	Rally (R)	22.30
Nov. 10th	LAAC/MAC	Brands Hatch Circuit	Willington Rd., Taunton	Rally (R)	22.30
Nov. 10th	Chatterton & Dist. CC	Bulls Head Car Park	Map ref. 120 (112046)	Rally (R)	10.00
Nov. 11th	Royal Automobile Club	North Olney CC	Longdown Crescent	Portsmouth	Wimborne
Nov. 2nd/24th	Beckley LC	Longdown Crescent	Portsmouth	Rally (R)	10.00
Nov. 30th/Dec. 1st	Chatter MC	Top Rank Motorsport	Portsmouth	Rally (R)	10.00
		Memorial Hall Car Park	Wrexham	Barley Rally (R)	22.30

MATTERS OF MOMENT

Continued from previous page
afford it. Britain continues to make excellent cars, from Mini to Silver Shadow, with no neglect of potent sports models. From the Continent, too, come cars of great technical merit and individuality, from sophisticated Citroën to covetable BMW's and Ferraris, etc. The success of that best of all economy town-cars, the Fiat 126, has apparently prompted Citroën to re-introduce the 2cv., diametrically opposed as it is to the little Fiat in size, engine location and cylinder disposition. If anarchy and Communism do not eventually undermine this tough little island, those of us who get fun from the motor car, even in AD 1974, need not be too despondent.

In one of his lesser-known books T. H. White wrote: "When London Bridge has tumbled down, and the sewers of the hive have ceased to pollute the waters, there will be salmon opposite the Imperial Chemicals building, but no Imperial Chemicals building opposite the salmon." Yes! But before that happens, if we are vigilant and fight for our harmless rights as private motorists who actually like our cars, there should be quite a lot of good motoring still to do.

We know our readers appreciate the great effort that has been made to keep price increases to a minimum—your thousands of letters have said so!
However, further rises in production costs (paper used for MOTOR SPORT has increased 110% in twelve months) have made it imperative to raise the price to 25 pence per copy. The new price will commence with the publication of the December issue on the 27th November, 1974.

D.S.J. Corrects Himself

D.S.J. points out that he made an error in his Letter to the Editor (page 1229) referring to his experience with Stirling Moss on the Millie Miglia in the Maserati 450S. Their starting time was 5.37 a.m., not 5.34 a.m., an important point to historians studying photographs of the event, for the starting time provided the competition number, 537. Thus it was 5.43 a.m. when the brake pedal broke so dramatically six minutes from the start, not 5.40 a.m.

ROLAND KING-FARLOW

ROLAND KING-FARLOW, who died in August after a long illness, was the doyen of British timekeepers. Trained in this activity at Brooklands by the famous A. V. Ebbelwhite, K-F became Chief Timekeeper at Crystal Palace when that circuit was opened. After the War he gave up timekeeping for a while, returning to it later as Assistant Chief Timekeeper for the BARC. When the BARC moved to Thruxton, K-F was appointed the Club's Chief Timekeeper. He was also a member of the RAC Timekeeping Sub-Committee and Appointments Panel. An eminent motoring historian, Roland King-Farlow had accumulated possibly the finest collection of Brooklands material and was an active member of the Brooklands Society. He had competed at Brooklands in such cars as Riley Nines and married Miss Victoria Worsley, the well-known Brooklands competitor, to whom the staff of MOTOR SPORT extend their deepest sympathy. C.R.

WE were shocked to hear of the untimely death of Geoffrey Coles, killed when his familiar blue MG J4 crashed at Russell's Corner, in a race at Snetterton.

Geoff Coles' racing career began with an MG J2 at Brooklands and Donington in the early 1930s. In the years after the War he became a well-known figure at Goodwood, often hedging circuits and hill climbs in a variety of cars including a very rapid special which he constructed around an MG J4 engine, and an XK120. But in the last decade Geoff had become synonymous with MG J4s, of which he had two pristine examples of the nine built. His first example, the red car, chassis number J4004, with which Dennis Mansell finished second behind Freddie Dixon's Riley in the 1933 Munnin Reg Race, was acquired in a deceptively state in 1962 and restored painstakingly by Geoff into a condition which is generally acknowledged to be probably the finest of any restored historic MG. But he gained much admiration for ensuring that this MG did not become a static concours exhibit: between 1964 and 1972 it won no fewer than 150 awards in racing, hill climbing, and sprints as well as concours.

In 1966 Geoff acquired J4006, the blue car, as a pile of bits and meticulously reconstructed it, returning it to properly competitive motoring at the beginning of last year after earlier troublesome forays. By means of running a higher supercharger boost and pressure and other modifications this car was by far the fastest of the two and with it Geoff Coles, at the age of 65, was lying second in the MOTOR SPORT Brooklands Memorial Trophy at the time of his death. Always a spirited driver and an engineering perfectionist, Geoff Coles will be sadly missed on the motoring scene, particularly in the VSCC and MGCC, in which organisations he had been such a stalwart member and an inspiration to others—C.R.

Support Donington Park
MOTOR SPORT readers might help secure the future of Donington Park motor-racing circuit by turning up in force at a public enquiry into Tom Wheatcroft's planning application, to be held on November 27th. Details of the time and place can be obtained from Leicestershire County Planning Department, County Hall, Glenfield, Leicester, LE3 8RH (Leicester 871313). Anybody who wishes to be more specific in their support and "appear or make representations", should inform Mr. D. L. Sabej, the County Planning Officer.

Dolomite Insurance
BRITISH LEYLAND inform us that contrary to their original information, which W.B. has quoted in his road test of the Dolomite Sprint on page 1197, it is the ordinary Dolomite, not the Dolomite Sprint, which has had its insurance rating reduced from Group 5 to Group 4. The Sprint remains in Group 6.

An association of ideas with the suspension adjustment arrangement of the CX, which he was writing about at the same time, caused C.R. to muddle his description of the GS 1220 Club suspension. The lower, not the middle, position is the normal setting, the middle position is for bad ruts and potholes and the third position, high, is for "negotiating floods, deep snow, steep ramps with sharp changes of angle, and prior to using the jack when changing a wheel" (when presumably low intermediate has to be used to lift the wheels off the deck).

The United States Grand Prix

Reutemann the Winner, but Fittipaldi the Champion

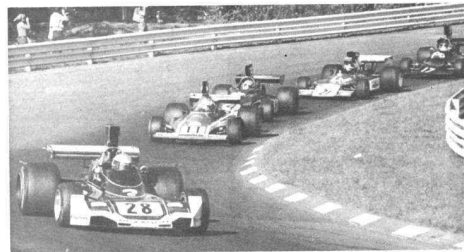
WATKINS GLEN, New York, October 6th
WATKINS GLEN, the 3.7-mile road circuit in the north of New York state, has been the scene of the World Championship's final round ever since 1971, the Mexican Grand Prix having been dropped from the calendar that year. This year there was added interest attached to the United States Grand Prix, for this was the event which would decide both the drivers' World Championship as well as the constructors' title and most of the cars which had been present at the Canadian Grand Prix stayed in North America for the second race.

Such was the intensity of competition at Watkins Glen, this intensity fostered by the added attraction of a first prize totalling \$50,000 dollars, that many teams took the opportunity to test at the circuit during the two-week break between races. However, an unexpected bout of cold weather a couple of days before the start of official practice made it seem as though the race might have to be cancelled, but fortunately sunny skies and higher temperatures returned before the serious business got under way.

Last year Ronnie Peterson led the United States Grand Prix from start to finish, so his Lotus 72/R8 looked as though it would be a suitable mount for a second year running, particularly after his impressive showing at Mosport Park. Idex handled 72/R5 as usual, while a third entry was made for the former Brabham and Surtees Formula One driver Tim Schenken who has had a bleak season this year driving the Ron Tauraneau designed Trojan-Cosworth T103. Schenken was assigned to the Lotus 76/JP8 on condition that he would have to give the car up to Peterson should the Swede damage his 72 or suffer some last moment mechanical failure.

Elf Team Tyrrell had been busy preparing 007/2 for Schenken to drive, this car having been flown out from the team's Ripley headquarters to replace 007/3 which sustained very serious damage in the Mosport Park accident. The fresh car was fitted with slightly larger fuel tanks, for the Watkins Glen race, at just over 199 miles, is one of the longest Grands Prix of the season and with Schenken retaining an outside chance of winning the World Championship, Tyrrell wasn't going to take any chances. This longer range tankage had originally been built into Depailler's new car 007/4, but the spare chassis (007/1) retained its original fuel capacity.

Four McLaren M23s came to Watkins Glen, all having appeared at Mosport Park. These were M23/8 for Fittipaldi, M23/6 for Hulme, M23/4 for Mass and M23/5 as a spare chassis which in fact didn't get used by either driver all weekend. This event was going to be Hulme's last, for the craggy New Zealander had decided to retire from motor racing after the United States Grand Prix although he was



John Watson ended his consistently good season with fifth overall in the Hexagon Brabham BT44/4. Here the amiable Ulsterman leads Regazzoni, Depailler, Lafitte and Jarier.

not destined to make his decision public until the following Monday.

Bernie Ecclestone's Brabham team had BT44/1 on hand for Reutemann and BT44/2 for Pace, while John Watson's BT44/4 was successfully repaired following the damage it sustained to the underside of its monocoque when it slid off the circuit at Mosport Park. All three 1974 Brabhams were completely unchanged and they were backed up by Ashley in Watson's old BT42/2 who was trying for the last time this year to get to grips with Formula One.

A totally new monocoque had been required for Vittorio Brambilla's March 741, but the rebuild was successfully completed after a great deal of hard graft on the part of his team's mechanics who have a lot of time for the plucky Italian as he is not in any way averse to rolling his sleeves up and giving them a hand. Struck down the second car as usual although he had a rather hectic schedule in the intervening ten days since Mosport, rushing back with Depailler to drive against each other at an F2 event at Hockenheim. Similarly, in the BRM and Shadow team Beltoise, Jarier and Pryce had all been home to Europe for another race but rushed back in time to practise BRM P201/03, Shadow DN3/2A and DN3/3A respectively. Chris Amon was down to have his second drive as a member of the Bourne organisation and although he had been singularly unimpressed with his car's performance in the Canadian Grand Prix, he was at least happy to know that an engine mounting was found to have broken so the apparent handling deficiency was not just in his mind.

In the Surtees team, Koenig continued to drive TS16/03-3, but Derek Bell's place in the second car was taken by Jose Dolhem, the French driver who tried unsuccessfully to qualify at both Dijon-Premaiss and Monza. Merzario and Lafitte were representing the Williams team as usual. Wilds drove Morris Nunn's Ensign and Rolf Stommelen rounded off the season as "temporary" team-mate to Graham Hill in the Embassy Lola T370. Having finished second in the Hesketh March 731 last year, James Hunt was hoping for great things from the Hesketh 308/2 complete in the same side radiator trim which took him to fourth place at Mosport and the team bought along 308/3 as a reserve car once again.

Undoubtedly the most popular entries in the race as far as the American crowd was concerned, Mario Andretti and Mark Donohue were taking part in their home Grand Prix in the Parnelli VPJ1 and the Penske PC1 for the very first time. Both cars had taken part in the pre-practice test sessions at Watkins Glen and each team felt confident that it could improve on its Mosport Park result. Finally, the one team with a chance of beating Fittipaldi and McLaren Racing to the World Championship, Ferrari, had run into a host of problems whilst testing the previous week. Regazzoni had crashed 312B3/016 very heavily and completely written the car off against the guard rail but the Swiss was fortunate to escape from the wreckage with an uncomfotably bruised leg.

The damaged Ferrari was flown home to Italy and the Maranello works had to put in many extra hours getting 011 ready to be dispatched to the United States as a replacement, this unfortunate incident interrupting the development work which was being carried out on the revised 312T model which features a transverse gearbox cast into the back of the engine block amongst other refinements and was to have been tested in Italy the week after Watkins Glen.

Official practice took place on the Friday and Saturday prior to the race, it being apparent from the word go that everyone was working as hard as they possibly could to secure a decent grid position. The "heroes" were looking as heroic as ever, the "triers" were trying probably harder than ever before this year and the "also rans" were even looking quick for a change as they all strove to get a place on the last Grand Prix grid of this season. Unfortunately BRM were in trouble almost before the session was under way with Beltoise crashing his P201 on an uphill right-hand corner on the new section of the circuit after trying too hard too early on cold tyres and a filthy dirty track surface. The little Frenchman escaped from the twisted BRM with a slightly chipped bone in his ankle, but neither the mechanics nor Tim Parnelli looked particularly pleased with Beltoise because he ought to have known better than to go so fast so quickly on very cold tyres.

Whilst all this drama was being enacted in the BRM pit, Carlos Reutemann was busy

underlining the fact that his Brabham BT44 is one of the best Grand Prix cars currently racing by lapping in 1 min. 39.26 sec. which topped the practice lists until Andreotti went 0.01 sec. faster in the afternoon. The Italian-born American made his Formula One debut at Watkins Glen back in 1968 at the wheel of a Lotus 49 and he put it on pole position, a fact which raised a few eyebrows at the time. Since then he has concentrated on American USAC events and only had intermittent races in Europe with Formula One Marches and Ferraris. However, it has always been one of his ambitions to go back into Formula One with an American team and, albeit with a car designed by an Englishman, that is just what he has done and the whole demeanour surrounding the Parnelli team at Watkins Glen was very similar to that surrounding Ferrari at Monza, or that which used to surround the Matra-Simca team at the French Grand Prix. It was a contagious feeling of confidence and by the end of the first day, everyone in the team from Parnelli Jones and sponsor Vel Miletich right down to the most junior mechanic was grinning fit to burst. It seemed that the first practice hurdle to clear was the 1 min. 40 sec. barrier, this being successfully managed by Andreotti, Reutemann, Schekter, Pace, John Watson and the two Ferraris. But even though the Italian cars were near the front all was far from well as both drivers were complaining that their cars understeered acutely and Lauda's was ruining its rear shock-absorbers at a very fast rate. Out on the circuit the red cars' familiar stability had vanished and both their drivers wrestled hard with the Ferraris as they weaved disconcertingly under braking and their rear ends vibrated violently under harsh acceleration.

Lauda's best ended up as 1 min. 39.32 sec. while Regazzoni just slipped in a 1 min. 39.73 sec. lap when the engine of his car blew a hole in its crankcase, so that was that. Nevertheless, Ferrari could perhaps draw some small consolation from the fact that Team Lotus were having one of their most shameful weekends since they dropped the Lotus 76 project. Peterson looked depressed, Ickx merely yelped to the fact that neither of them could cure the two Lotus 72s of their massive understeer problem and although Ickx just broke into the 1 min. 40 sec. barrier, the usually cheerful Swede was very glum after failing to break 1 min. 41 sec. This air of gloom quickly spread through the team for one of the really good things about having a driver like Peterson in the team is that he tries hard all the time, so you don't have to bother about wondering "is he having an off-day?". Everyone could see that Peterson was trying as hard as he knew to get the car going well, so there was only one conclusion to be drawn and that was that the fault lay with the car. This was underlined on the second day when Ickx lapped appreciably quicker than his team mate, and the grim sight of the two Lotus 72s lining up on the starting grid in 16th and 19th position out of 25 cars was very depressing for Colin Chapman. Just to complete their anguish, Schenken failed to qualify the spare 76.

Emerson Fittipaldi encountered braking problems with M23/8 which necessitated his mechanics stripping down the front brakes on the spare McLaren and transferring the discs to the McLaren's regular car. Once that was

carried out, Fittipaldi recorded a 1 min. 39.85 sec. lap which stood him in good stead at the front of the grid. Hulme wore a relaxed, unconcerned look on his face while Mass, in contrast, didn't understand why he couldn't get the Yardley car going faster than he did. Penske's team were learning all about Formula One the hard way as they spent most of Friday's session attempting to come to terms with a mysterious misfire on Donohue's car. After trying every remedy they could think of, they were all a little bit perplexed and embarrassed to find that the battery had a loose earth lead. Despite this trivial fault, at least the Penske team is following the Parnelli team up the grid and passing a lot of seasoned regulars as they do so.

After a rather pointless demonstration race by three UOP Shadow Can-Am cars, won by George Follmer, Saturday's session got underway with Reutemann establishing fastest time in his Brabham. The way in which this swarthy Argentinian has come to the fore and developed his driving ability this year is quite outstanding. Last year he was never quite as determined in the Brabham BT44, but this year, with Gordon Murray's BT44, he has developed into an impressive driver. He recorded an excellent 1 min. 38.97 sec. lap to take pole position for the 59 lap race and never looked as though he was having to work hard to do so. Alongside him on the front row of the grid sat James Hunt in the Hesketh after a fine 1 min. 38.99 sec. which was aided by the excellent tyres produced by Firestone's Akron, Ohio factory for their last major international event. This was the first time Hunt had managed to put the Hesketh onto the front row of a Grand Prix grid and provided a degree of consolation for the English team who expected to do so well this year and ended up having a rather disappointing session.

Andreotti was all set to retain his place at the front of the grid on Saturday afternoon, but he spun at the same corner which had claimed both Belloise and Regazzoni. The Parnelli revolved a couple of times and the American was unfortunately unable to prevent his car hitting the guard rail with a front wheel, slightly bending the suspension and steering. Practice was halted as the damaged car was towed back to the pits and, although the entire Parnelli team fell on the car and worked like slaves to repair it in order to continue practising, Andreotti only made it back out onto the circuit with just over five minutes left to go. This meant that he was unable to improve on his Friday time, so he faced the start from the second row of the grid alongside Pace's Brabham which had recorded 1 min. 39.28 sec.

On the inside of the third row, Niki Lauda was flanked by Schekter in Tyrrell 007/2 although his time had been established in 007/1 after an engine had failed in his newer car while John Watson's speed in the brown Hexagon car was repaid with a grid time quicker than Emerson Fittipaldi, the Brazilian not being unduly worried by this because he was ahead of Regazzoni on the grid and realised a full well that he was in the strongest position as far as the outcome of the World Championship was concerned. Two rows behind Fittipaldi there was a great "A for effort" award earned by Chris Amon who had been driving the BRM "on its downknees" so to speak to record 1 min. 40.7 sec. although it was very difficult to decide whether this was more

STARTING GRID			
24	7	↑	
1. Hunt	C. Reutemann		
(Hesketh-Cosworth V8)	(Brabham-Cosworth V8)		
30/2	BT44		
1 min. 38.95 sec.	1 min. 38.97 sec.		
2	3		
C. Pace	M. Andretti		
(Brabham-Cosworth V8)	(Parnelli-Cosworth V8)		
BT44	VJ401		
1 min. 39.24 sec.	1 min. 39.29 sec.		
3	12		
J. Schekter	N. Lauda		
(Tyrrell-Cosworth V8)	(Ferrari-F12)		
007/2	1212/014		
1 min. 39.47 sec.	1 min. 39.52 sec.		
4	11		
E. Fittipaldi	J. Watson		
(McLaren-Cosworth V8)	(Brabham-Cosworth V8)		
M23/8	BT44		
1 min. 39.53 sec.	1 min. 39.52 sec.		
5	6		
J.-P. Jarier	G. Regazzoni		
(Shadow-Cosworth V8)	(Ferrari-F12)		
DN2/2A	1212/01		
1 min. 40.31 sec.	1 min. 39.60 sec.		
6	10		
C. Amon	J. Laffite		
(BRM-F12)	(Williams-Cosworth V8)		
P201/04	10/2		
1 min. 40.70 sec.	1 min. 40.59 sec.		
7	8		
M. Doleman	P. Depallier		
(Penske-Cosworth V8)	(Tyrrell-Cosworth V8)		
TR/83	10/4		
1 min. 40.83 sec.	1 min. 40.70 sec.		
8	9		
J. Ickx	A. Merzario		
(Lola-Cosworth V8)	(Williams-Cosworth V8)		
DN3/1A	10/4		
1 min. 40.87 sec.	1 min. 40.85 sec.		
9	16		
T. Pryce	D. Hulme		
(Shadow-Cosworth V8)	(McLaren-Cosworth V8)		
DN3/1A	M23/8		
1 min. 41.18 sec.	1 min. 41.02 sec.		
10	13		
J. Mass	R. Peterson		
(Lola-Cosworth V8)	(Lotus-Cosworth V8)		
M23/8	72/88		
1 min. 41.30 sec.	1 min. 41.19 sec.		
11	14		
M. Wilda	R. Stommelen		
(Ensign-Cosworth V8)	(Lola-Cosworth V8)		
AN/01	12/20/11		
1 min. 41.50 sec.	1 min. 41.37 sec.		
12	15		
G. Hill	H. King		
(Lola-Cosworth V8)	(Surtees-Cosworth V8)		
T370/HU2	TS10/3		
1 min. 42.01 sec.	1 min. 42.01 sec.		
13	17		
V. Brummh	S. Schenken		
(March-Cosworth V8)	(Tyrrell-Cosworth V8)		
741/2-1	007/1		
1 min. 42.01 sec.	1 min. 42.01 sec.		
14	18		
J. Dolhem	(Surtees-TS10/0)		
1 min. 42.14 sec.	1 min. 42.14 sec.		
15	19		
J. Schenken	(Lotus-F12)		
1 min. 42.43 sec.	1 min. 42.43 sec.		
16	20		
J. Stuck	(March 741-2)		
1 min. 42.66 sec.	1 min. 42.66 sec.		
17	21		
A. Ashley	(Brabham BT44-2)		
1 min. 43.01 sec.	1 min. 43.01 sec.		
18	22		
J. P. Belloise	(BRM P201/04)		
no time	no time		

NB:—Cars 18 and 31 joined race after flag fall when car 55 failed to leave the starting grid. 18 officially and 31 unofficially.

meritorious than Laffite's 1 min. 40.59 sec. which put the Frenchman's Williams-Cosworth ahead of the BRM one place. On the seventh row of the grid were Depallier, feeling crestfallen on 1 min. 40.7 sec. and Donohue, feeling encouraged, on 1 min. 40.8 sec. Behind this "centre point" of the grid things were much as usual with one or two major upsets. Neither of the Lotus 72s should have been down in the positions they were, but things failed to improve for them on Saturday. Pryce and Mass were rather disappointing while both the Lolas were slow, perhaps understandably in this case for Stommelen's last visit to Watkins Glen ended with minor burns after a serious accident in an Alfa Romeo T33/12 and Hill's car blew up two DFVs during the course of practice. It was nice to see that Mike Wilda's persistence in the Ensign had paid off and he managed to gain a place on the grid ahead of King, Hill and Brummh, the last-named having a slight brush with a barrier in the final session and slightly damaging the March's mono-

coque. Dolhem ended up as first reserve, just as he had been at Monza, while Schenken, Stuck, Ashley and Belloise were the others who failed to get a place at the start. Sunday's untimed "warming up" session brought last-moment problems for several teams; Hunt's Hesketh stopped on the circuit with fuel pressure problems, Laffite's Williams broke a wheel stud and Andreotti's car ran into a bout of misfiring which was traced to the electrical system. However, some feverish work by the mechanics got everyone ready in time, even though Andreotti had to squeeze in three warming up laps before his Parnelli would run properly. All 25 cars lined up in front of the lavender-suited starter, Tex Hopkins, with both Schenken and Dolhem waiting optimistically at the back should anything go wrong. And Dolhem was to be rewarded for, as the grid moved forward to take the flag, Andreotti couldn't start the Parnelli and the whole grid surged away leaving the tuning American stationary.

Reutemann just beating Hunt to the first corner with Pace and Lauda tucked tightly in behind. Dolhem was waved into the race as a replacement and Schenken joined in as well after "misinterpreting" the official signals. He completed six laps before he was blackflagged and disqualified. Meanwhile, as Reutemann led Hunt round the first lap, mechanics pushed Andreotti's car to the end of the pits where Dick Sammel bled the apparent vapour lock in the car's fuel system and then sent his driver out to the end. Unfortunately there was no alternative but to black-flag the unfortunate Andreotti and disqualify the car for receiving assistance outside the pits after it had completed four trouble-free laps.

Reutemann and Hunt crossed the line comfortably together at the end of the first lap leading Pace, Lauda, Schekter and Fittipaldi with a gap already opening to Regazzoni, Watson, Depallier, Laffite, Jarier and Merzario. It didn't take long for the leading duo to pull away from their pursuers, Hunt hanging on in fine style but not really looking as though he was about to pass the Brabham, while Pace similarly began to move away from

the next bunch. Lauda was trying hard to keep in front of Schekter and Fittipaldi, the Brazilian apparently perfectly content to keep the Tyrrell just in front of his McLaren for he knew that Schekter had to win to take the Championship and then only if the McLaren driver fell to fifth or below. Regazzoni on the other hand was holding up his pursuers in typical fashion, pulling away from them on the straights and holding them up in the corners with the result that there was a nine-car bunch behind him with five laps of the race completed although Merzario wasn't missing about with any nonsense from the Swiss and elbowed past on the second lap to chase off after Watson. Jarier dropped back from the front of this group chasing Regazzoni as his Shadow's tyres started to lose their grip and King's Surtees went missing on the tenth lap on the far side of the circuit. It was only much later that the majority of people in the pit area received news that the young Austrian had been killed when his car left the track at right angles. As has so often happened in the past, the guard rails split and allowed the car to pass between them so there was no chance of survival for its driver. A sheet was laid over the Surtees' wreckage and the race continued with the shattered car lying under the guard rail with King's still inside it.

With the first three remaining in the same order and Lauda still keeping the Tyrrell and McLaren behind him, interest was focused on the speed with which Merzario caught Watson and the tenacity with which both Mass and Peterson disposed of Regazzoni's understating Ferrari. By lap 15 the Swiss virtually conceded any hope of winning the Championship when he rolled into the pits to complain about his car's impossible handling. The only solution was felt to replace the front tyres, so the Ferrari was sent back into the race with some fresh rubber at the front only to return later with the same complaint.

While the order at the front of this high-speed procession remained very much the same, sight speed bearing in mind the grid posi-

tions, the one "nigger in the woodpile" turned out to be Merzario. By lap 22 he was right on Watson's tail and challenging the Ulsterman as hard as he knew only to let enthusiasm get the better of his judgement and elbow Watson into a spin three laps later as they jostled for position going into the tight right-hand corner after the pits. Watson "handbrake turned" his Brabham with a dexterity that raised cheers from the crowd, but by the time he was pointing in the right direction, Merzario had vanished into the distance in pursuit of Fittipaldi.

Regazzoni felt his Ferrari handling just as badly within a few laps and, after a second stop to change the front suspension adjustments, charged back into the race and all but knocked Jochen Mass straight out of the contest as the Yardley McLaren lapped his Ferrari on lap 28. At the tail of the field Dolhem's Surtees TS16 was withdrawn after the accident to King and Donohue's race, which had been hampered ever since the opening stages by spongy brakes, ended with a broken rear suspension link on the Penske at the point where it attaches to the bottom of the upright.

In black contrast to last year's race, Team Lotus were having an absolutely soul-destroying race. Peterson was fighting his way through the mid-field runners and struggled up to ninth place, his Lotus 72 understeering like mad all the way round the circuit and even the Swede's brand of determination did not seem enough to overcome the problems on this occasion. In the pits Colin Chapman wore a grim expression on his face for not only had Schenken been hauled off the track, but Ickx had brushed a crash barrier on his seventh lap and driven slowly in to retire with deranged suspension on his 72. But there was plenty more misfortune in store, for the sole surviving 72 suddenly started to sound desperately rough on the 32nd lap. Peterson drove into the pits where it was found that an exhaust pipe had come away from one bank of the DFV right up by the cylinder head. After a brief checkover he was sent on his way but eventually stopped for good when a fuel line became detached.

Whilst all this drama was unfolding for their rival teams, both works Brabhams continued to lap steadily and progressively. Pace taking great chunks out of Hunt's second place advantage as the race progressed to the lap 45 mark and the Hesketh began to experience fuel-pick-up problems. Encouraged by the obvious plight of his immediate rival, Pace speeded up and established a new Formula One record of 1 min. 40.6 sec. on lap 54 prior to snatching second place one lap later. From that point on it was all over and the two smart white Brabham BT44s sped confidently to a convincing 1-2 result at the end of 59 laps' racing. Reutemann leading Pace over the line by slightly less than 10 seconds.

Hunt dropped away substantially over the final two laps, but he just managed to keep the Hesketh spluttering round for long enough to beat Fittipaldi by five seconds, the Brazilian not taking any chances whatsoever and cruising gently round those final laps to clinch his second World Championship and the very first for McLaren Racing. By sitting on Schekter's tail all the way, he knew that the Tyrrell driver had no chance of taking the title, but when the blue car drifted to a standstill with fuel-pick-up problems on lap 45, the contest was all over. It was only left for Watson and

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/88-Cosworth V8	1:41.990	1:41.353	1:41.919	1:41.195
2	J. Ickx	Lotus 72/88-Cosworth V8	1:41.716	1:40.876	1:42.419	1:41.439
3	J. Schekter	Tyrrell 007/2-Cosworth V8	1:39.755	1:40.212	1:40.270	1:41.493
4	P. Depallier	Tyrrell 007/4-Cosworth V8	1:42.151	1:41.097	1:41.993	1:41.518
5	E. Fittipaldi	McLaren M23/8-Cosworth V8	1:40.526	1:40.600	1:40.328	1:41.927
6	C. Reutemann	Brabham BT44-1-Cosworth V8	1:39.688	1:39.271	1:39.609	1:39.978
7	N. Lauda	Brabham BT44-2-Cosworth V8	1:40.820	1:39.284	1:40.818	1:39.871
8	J. Stuck	March 741-2-Cosworth V8	1:45.111	1:44.491	1:45.068	1:44.021
9	J. Mass	March 741-2-Cosworth V8	1:42.810	1:42.927	1:42.818	1:42.031
10	N. Regazzoni	Ferrari 312B3/014-Bat-12	1:42.810	1:42.927	1:42.818	1:42.031
11	G. Hill	Ensign-Cosworth V8	1:40.706	1:39.327	1:40.704	1:39.978
12	S. Schenken	BRM P201/04-V12	no time	no time	no time	no time
13	C. Amon	BRM P201/04-V12	1:41.845	1:41.724	1:41.058	1:40.700
14	P. Belloise	BRM P201/04-V12	1:45.989	1:41.351	1:42.018	1:41.188
15	T. Pryce	Shadow DN21A-Cosworth V8	1:40.317	1:40.550	1:40.918	1:40.998
16	J. Dolhem	Surtees TS10/0-Cosworth V8	1:45.484	1:43.751	1:43.246	1:42.918
17	H. King	Surtees TS10/0-Cosworth V8	1:41.189	1:41.763	1:42.433	1:42.425
18	M. Watson	Williams 18-00-Cosworth V8	1:41.518	1:40.858	1:41.518	1:41.754
19	A. Ashley	Williams 18-00-Cosworth V8	1:42.903	1:42.943	1:40.977	1:41.300
20	M. Wilda	Ensign-McLaren V8	1:44.002	1:42.041	1:42.013	1:41.500
21	H. Hunt	Hesketh 308/12-Cosworth V8	1:40.561	1:39.910	1:39.902	1:38.993
22	G. Hill	Lola T370/HU1-Cosworth V8	1:40.614	1:40.310	1:41.370	1:41.897
23	R. Stommelen	BRM BT44-Cosworth V8	1:40.371	1:40.171	1:40.827	1:39.977
24	J. Schenken	Lotus F105-Cosworth V8	1:44.510	1:43.429	1:43.241	1:44.029
25	J. Mass	McLaren M23/8-Cosworth V8	1:42.497	1:41.866	1:41.897	1:41.300
26	A. Ashley	Brabham BT44-2-Cosworth V8	1:42.261	1:44.249	1:43.801	1:43.823
27	M. Andretti	Parnelli VPJ401-Cosworth V8	1:40.218	1:39.209	1:39.519	1:44.231
28	M. Donohue	Penske PC-101-Cosworth V8	1:44.878	1:43.967	1:43.123	1:40.834
29	J. Schekter	Tyrrell 007/1-Cosworth V8	1:40.478	1:41.316	1:41.316	1:40.800
30	N. Lauda	Ferrari 312B3/010-Bat-12	—	—	1:39.989	1:40.800

Reflections in the Finger Lakes

FROM THE point of view of the Watkins Glen organisers it was a good thing that the World Championship struggle went all the way to the final round although it is unhappy to report that a large faction of the spectators at the American circuit seemed more content to wreak havoc with other people's property than actually watch a motor race. The 3.7-mile circuit is picturesque and quite demanding to drive really competitively, but few of the races over recent years have been desperately exciting for one reason or another. In 1972 Jackie Stewart led from start to finish, in 1973 Peterson led from start to finish and the race suffered from the absence of the Tyrrell team while this year it was Reutemann's turn to dominate the proceedings. Somehow, it is difficult to pinpoint just what was wrong, for though the organisers are supremely obliging and courteous, there is a shortage of real atmosphere or charisma about the place.

Perhaps the reason is that there is no great sense of road racing tradition in North America even though the races round the streets in Watkins Glen village back in 1948 were responsible for sparking off the interest which resulted in the permanent circuit being built.

Most European countries have some deep-rooted enthusiasm for a certain brand of driver or name of car; Italy has its Ferraris and has enjoyed a great number of brilliant drivers, Britain has Lotus, BRM and a whole host of other teams, France has its long-distance epic at Le Mans and the wailing Matra V12s while Germany has the Nurburgring and BMW. The situation in America seems slightly different. The passionate response which the Europeans afford their heroes is reserved in the United States for Indianapolis and the brah, extrovert but clearly extremely exciting NASCAR "stock-

ers" which race nose to tail round banked ovals at speeds around the 200 m.p.h. mark. That seems to be the real racing heritage in North America and one senses that 3-litre Formula 1 road racing is regarded with just a little bit of benevolent tolerance. They don't quite regard it as "kinky car" racing as they did the old 1.5-litre Formula One, but they don't exactly get wildly responsive about the whole affair. Even the injection of Mario Andretti and Mark Donohue into the Formula One scene failed to arouse the rapturous response that one experiences when European stars do well in front of their home crowds. Perhaps it is that the enthusiasts realise that the cars were designed by Englishmen and the Penske was actually built in Britain. Anyway, I'd like to think that some of the spectators at the Glen are sufficiently enthusiastic to know a little about their "home heroes", although the way in which the "lunatic fringe" spent most of the weekend burning out cars and even a Greyhound coach while they were blind drunk leads me to believe there were a far higher proportion of "hangers on" to "real enthusiasts" in the crowd than at most Grand Prix races this year.

Turning to the two American teams once more, it's a pleasure to record the progress they both made in their second race. Andretti had moved the Parnelli up to almost the very front of the grid while Donohue had moved to the centre of the grid (where Andretti had been in Canada) from the back. Now, Andretti cannot move much further forward, so the next step will be to see how Donohue copes in bridging the crucial gap from being a competent mid-field runner to a runner capable of staying in the front half-dozen or whether he manages to do it. Another very valid point made by one of Andretti's rivals was the fact that he was racing in front of his home crowd and this might have brought out that little extra "plus" which marks the distinction between a good and an outstanding performance. Looking back over this season in retrospect, this might well be the case,

for Reutemann at Buenos Aires, Fittipaldi at Interlagos, Mass at the Nurburgring and Lauda at Österreichring and Monza (where his Ferrari was on home ground) all put in quite outstanding performances. That is not to say they failed to do so elsewhere, although Mass's performances were conspicuously below his home showing elsewhere and he shed a little bit of light onto the row with Surtees, perhaps just a little bit more than he ought to have done!

Nonetheless, praise and encouragement for the Parnelli and Penske effort is deserved after their first two races. They have got off to a promising start and now all they've got to do is to handle Buenos Aires, Kyalami, Clermont-Ferrand, Silverstone, Nurburgring, Österreichring and Monza just as well next year to establish themselves as competitive teams. As we have said before, there's a lot more to being competitive than shining brightly in a couple of races, but at least you are travelling in the right direction if you improve like the two American teams have done over the last couple of events in 1974.

Finally, it is worth considering the merits of the 1974 World Championship. We have often felt that the FIA system is lacking in many ways and there have been years where the choice of World Champion is obvious, disregarding any points system which may be in force. In 1969 there was no denying that Stewart was a worthy World Champion and the same goes for 1971, while Rindt in 1970 and Fittipaldi in 1972 both deserved their titles without doubt for they had simply won more World Championship Grand Prix races than any of their rivals. But in 1974 we have a different situation with Fittipaldi, Reutemann and Peterson taking three wins apiece, Regazzoni starting the final round on equal points with the eventual World Champion and only losing out by virtue of that unusually dismal final event. Of course there is a school of thought which considers that consistency is the meritorious factor by which Championships should be won, but we have equally often thought that there should be years that the Championship title should not have been awarded at all. This year perhaps, with Stewart's retirement, a void has appeared at the very pinnacle of the sport and none of the current drivers has yet moved ahead to fill the breach. Perhaps we have a situation similar to that when Stirling Moss was forced out of racing in 1962 and it seemed as though Dan Gurney, Graham Hill, Jim Clark and John Surtees were all drivers of equal stature and ability. Time showed that Clark moved ahead of his contemporaries and became the next mark by which others judged their own performances, so perhaps one of Fittipaldi, Peterson, Lauda or Schekter will pull away from the other three in the years to come and succeed Stewart as the "top dog". That's not to say Stewart was invincible, far from it, but he was consistently competitive, so much so that he was a yardstick by which to judge the achievements of his rivals.

Nevertheless, the record books show that Fittipaldi is World Champion for the second time after what might be described as an uninspired season, or more politely as a "strategic" season. This is in no way meant to detract from the Brazilian's achievement, but it must be said that he drove with all the old flair of his 1972 Championship Year in

British Airways 1000 kilometres

A personal Matra battle

Brands Hatch, September 29th
ANY THOUGHTS of the 1,000-kilometre race affecting the outcome of the Manufacturers' Sports Car Championship were long gone, for the Matra team swept the board this season, albeit from pretty mediocre opposition, and as an individual event it was a foregone conclusion with only accidents or mechanical troubles standing in the way of a Matra 1-2. Their drivers Beltoise/Jarier and Pescarolo/Larrousse made no mistakes and the scene was enlivened in the closing stages by Jarier disobeying team orders and having a free-for-all dice to the finish with Pescarolo. Any opposition that the Gulf GR7 cars may have provided fizzled out when the Schuppan/Wiesel car went out with gearbox trouble and the Bell/Hobbs car was not in the same league as the Matras, being delayed by brake problems and an overheating gearbox.

One thing that a lack of top class fast runners allows, is a modicum of success for the smaller cars, and Brands Hatch saw an excellent run by the works Chevron B26 powered by Brian Hart's own version of the



Matra swept the board yet again in the BA 1000 kilometres race. This is Jarier in the winning car.

2-litre BDA Ford engine, driven by Redman/Gethin. These two kept the remaining 3-litre Gulf GR7, powered by a Cosworth DFV, on its toes throughout, finishing a strong fourth only 38.2 sec. behind the oil company's special, but they were both eleven laps behind the winning Matras. The lone works-prepared Martini Le Mans run by its usual loney race driver John Fitzpatrick headed the team of

drivers in the Gelo Racing Porsche 911 RS

to win the GT category.
An interesting probe was the March 74S-Cosworth DFV driven by Evans/Lloyd, many people in Bicester thinking that sports-car racing is a wide open field waiting to be conquered. For the rest the entry comprised small private teams whose cars were either well prepared and well driven, were falling apart or driven at club-racing speeds.—D.S.J.

Results: BRITISH AIRWAYS 1,000 Kilometres—Groups 2 and 4—Brands Hatch—235 laps—Dry Weather			
Round 8, World Championship for Makes			
1st	J.P. Jarier/J.P. Beltoise (Matra-Sinca 670C—3-litre V12).....	Group 5	Entrant: Equipe Gitanes Matra-France..... 235 laps—173.021 k.p.h.
2nd	H. Pescarolo/G. Larrousse (Matra-Sinca 670C—3-litre V12).....	Group 5	Entrant: Equipe Gitanes Matra-France..... 235 laps
3rd	D. Bell/D. Hobbs (Gulf-Cosworth DFV—3-litre V8).....	Group 5	Entrant: Gulf Research Racing, England..... 224 laps
4th	P. Gethin/B. Redman (Chevron B26—Hart/Ford 2-litre).....	Group 5	Entrant: Pedro Dominguez/Chevron Cars, England..... 219 laps
5th	H. Muller/G. von Lennep (Porsche Carrera—3-litre 6-cyl.).....	Group 5	Entrant: Martin Racing, Germany..... 209 laps
6th	J. Barth/C. Haldi (Porsche 908/3—3-litre flat-8-cyl.).....	Group 5	Entrant: Jost Racing, Germany..... 209 laps
7th	A. de Cadenet/C. Melville (Chevron B26-Ford FVC 1.9-litre).....	Group 5	Entrant: Pedro Dominguez/Chevron Cars, England..... 209 laps
8th	R. Evans/R. Lloyd (March 74S-Cosworth DFV 3-litre V8).....	Group 5	Entrant: Kim Arzyle Racing, England..... 208 laps
9th	H. Hapfel/C. Chevreton (B21-Ford BDA 2-litre V6).....	Group 5	Entrant: K.V. Racing, England..... 208 laps
10th	K. Holland/T. Biechenhough/B. Joscelyne (Lola T294-Ford FVC 1.9-litre).....	Group 5	Entrant: Dorset Racing Associates, England..... 208 laps
11th	J. Fitzpatrick/C. Schickelmeier/T. Herrmann (Porsche 911 Carrera—3-litre).....	Group 5	Entrant: Gelo Racing Team, Germany..... 200 laps
12th	L. Hurworel/J. Bracey (Chevron B21-Ford FVC 1.9-litre).....	Group 5	Entrant: James Bell Racing, England..... 198 laps

Fastest Lap: J.P. Jarier (Matra-Sinca 670C)..... 1 min. 22.8 sec.—185.880 k.p.h. (race record)—110.0 k.p.h.
B. Redman (Chevron B26)..... 1 min. 26.7 sec.—177.976 k.p.h. (class record)—94.15 m.p.h.
J. Fitzpatrick (Porsche Carrera)..... 1 min. 37.0 sec.—158.279 k.p.h. (class record)—94.15 m.p.h.

Racing through Birmingham

THE chances of motor races being held in Birmingham City Centre seem to be one step nearer according to a cutting from the Birmingham Post sent to us by Martin Hone, the former racing driver and proprietor of the City's Opposite Lock Club, who heads the consortium behind the promotion of motor racing in the City.

A two to one majority of City councillors

has decided to seek Parliamentary powers to run motor racing through the Birmingham streets. The old City Council had rejected the approach to Parliament earlier this year, but 65 members of the new council outvoted 29 members who were against the move.

Councillor Clive Wilkinson, the leader of the Council, has said that members of the Council must sit on any consortium organised to run the project and that the City should gain some income from events. Unless there are objections from district councils, the motor racing proposal will form part of a

Parliamentary Bill which the West Midlands County Council, the highway authority concerned, is drawing up to consolidate all local Acts in the West Midlands county. This must be presented to Parliament by 1976. "Practical difficulties" have been foreseen by the Chief Constable of the West Midlands, the Chief Fire Officer and the County Surveyor, but fortunately these do not seem to have deterred the enthusiastic Council members and Britain looks encouragingly close to having its own round-the-houses (or round-the-shops!) racing.—C.R.

vedly, he is now World Champion driver for the second time although it would be a brave man who actually declared him to be a consistently better driver than Lauda, Schekter or Peterson.

Watkins Glen provided another gruesome reminder that guard rails are not always the answer to restraining wayward racing cars, for poor Helmut Koinigg succumbed to fatal injuries when his Surtees TS16 charged straight on at the same corner which had claimed Regazzoni's Ferrari and Beltoise's BRM. Although two catch fences were erected between the track and the guard rail the wayward F1 car demolished those before

burying itself between the two rails. Before the race took place there was some discussion as to the effectiveness of the guard rails at Watkins Glen although it always proves desperately difficult to find out exactly who is responsible for their siting. The GPDA states that the CSI has misinterpreted their recommendations while the CSI's safety sub-Committee always emphasises that they act largely on the advice of the GPDA. Once again we can only emphasise what has become too tragically obvious over the years; muddled thinking on the subject of circuit safety often causes more damage than it sets out to prevent.—A.H.

US GP continued from previous page

Depallier to finish in strong fifth and sixth places, Merzario having stopped his Williams when an electrical fault which discharged the car's fire extinguisher into his face and then caused the engine to cut out, while Mass had driven very hard from the back of the grid to take seventh place. It was an excellent result for the works Brabham, Reutemann having maintained the tremendous form he has

shown throughout the second half of the season, but somehow there was a feeling of anti-climax over the way in which the Championship contest had fizzled out. Fittipaldi had driven a conscientious and "strategic" race into fourth place, but it was hardly the stuff of which legends are made, while the failure of Ferrari to maintain their competitive edge proved a rather disappointing footnote to the last race of the year—A.H.

Results: THE UNITED STATES GRAND PRIX—Formula One—59 laps—Watkins Glen 8.455 kilometres per lap—208.6 kilometres—Warm and Dry			
1st	C. Reutemann (Brabham BT44/1).....	1 hr. 40 min. 21.439 sec.—191.705 k.p.h.	
2nd	C. Pace (Brabham BT44/2).....	1 hr. 40 min. 32.174 sec.	
3rd	J. Hunt (Hesketh 308/2).....	1 hr. 41 min. 31.823 sec.	
4th	F. Fittipaldi (McLaren M23B/3).....	1 hr. 41 min. 39.192 sec.	
5th	J. Watson (Brabham BT44/4).....	1 hr. 41 min. 47.241 sec.	
6th	P. Depallier (Ferrari 312B/1).....	1 hr. 41 min. 48.245 sec.	
7th	J. Mass (McLaren M23A/4).....	1 hr. 41 min. 51.451 sec.	
8th	C. Amun (BRM P201/04).....	1 lap behind	
9th	J.P. Jarier (Shadow DN3/1A).....	2 laps behind	
10th	G. Regazzoni (Ferrari 312B/1/011).....	4 laps behind	
11th	R. Stommelen (Lola T290/01).....	5 laps behind	

Running at finish but not classified: M. Wildt (Ensign MN50), 50 laps.
Fastest Lap: C. Pace (Brabham BT44/2), 1 min. 40.608 sec., on lap 54—194.473 k.p.h.
Retirements: M. Andretti (Parnelli VPJ4/0) 4 laps, disqualified; D. Hulme (McLaren M23B/6) 4 laps, engine failure; T. Schenken (Lotus 72P/9) 6 laps, disqualified; J. Lake (Lotus 72R/5) 7 laps, accident; H. Koinigg (Surtees TS16/04) 23 laps, withdrawn; A. Donohue (Penske PC5/01) 21 laps, broken rear suspension bracket; J. Lauffe (Williams FW02) 31 laps, engine failure; N. Lauda (Ferrari 312B/01/04) 38 laps, engine failure and handling; A. Neriio (Williams FW04) 43 laps, electrical fault; J. Schekter (Tyrrell 007/2) 44 laps, fuel system failure; R. Peterson (Lotus 72R/8) 52 laps, disconnected fuel line.
25 starters—14 finishers.

Rover Refinements

The Editor Drives the 2200TC and Re-appraises the 3500S

A ROVER 2000TC proved to be an admirable Editorial car until it was pensioned off in favour of a BMW 520i, and subsequently a BMW 520i. It is still giving excellent service, having now covered an astronomical mileage, some of it with a caravan up behind. I am told. So it was nice to be in a Rover again, in this 70th anniversary year of this very British make, this time in the form of the 2200TC.

This is not much changed from the comfort and convenience I enjoyed over so many miles in the older model. The single o.h.c. engine, with its bucket tappets, flat head, and combustion spaces in the piston crowns, gives 115 b.h.p., although at the same time as its size was increased from 1,978 to 2,205 c.c. the c.r. was dropped from 10 to 1 to 9 to 1. There is ample acceleration now, yet the power unit remains very smooth. The same nice gear change, less notchy than before, is there, reverse guarded by that lift-up toggle. The minor controls, always so well arranged, are much the same, with small changes. Nicely-formed knobs on the fascia control wipers, lighting, and the map and interior illumination. Two stalks do the rest; perhaps the wiper switch should be transferred there. When signalling a turn, the horn can be sounded inadvertently. The instruments are now behind a single transparent panel. There is a manual choke, and those useful knee-level wells and the fuel reserve tap remain. The comfortable seats, upholstered in soft brushed nylon, retain friction locks for the adjustable squabs and the steering column adjusts.

I thought the feel of this 2200TC more taut, its road-holding with the horizontal coil front springs and de Dion and Watt's linkage rear-end supple. There is strong understeer which renders the steering heavy in spite of the big-diameter steering wheel and although this is a quiet car the Dunlop SP Sport tyres made some hum. The transmission exhibited lost motion as the rather heavy clutch engaged but the high gearing is notable, the engine turning at only about 3,500 r.p.m. at 70 m.p.h. The luggage boot is ridiculously small, so that lid-mounting of the spare wheel is provided for, but the lid is very easy to open and it shuts gently, a Rover hall-mark. Fuel consumption is heavy, at 21.3 m.p.g. of 97-octane petrol. All in all, however, this is a very notable car, comfortable, fast, with a top speed of 107 m.p.h., having improved pick-up (0-60 m.p.h. in 11.1 sec.), yet being decently dignified. The all-disc servo brakes are light to apply, 15 gallons of fuel can be carried, and here for £2,681.64, VAT included, is a compact four-seater luxury saloon from those great Solihull engineers who cope equally well with four-wheel-drive, mid-engined coupés, and the turbine-car. My old Rover hardly ever asked for fresh Castrol and the 2200TC had consumed no oil in 600 miles, naturally.

The next Rover I tried was the 3500S. If this light-alloy V8-engined compact was American or Continental we would go crackers over it. For here is a beautifully-appointed



The Rover 3500S on Denovo tyres. "If this light alloy, V8-engined compact was American or Continental we would go crackers over it."

103.37 in.-wheelbase car capable of 0-60 m.p.h. in just over nine sec., with this pick-up going on up the speed range and a top pace of around 120 m.p.h. from its 3,528 c.c. engine, which sells for £3,203.94 with Dunlop Denovo tyres that call for no spare wheel and thus give a little more room in the boot! Power steering has to be used with these wide-base burst-proof tyres. I was trying the Rover V8 again (incidentally "V8" used to be a Ford protected trade-mark) because the first test car got a curious weave-on and made its occupants sick. Rover did nothing to allay my criticism at the time but now I was able to convince myself that this characteristic was

hardly noticeable on the re-submitted Denovo-shod 3500S. Indeed, I took two 70-year-old ladies for a fast 200-mile run, putting them in the back seats after dinner, and they chatted happily all the time! So I can rate this another great Rover, for those who want the smoothness of eight cylinders and the much enhanced performance. Fuel thirst was 23.6 m.p.g., taking into account a small quantity of petrol lost when the fuel pump fell off and caused a traffic obstruction in Welshpool, a calamity expeditiously rectified by Messrs. Vincent Grenhouse. Probably for the same reason a pint of oil was needed to restore the level of the sump after 350 miles.—W.B.

Cars in Books

I AM indebted to two readers for this month's contribution. Mr. Wallace Mason of Cumberland, R.I., who has recently been touring in England and Wales and who visited the National Motor Museum before returning to America, refers to a book in which the famous Mrs. Emily Post describes a motor tour across the breadth of America. This is "By Motor to the Golden Gate" published around 1916 by D. Appleton & Co. The tour was undertaken by Mrs. Post, her son, and another member of the Post family, in an imported car—the son says that if they did it again they would use an American car. The book, our correspondent says, runs to 281 pages and contains 27 hand-drawn maps but never once refers to the car by make. Only 200 miles from home a bearing ran and as there was no agent in the town for this "unusual and special car" the garage to which it had been towed proposed to make a new bearing. Eventually a proper one was sent from the New York agent by train and the journey was delayed only one-and-a-half days. The usual adventures are recounted, of burst tyres, getting bogged down, etc., and in Iowa some Germans refused to show the travellers the way to Cedar Rapids, taking them to be British because they had put an RAC badge on the car when on tour in Britain in 1914. However, they eventually made San Francisco. From four pictures of the car it is seen to be a big touring car with three outside exhaust pipes protruding through the n/s of the bonnet, disc wheels, and detachable rims. It could well be a Mercedes, perhaps with a Gordon Watney body.

The other reader, Mr. Peter Wright of Freefields, refers to a book by a ballooning aeronaut, the Rev. John M. Bacon, called "By Land and Sky" and published by Isbister and Co. Ltd. in 1903. Wishing to go from Oxford to Blenheim Park to carry out sound-wave experiments, the balloonist accepts a lift in a friend's car, which made record time on the journey, although hats, guns and so on refused to stay put and in Oxford the police had to clear a way for the motorists through a herd of Barnam's circus elephants. Again, unfortunately, the make of this early car isn't disclosed.—W.B.

CORRECTION

AFTER insisting that the 1974 British Grand Prix be called the John Player Grand Prix, the RAC, or to be more precise certain nameless, and presumably faceless, individuals made a right nonsense in the pit lane on the last lap and prevented Lauda's Ferrari from completing the last lap. This dropped Lauda from 5th to 9th position in the results but now, after much legal chat at Tribunal the FIA have overridden the RAC and put Lauda back into 5th place.

Therefore the results listed in the September 1974 MOTOR SPORT, page 907 are incorrect and Lauda takes 5th place from Reutemann, who becomes 6th and everyone moves down one to 10th place, which is unchanged.

Next year the British Grand Prix should be at Silverstone, and last year we had that monumental accident at the end of the first lap. I wonder what the RAC have in store for us in 1975?—D.S.J.

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The Tourist Trophy

A proper motor-race

ONE THING about a long race is that it gives you time to take stock of the scene and the 34 hours of this year's RAC Tourist Trophy at Silverstone, held in sunny weather, provided a very pleasant day in which it was possible to circulate right round the track, watching from all the excellent vantage points and get back to the pit area before the race was half-run, by which time a pattern had started to emerge. Watching at Stowe corner or Club corner I could not help being intrigued by the variety of cars that were passing, if it was not a Chevrolet Camaro it was a Ford Escort or a Vauxhall, all cars that bore a resemblance to those in the car parks, and even a Volkswagen Passat was going round. The multi-coloured advertisements plastered all over the cars detracted a bit from reality, for people do not drive on the public roads decorated like that, and the phoney aspect of advertising was all too apparent, for watching the cars go by you did not really try and read the advertising that covered them.

While watching all this I cast my mind back on the chequered history of the RAC Tourist Trophy race and looked at the ups and downs it has suffered over the years. Although it goes back to 1905 it was not until 1928 that it took some tangible form, when it was held on the Ards circuit outside Belfast, for catalogue model sports cars. My first personal contact with it was in 1933 when I had my car glued to a primitive wireless set and heard the glorious sound of Nuvolari's supercharged K3 MG Magette winning at 78.65 m.p.h. after nearly six hours of racing round the superb road circuit in Northern Ireland. In 1936 the last TT was run on the Ards circuit, for a Riley crashed disastrously into the crowds and the RAC had to look elsewhere for a venue. Bentley, Lagonda, Riley, MG, Singer, Dela-haye, Bugatti, Aston Martin, BMW and many other makes were taking part in the TT at the time and they nearly all bore close resemblance to cars you saw on the roads, in fact, one of the 1934 Lagonda TT cars is still in regular use on the road, proving to be a delightful road-



When the Tourist Trophy was a real road race, Richard Seaman's Aston Martin leads A. P. P. Fane's Frazer-Nash BMW at Dundonald on the Ards Circuit, Belfast, in 1936. Freddie Dixon (Riley) won the race.

going sports car, as I know from personal experience.

With racing on the public roads not allowed in England the RAC took their Tourist Trophy race to Donington Park, the nearest approach to a natural road circuit, and it was held there in 1937 and 1938, the war putting paid to the 1939 race. Catalogue sports cars were still the order of the day, though some one-off specials were beginning to sneak past

the scrutineers, just as they were at Le Mans, where sports car racing standards were being established. The French had been round from Grand Prix racing and were concentrating on sports car racing, with Bugatti, Darracq, Dela-haye and Delage, and they had little trouble in winning the two TT races at Donington Park, not unlike the situation today with Matra-Simca winning all the sports car races while everyone else is involved in Grand Prix racing.

After the war the Tourist Trophy returned to Northern Ireland, to the magnificent Dundrod circuit to the west of Belfast. It was a more spectacular road circuit than the Ards, but not as fascinating for it did not traverse villages and built-up areas, being well out in the country, but it was a challenging circuit to drive round. Catalogue sports cars or competition versions thereof were still the order of the day and Jaguar and Aston Martin had their day, but in line with what was happening in Europe the scene changed to very thinly-disguised Grand Prix cars in the shape of Mercedes-Benz 300 SLR, Lancia D20, Maserati 300S and so on, the production-based D-type Jaguars and DB3S Aston Martins being hard put to keep pace. Another unfortunate series of accidents put paid to the TT at Dundrod in 1955 and after a two-year break it was revived as an airfield race round the Goodwood perimeter track course, but it was never quite the same, being just another race on the Sussex circuit. Grand Touring cars were the wear, sports coupes from Ferrari

being almost unbearable, and still being recognisable as road-going cars; indeed, one of the winning 250GT Ferraris is still in use on the road. In common with the rest of sports car racing the thinly-disguised Grand Prix car began to creep back and in 1965 the RAC removed the race from the roundly-round airfield racing and took it to Oulton Park, the nearest approach to a natural road circuit that we had. By this time the Special Builders had almost taken over all forms of racing and the TT degenerated into "just another British club race" with Brabham and Lola cars winning. There was no way you were ever going to see any Brabham or Lola production cars in use on the road or in the car parks, so the Tourist Trophy had lost all its identity, which was a pity because the Oulton Park circuit was first class, not in the same category as the Ards or Dundrod, but very much like Donington Park had been. After five years of degeneration the RAC had a re-think and tried to get back to the right sort of cars, but they chose the wrong circuit, taking the race to the Silverstone airfield circuit. The winning Chevrolet, Ford and BMW of the next three years came from manufacturers who produced somewhat similar road-going cars, but the International rules were allowing them to get rather far removed from catalogue models, so this year the TT reverted almost back to square one with Group One, or standard saloons, but in the interests of development and progress a degree of latitude was allowed to a sort of Group 1.1 stage, but fundamentally the cars were the same as you can buy, and even if you cannot actually buy a Triumph Dolomite Sprint like the Broadspeed cars, you can buy a Triumph Dolomite Sprint.

This year's race ran for over three hours, necessitating refuelling stops, driver changes for some cars, tyre changes, and a reasonable degree of reliability. Even in three hours, gearboxes, rear axles and brake systems were found wanting, but any team that finished the

The 1974 RAC Tourist Trophy

Silverstone, September 22nd IN AN attempt to bring some semblance of reality to the Tourist Trophy race, this year's event was for production saloon cars with limited modifications, to what might be termed Group 1.1. The very full and varied entry indicated that this was a move in the right direction and no single make dominated the scene, which was refreshing to the onlookers. Naturally the Chevrolet Camaros were the fastest cars, but they were also the thirteenth and hard on their brakes, so that less powerful cars were well in with a chance in the 107-lap race round the full Silverstone circuit. Lasting well over 3 hrs, a degree of reliability as well as speed was called for and tactics played their part as well. Winner Stuart Graham ran a well-judged race, gambling on a single refuelling stop and driving the whole distance himself. Richard Lloyd shared the driving of his Camaro with Jac Nellemann and set the pace until trouble with the brakes delayed him at the pits, and the third fast Camaro driven by Woodman and Buncombe made two refuelling stops as well as an unscheduled one to look for a vibration



Roy Salvadori (above) is pictured on his way to third place with an Aston Martin Zagato in the 1961 TT, held at Goodwood, where the event had been revived as an airfield race in 1958. Below, left, Nuvolari winning the 1933 TT at Ards with an MG Magette K3, which D.S.J. heard roar to victory on a primitive radio. This year the Tourist Trophy was back on the right lines, for touring cars. Tony Dron took this Broadspeed Dolomite Sprint to third place (below, right).



Tourist Trophy race felt they had done a proper motor-race and done something worthwhile. There was a lot of support, directly and indirectly from the manufacturers and the

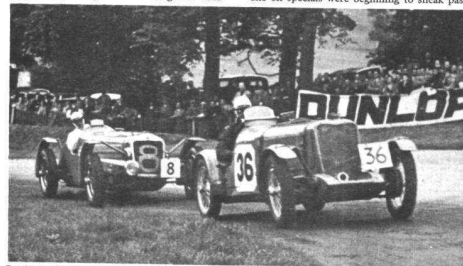
industry, so it looks as though the RAC have got the Tourist Trophy back on the right lines, even if it is not back on the ideal circuit. D.S.J.

which let Tony Dron up into second place in a Broadspeed Triumph Dolomite Sprint. A Wankel-engined Mazda RX3, driven by Barrie Williams was very fast and led the smaller cars for a long time, until a tyre change was needed, which dropped it back behind the Dolomite; likewise the fast Opel Commodore of Peter Hanson was well in the running until gearbox trouble intervened. The smooth, well driven, run of the Triumph Dolomite lost second place in the closing laps when Woodman's Camaro caught it on sheer speed after its delay.

Access Credit sponsored the meeting, which included races for Formula Ford, Formula Super Vee and JCB Historic cars, and they put up a manufacturers' Team Trophy with a prize of £500, equal to the overall first

prize for the TT. A fine entry of eight three-car teams were nominated, individual rivals getting together to make up a team, such as the Simoniz Team Chevrolet, which won the team prize with Graham, Woodman and Lloyd in their Camaros. The overall entry was made up with cars from Chevrolet, Ford, BMW, Opel, Mazda, Vauxhall, Triumph, Alfa-Romeo, Chrysler-Hillman, Toyota and Volkswagen, many with direct factory support, others with indirect support and some with Dealer-support. The overall scene was one of inter-marque racing and team racing, all of which was very much in keeping with the original concepts of the Tourist Trophy and the 10,000 crowd who lined the circuit on the sunny but cold day, had plenty to watch.—D.S.J.

RAC TOURIST TROPHY—107 laps—Silverstone—503.97 kilometres—Group 1			Results 1		
1st	S. Graham (Chevrolet Camaro 5.7-litre)	107 laps—3 hr. 14 min. 18.2 sec.—155.6 k.p.h.	107 laps—3 hr. 14 min. 18.2 sec.—155.6 k.p.h.		
2nd	V. Woodman (Chevrolet Camaro 5.7-litre)	105 laps—3 hr. 15 min. 03.4 sec.	105 laps—3 hr. 15 min. 03.4 sec.		
3rd	T. Dron (Triumph Dolomite 2-litre)	103 laps—3 hr. 16 min. 05.8 sec.	103 laps—3 hr. 16 min. 05.8 sec.		
4th	B. Williams (Mazda RX3)	104 laps—3 hr. 16 min. 12.2 sec.	104 laps—3 hr. 16 min. 12.2 sec.		
5th	P. Hanson (Opel Commodore GSE)	104 laps—3 hr. 15 min. 05.4 sec.	104 laps—3 hr. 15 min. 05.4 sec.		
6th	R. Walkshaw (Ford Capri 3000GT)	105 laps—3 hr. 14 min. 44.2 sec.	105 laps—3 hr. 14 min. 44.2 sec.		
7th	P. Fletcher (Jaguar XJ6)	102 laps—3 hr. 15 min. 28.0 sec.	102 laps—3 hr. 15 min. 28.0 sec.		
8th	J. Handley (Triumph Dolomite)	102 laps—3 hr. 15 min. 28.8 sec.	102 laps—3 hr. 15 min. 28.8 sec.		
9th	R. Lloyd (Nelleman Chevrolet Camaro 5.7-litre)	102 laps—3 hr. 15 min. 28.8 sec.	102 laps—3 hr. 15 min. 28.8 sec.		
10th	K. Leppir (Barrios Alfa Romeo 2000 GTV)	101 laps—3 hr. 15 min. 28.2 sec.	101 laps—3 hr. 15 min. 28.2 sec.		
Fastest Laps:			Results 2		
Class A	S. Graham (Chevrolet Camaro)	1 min. 44.0 sec.	Class A	S. Graham (Chevrolet Camaro)	1 min. 44.0 sec.
Class B	P. Hanson (Opel Commodore)	1 min. 48.2 sec.	Class B	P. Hanson (Opel Commodore)	1 min. 48.2 sec.
Class C	B. Williams (Mazda RX3)	1 min. 54.2 sec.	Class C	B. Williams (Mazda RX3)	1 min. 54.2 sec.
Class D	S. Clark (Alfa Romeo Junior)	1 min. 54.2 sec.	Class D	S. Clark (Alfa Romeo Junior)	1 min. 54.2 sec.



Donington Park, the nearest approach to a natural road circuit, hosted the Tourist Trophy in 1937 and 1938. The Singer and the Delage are pictured at the Hairpins in the 1938 event.

RALLY REVIEW

The Sanremo Rally

IF YOU DRIVE eastwards through the mountains from the Alpine stamping ground of the Monte-Carlo Rally, keeping as near parallel to the northern Mediterranean coastline as possible, when you cross the border into Italy you will be in the equally mountainous area used annually by the Sanremo Rally, Italy's premier event of the year and qualifier in the World Rally Championship. The terrain is the same and the tortuous climbs and descents have just as many twists and hairpins as the French roads you will have just left. The big difference is that most of the French roads have tarmac surfaces whereas the Italian ones, apart from main routes, are largely unmetalled, varying from impacted dirt to loose gravel or even chunks of sharp rock the size of billiard balls.

At least, that's how it used to be. In the past year Italian road improvers must have been working at a fast rate for when competitors began their races for this year's Sanremo Rally they discovered that the greater proportion of the route was on tarmac, the first time this had ever happened to this event. It once had a reputation for taxing the resources of tyremen to the extreme, for one mountain pass climbed on loose, sharp rocks which were puncture-provoking to say the least, and then descended (on the shady side of the mountain) on ice and snow. Studied tyres fitted for the descent invariably had their little spikes of hard metal distorted, blunted or even knocked out altogether by the rough, hard surface of the ascent, and it was no easy problem to determine what to do for the best. This year's Sanremo Rally, which finished at the Riviera dei Fiori town of that name on October 5th, presented problems of a like nature, except that the surfaces were further along the scale. There was no snow and there was no ice, but the dirt and gravel were often mixed up with stretches of tarmac. Racing tyres, the best for the tarmac, would be highly vulnerable on the dirt and stones, whereas chunky tyres would hardly produce the best times on the asphalt. Some people chose compromise tyres for the whole lot whilst others decided to chop and change from racers to other tyres whenever necessary.

This year the Fiat works team is contesting every round of the World Championship with its 124 Abarth, now with 16-valve cylinder head homologated. Naturally they put a big effort into the Sanremo Rally, entering three cars with the 16-valve engine and four with the normal unit. Lancia has not been taking any interest in the Championship, but could not ignore the premier event of the home country. They entered two of the wedge-shaped Stratos models and two Beta coupés, one with 16-valve engine and one without. The Stratos is an ideal car for tarmac special stages but is somewhat out of place on the rough to say the least. It was a highly advantageous coincidence for Lancia that the first appearance of the Stratos in a World Championship qualifier was in an event which switched from predominantly rough to predominantly tarmac for the first time. Of the 39 special stages,



A predominance of tarmac stages gave Munari's Lancia Stratos an easy win. [Photo Hugh Bishop]

only four were entirely on dirt and gravel. Sixteen were entirely on tarmac, whereas the nineteen others were mainly on tarmac with short stretches of rough here and there.

Apart from Fiat and Lancia, the only other factory directly represented was Alfa Romeo, no non-Italian manufacturer taking an interest in this splendid rally which once drew teams from all over Europe, including Scandinavia. Autodelta has switched interests completely and the team has been engaged for some time in the development of a 16-valve version of the 2-litre Alfetta for rallying. One such car was put into the Sanremo Rally (plus a standard Alfaud as a test exercise) but its engine gave trouble and it did not finish. Autodelta plans to increase its rallying activities with a view to taking part in major events outside Italy next year.

Lancia began the rally with the idea that if they did well (that is, if they won) they would put cars into the remaining rounds of the Championship. Without a substantial points score in Sanremo they would hardly figure at all in the series, but a win would elevate them to second place, within striking distance of Fiat, Championship leaders, in the four rounds which remained. As it happened, Lancia did win, and the result was a trip across the Atlantic for the US and Canadian qualifiers of the series. Fiat also visited these two qualifiers, and Alpine-Renault the United States one, but both took place too late in October to be featured in this issue.

The Fiat/Lancia contest nearly burnt itself out in the very early stages of the Sanremo Rally. In the first place the 16-valve Beta coupé driven by Lampinen and Davenport did not even start, its crew turning up late after a misunderstanding over the actual starting time. It was to have been 20.00 but was changed a long time before the start to 19.00 and published accordingly. Unfortunately this particular crew were working on the old time and arrived at the packed start area near Sanremo's harbour to find that they were not allowed to start after their proper time. It was a bitter disappointment not to have the Group 4 Beta Coupé, of which Lampinen spoke highly, in the rally, but it at least meant that the team had one less car to get ready quickly for shipment across the Atlantic. The same misfortune befell Scotsman Jimmy Rae who, with Henry Liddon as co-driver, had taken the Escort which he is using this year (with support from Frews of

Perth) under the Kleber-Wheelbase Rally Scholarship.

The very first special stage saw the retirement of no less than four works Fiats, one when it demolished a low bridge parapet and see-sawed over the edge, another when a rock shattered a rear suspension and, incredibly enough, two others when they collided with each other on a hairpin after one spun in front of the other. One Stratos also went out when a backwards collision with a wall destroyed a rear suspension unit and removed the large, hinged bodywork section.

In contention were then the Stratos of Sandro Munari and the Fiat Abarths of Markku Alén from Finland and Italian drivers Sergio Barbato and Giulio Bisulli. Barbato later went out when a connecting rod emerged from the side of his cylinder block and Alén on the last night of the event when a rear wishbone cracked cleanly in two on a special stage just when it seemed that he was certain to take second place, a position then inherited by Bisulli.

All the way through the event Munari kept the lead except for a brief period when a penalty for booking in early at a time control dropped him a couple of places. He soon made up the deficit and more or less dominated the event from start to finish, indicating that on tarmac rallies of the future the Stratos could well be a force to be reckoned with. In North America, Lancia will use the Beta, not the Stratos, in both events. They have not yet decided whether to contest the RAC Rally, but the appearance of the Stratos on the all-tarmac Tour of Corsica, last Championship qualifier of the year in early December, is quite certain.—G.P.

GENERAL CLASSIFICATION

1st : S. Munari (M. Matraci)	9 hr. 12 min. 42 sec.
2nd : G. Bisulli (P. Rossetti) (Fiat 124 Abarth) (4)	9 hr. 20 min. 30 sec.
3rd : A. Barbato (M. Novaresi)	9 hr. 56 min. 09 sec.
4th : S. Barbato (M. Novaresi)	9 hr. 58 min. 38 sec.
5th : Lancia Beta coupé (3)	10 hr. 05 min. 59 sec.
6th : M. Alén (P. Penttilä) (Fiat 124 Abarth) (4)	10 hr. 13 min. 12 sec.
7th : M. Alén (P. Penttilä) (Fiat 124 Abarth) (4)	10 hr. 15 min. 10 sec.
8th : E. Laverne (Opel Astra) (2)	10 hr. 17 min. 14 sec.
9th : P. Inaudi (S. Scimone)	10 hr. 24 min. 24 sec.
10th : A. Bittarino (D'Angelo)	10 hr. 27 min. 15 sec.

106 starters — 54 finishers, of which 33 completed the second leg.

Every picture tells a story.



Emerson Fittipaldi, winner of this year's World Championship, like many successful Grand Prix drivers fits Champion Sparking Plugs.



The Optimistic Ones

In the face of looming austerity at least some manufacturers announced new cars in the months before Earls Court

SINCE NEW CAR announcements are no longer saved up as eye-of-Motor Show surprises a stand-by-stand description of Earls Court has become meaningless. Instead there follows a description of most of the new cars, all of which we have yet to drive, which have been announced in the last couple of months. The new Fiat 131 Mirafiori, the replacement for the 124, which we drove recently in Italy, will be described in the next detail next month.

In fact there was probably more of interest at Earls Court this year than for some time, but we are not really excited by static exhibitions. Press Day was less chaotic than usual, no strikes had delayed construction of the stands (though that doesn't mean to say they were all completed—MOTOR SPORT's certainly wasn't) and there seemed to be a dearth of scantily- or un-clad girls. BMW's usual Bavarian band had been transformed into a pop-group this year, Will Sparrow's Group 1 Rally Magnum looked delicately perched on top of the Vauxhall stand, Ford relied on the aesthetics of a Roman theatre to display their wares, and Jaguars hid theirs within a completely enclosed room which did nothing to help the general look of the Show.

Lagonda—Revival of a Famous Name

Aston Martin have revived the name of Lagonda for a four-door limousine version of their V8 sports car, announced at Earls Court. The Aston Martin Lagonda shares the same mechanical specification as the V8: the 5.3-litre, four-overhead-camshaft, all-alloy V8 engine fitted with four twin-choke Weber carburettors, for which Aston refuse to quote power figures, but continue to claim that it is probably the most powerful production engine in the world; de Dion rear suspension located by parallel trailing arms and Watts linkage; independent front suspension incorporating unequal length wishbones and an anti-roll bar; and a choice of five-speed ZF manual gearbox or three-speed Chrysler Torqueflite automatic gearbox.

The wheelbase has been increased by 12 in., the overall length by 101 in., and the height by 1 in., while the weight has risen from 3,800 lb. to 4,400 lb. As a personal opinion we feel the stretching of the car has enhanced its appearance. As with the V8, the body is constructed of aluminium panels on a rigid steel superstructure, mounted upon a platform chassis. Standard appointments include air-conditioning, a Philips stereo radio/cassette player, Connolly hide upholstery and Wilton carpeting. This Lagonda's price is £14,040.

This is not the first time an Aston Martin V8 has been stretched into a four-door. In 1970 the company produced a one-off DBS V8 four-door for Sir David Brown and endowed it with a Lagonda badge. The last previous Lagonda was the DB4-engined Rapide, introduced in 1961.



Aston Martin's new Lagonda 4-seater V8 made a successful debut for the financially-embarrassed Newport Pagnell firm by winning the coveted first prize in the unlimited cost class of the coachwork competition at Earls Court.

A Latter-day Royale

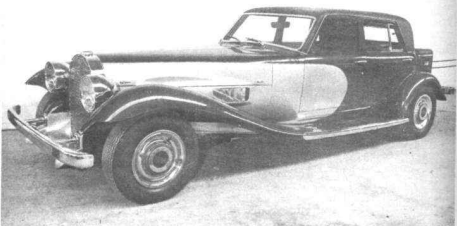
If you're a very, very wealthy extrovert who likes to be chauffeured in unadorned comfort and opulence, yet cannot find a suitable alternative to the Rolls-Royces which all your friends own, then Bob Jankel can provide the answer. One of the most eye-catching—and most expensive—stars at the London Motor Show was the Panther De Ville, produced by Jankel's Panther West Winds company at Byfleet. Jankel's inspiration for this magnificent monster was the Bugatti Royale, but in spite of the horseshoe-shaped radiator grille the De Ville is not intended to be a replica of the Molsheim product. Underneath its 6 ft. long bonnet is a V12 Jaguar engine and attached to the massive steel chassis is Jaguar XJ suspension. The De Ville will survive a 30-m.p.h. head-on crash with minimal damage thanks to the impact-absorbing, hydraulic struts supporting the front bumper, the interior is trimmed almost entirely in leather, optional equipment includes an electric sliding roof, television, radio/cassette player, telephone and cocktail cabinet. The price—wait for it—£17,650.

A Production Turbo Porsche

If there was an air of gloom and despondency over the Motor Show, the impression was relieved on the Porsche stand by the World's fastest accelerating production car,

the new 3-litre Porsche Turbo. Thank goodness for the optimism of Porsche and Panther, who still believe in motorists having fun, if they can afford it. Acceleration times for the Turbo are 0-60 m.p.h. in under 5 sec. and 0-100 m.p.h. in 11.2 sec., with a maximum speed of 155 m.p.h. Yet the Turbo is offered as a luxury road-going car, not a stripped racer, with tremendous mid-range torque for tractability, low compression to provide longevity and permit the use of two-star fuel. This turbocharged car has been developed from the Martini-Porsche Carrera RSR, produces 260 b.h.p. from its lightly stressed 2,992-c.c. flat-six engine (a current 2,140-c.c. racing Porsche engine produces 500 b.h.p.), and maximum torque of 253 lb. ft. at 4,000 to 5,000 r.p.m. Minimum torque between 2,250 r.p.m. and 6,000 r.p.m. is 188 lb. ft., the same figure produced as a maximum at 5,100 r.p.m. by the 2.7-litre Carrera. The flexibility is such that the 911 series 5-speed gearbox has been replaced by a 4-speed Porsche gearbox, in the highest ratio of which the Turbo will accelerate from 25 m.p.h. to 100 m.p.h. in 26 sec.

The Turbo joins the 911 and 911S in using the Bosch K-Jetronic fuel injection system, making this the first turbocharged car with a continuous flow fuel system. The bodywork shares the same flared arches and front and rear spoilers as the 3-litre Carrera, along with



Slow-stopper—the V12 Jaguar-engined Panther De Ville created more interest than any of the more conventional classics. At nearly £18,000 it should have done!



Two exciting variations on the turbocharger theme, the 125 m.p.h. DOT Turbo Manta (left) and the 155 m.p.h. 0-100 m.p.h. in 11.2 seconds Porsche Turbo (right).

that rare model's 7-in. front and 8-in. rear wheels and internally ventilated, axially drilled disc brakes and increased front and rear track.

The torsion bars and anti-roll bars have been modified and a Bosch contactless distributor is fitted to the engine. Luxury features of this estimated £14,000 car include automatic interior heating sensors and regulators, leather trim, special carpeting, electronic speedometer, stereo cassette/radio with electric aerial, headlamp washers, tinted glass, electric windows, heated front laminated screen and so on. We have little doubt that the Porsche Turbo should be the most covetable road car in the world.

General improvements to the Porsche range include a hot-air blower to permit constant air supply to the cockpit, irrespective of engine speed, hopefully correcting one of our few criticisms of the 911 we tested earlier this year, individual heater controls for driver and passenger, an improved and lighter clutch-operating system, improved silencing and sound deadening, higher output alternator, stainless door sills, new wheel arch protection surrounds, modified gear ratios for the 911S, a new front spoiler for the Carrera and the fitting of a rear screen wiper (previously standard only on the 911S) to the 911 and Carrera. All Porsche models sold in the UK now have a 12-month/20,000-mile warranty.

Opel's Turbo Manta

Turbocharging was a theme of Opel's Show stand too, in the shape of one of the 100-off, black DOT Turbo Mantas, developed by Broadhead and Tony Fall Automotive for the Dealer Opel Team and sold through DOT Sports Parts Dealers only. A maximum speed of 125 m.p.h. and acceleration in the region of 0-60 m.p.h. in 7.6 sec., 0-100 m.p.h. in 21.6 sec. and 70 to 90 m.p.h. in top gear in 6.7 sec. are claimed for this most attractive little car. Ralph Broad has fitted the Turbo Manta with a similar Holset turbo-charger system to the one we have tried in the past on his Turbo Bullitt Capri. He has incorporated also his patented valve for disposing of the throttle lag problem most turbo-charger systems suffer from. His engine



Beauty (in the shape of the Maserati Quattroporte II)...

work, which includes the fitting of special lower-compression pistons, a heavy-duty clutch, heavy-duty valve springs, a special head gasket and the enclosing of the Solex carburettor in a cast aluminium plenum chamber, has produced 156 b.h.p. net at 5,500 r.p.m. from the 1,897-c.c. four-cylinder unit, an increase of 75% on the standard engine. Torque has gone up by 22% to 174 lb. ft. at 4,000 r.p.m. The standard suspension and brakes are considered adequate to cope with the conversion, for which an automatic gearbox is offered as an option in place of the normal 4-speed gearbox. A limited-slip differential is optional too. Modifications include a front spoiler and 6J alloy wheels, while the all-black paintwork with vinyl roof and burgundy corded cloth trim is unique to the Turbo Manta. Standard equipment includes tinted front and rear screens, sun-roof, headlamp wash and wiper units, front-seat head restraints and inertia reel seat belts. The total price of the car is £3,429.

As mentioned previously in MOTOR SPORT, General Motors have begun to import the fuel-injected, 160 b.h.p., 120-m.p.h. Opel Commodore GS/E. The interior appears to be even more luxurious than the 2.8 GS we tested several months ago, and additional performance modifications include the fitting of a front-end spoiler, four-wheel, power-assisted disc brakes and progressive coil springs. A metal sun-roof and ZIP's excellent power steering are standard equipment. Although it is offered in the UK with automatic transmission only (a surprising decision), the GS/E rates as one of the cars this writer would like to own, not too far down his list, which is now headed by the Porsche Turbo! Somewhat cheaper than the Porsche, it is nevertheless expensive at £4,394 for the coupé and £4,288 for the saloon.

They've Got to Be Joking!

"Surely, this must be some sort of prototype ESV car—they wouldn't dare to put that on the market!", we thought when British Leyland's Press release about the 1975 MG range arrived in this office. It isn't and they have dared: the latest MGs have become hideous caricatures of their former, familiar and popular selves. Whatever British Leyland's intentions were about maintaining the MG-B and Midget breed, they might as well forget them, because the nasty-looking, energy-absorbing bumpers developed to meet American impact requirements and thrust unnecessarily upon the European MG market too, will surely kill off the models prematurely.

We will say no more about appearance—the photographs speak for themselves. Suffice to say that associated Heath Robinson modifications include raising the ride height to meet bumper height requirements, by 1 in. in the case of the Midget, 1 1/2 in. for the four-cylinder MG-B and 1 in. for the MG-B V8, which had already a 1 in. higher ride height than the ordinary MG-B, albeit partially accounted for by the larger diameter wheels. The increased ride height must have worked perverse wonders on already dating roadholding and handling.

To rub salt into the wounds of reeling MG aficionados, British Leyland proceed to tell us that the trusty A-series engine has been relieved from its Midget-propelling duties in favour of—wait for it—a 1,500-c.c. version of the Spitfire engine! The MG, Triumph and Spitfire one-make clubs will be thrown into a dilemma. The 65 b.h.p. DIN at 5,500 r.p.m. output of the twin-carburettor Triumph engine is about the same as that of its 1,275-c.c. A-series predecessor, though there is an improvement in torque. There is also an increase in weight, most of which falls on the front wheels. That lovely little gearbox which accompanied the A-series engine has been replaced by the all-synchromesh Marina gearbox, although the rear axle is unchanged.

A Four-door Maserati

The name "Quattroporte" returns to the Maserati model range (but not to Earls Court) after an absence of several years. The Quattroporte II's neat Bertone body shrouds very Citroën influenced machinery, including the 2,965-c.c. version of the SM's engine, on triple Weber carburettors rather than fuel injection, front-wheel-drive, hydropneumatic suspension and hydraulic servo controls for the brakes and steering. A 5-speed gearbox is fitted and the luxurious specification includes air-conditioning, radio/cassette system, electric windows and single point door locking. Maximum speed is reputed to be 125 m.p.h., somewhat slower than the SM, and a right-hand-drive version will be available in the UK late in 1975.



...and the Beast (in the shape of the rainned MG-B).



Past luxury, the Opel Commodore GS/E.

Four-in-line Consul

Ford's cheapest version of the Consul is now powered by the 2-litre, straight-four, overhead camshaft Pinto engine. The official reason for this final removal of the 2-litre V4 from the saloon car range is that in its Consul application it would not meet the forthcoming more stringent European emission regulations. Transit vans, in which these regulations can be met, will continue to be powered by the V4. Further Ford news is the introduction of an estate-car version of the 2000E, but apart from this and the recently introduced Granada Ghia coupe, there was nothing else new on Ford's Roman temple Motor Show stand.

Twin-Cam Celica

For some time our Rallies Editor has been expounding to us his enthusiastic views on the twin-cam versions of the Toyota Celica GT in which he has been fortunate enough to co-drive alongside Ove Andersson in several International rallies. Now a production version of this car has been added to Toyota's range in the UK, to complement the existing 1,600-c.c. push-rod-engined Celica. The 1.6-litre, twin-overhead camshaft engine, driving the rear wheels of this two-door, pillarless coupe, develops 124 b.h.p. (SAE). A 5-speed gearbox and limited-slip differential are standard in the total price of £3,345.

The Colt Arrives...

Mitsubishi Colt cars have been introduced to the UK for the first time by a Cirencester-based company headed by David Blackburn, former Chairman of BMW Concessionaires. His Colt Car Company will be importing a range which starts at about £1,400 for the Standard Lancer and is led by the 2000 Galant coupé at about £2,200. New to this country may be, but the Mitsubishi company is almost as large as General Motors and proved the Colt's ruggedness by winning this year's Safari Rally with a 1600 Lancer. Apparently Chrysler, who have contra-marketing agreements with Mitsubishi in certain World markets, aren't too happy about them setting up in opposition on home territory.

... and the Force 7 departs

That mystery car of which a photograph appeared in the September issue of MOTOR SPORT and which in the October issue we divulged to be Leyland Australia's P76-based Force 7, is no more. According to the *Daily Telegraph*, this 4.4-litre V8-engined coupé will be one of the sad victims of Leyland's closure of one of its two major Australian plants. Of the 50 Force 7s manufactured, 47 will be put through a car crusher and three kept as museum pieces. We wonder what will happen

to the example our photograph captured at Silverstone and which has been spotted outside Lord Stoke's South Coast weekend flat.

The Show marked a second appearance too for the AC 3000, this time in running form and with numerous improvements resulting from comments made at last year's Show, including the addition of electric windows, wider wheels and a stainless steel silencer. Production of this interesting sports car, powered by a mid-mounted Ford V6 engine driving through a 5-speed, AC-designed and built, Hewland-gear, transverse gearbox, is expected to start in the middle of next year.

A new mid-engined, Mexico-powered sports car, the Strada, was exhibited at Earl Court by Strada Cars from Saxmundham, Norfolk. This two-seater coupé is expensive at £3,450.

Chrysler have announced estate-car versions of the Avenger GL and the Humber Sceptre. Detail changes to other cars in the range include new grilles and tail panels for the Hunter range and slightly more power and tinted glass for the Sunbeam fastbacks. On the Pininfarina stand at Earl Court, Peugeot showed a 504 coupé fitted with the new Volvo/ Renault/Peugeot, etc., European V6 engine.

The Jaguar XJ coupé made its second Earl Court appearance, though it probably won't be marketed before the end of next year. C.R.



Not for sale in the UK, the new Chevrolet Monza.

HIGH SPEED

LAST year Mario Andretti put in a lap of the Texas Speedway at 214.158 m.p.h. driving the USAC Parnelli Viceroy Special powered by an exhaust-turbo charged 2.8-litre Offenhauser-Drake engine. This car was exhibited at the Castrol 75th Anniversary Extravaganza and is now on display in the Donington Park racing car collection. This year this record for a closed circuit has been improved upon by A. J. Foyt driving his USAC Coyote with turbo-charged 4-cam Ford engine. He put in a lap of the Talladega Speedway at 217.315 m.p.h.

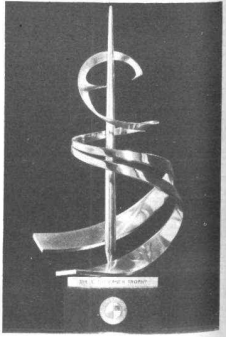
No one will argue that the USAC racing cars are the fastest in the world, although suggestions that a Can-Am Porsche 917/30 is faster have yet to be proved. The fastest laps at Brooklands, Montherbury and Monza, on the banked circuits, were 143 m.p.h., 147 m.p.h. and 177 m.p.h., respectively. Nice to know someone is progressing forwards.—D.S.J.

Carburettor Maintenance Books
THE Zenith Carburettor Company Ltd., whose wares include Zenith, Stromberg and Solex carburettors, have published a number

of booklets invaluable to the professional or do-it-yourself mechanic or performance enthusiast working on cars using their products. Both the *Zenith and Stromberg Service, Function and Tuning* books provide an explanation of the basic principles of carburation and describe engine fuel requirements for various phases of engine operation such as cold starting, idling acceleration and cruising, before launching into the specifics of the individual carburettors. There are sectioned and cutaway diagrams, sets of exploded views and carburettor application lists and the Stromberg book also includes a full chart of metering needle types and dimensions.

Similar comprehensive maintenance and overhaul handbooks are being prepared for British and Continental Solex ranges. Already available for tuning enthusiasts is *Tuning Solex Carburettors for Performance*, by R. C. Pack and Charles Wheeler. As a tuning manual, this book is a straight-forward step-by-step guide, starting at a basic level and progressing through to practical information on how to arrive at efficient carburation settings for non-standard engines. The various types of Solex down-draught and horizontal twin-choke carburettors are included.

The first two books are published by Interauto in collaboration with Zenith and cost £1.15p each and the tuning manual, published by Speedsport (part of Interauto) and prepared with the assistance of one of Zenith's senior engineers, retails for £1.30p. All are available direct from the Zenith Carburettor Company Ltd., Honeycot Lane, Stanmore, Middlesex.—C.R.



William Boddy, Editor of MOTOR SPORT, has been awarded the G. T. Hooper Trophy donated by BMW Concessionaires GB Limited in memory of the late Carl Hooper, International Press Manager of BMW Munich. The Trophy is awarded annually to the British motor journalist who, in the opinion of an independent panel of judges, has done most through his or her published work to further Anglo-Saxon understanding for motoring and the motor industry.

Looking back with Mike Oliver

THE EXPLOITS and achievements of Connaught Engineering in the early and mid-1950s are well chronicled and rightly so, for this ambitious privately financed effort at putting Britain on the Formula One map paved the way for others to succeed where Connaught only had partial success. Unlike BRM, support for which was canvassed from both industrial sources and public subscription during its dark days before it came under the protective wing of the Owen Organisation, Connaught Engineering stemmed directly from the desire of Kenneth McAlpine, son of the building magnate, to go motor racing. His joining with Rodney Clarke to form the Connaught organisation ended with their firm becoming a racing car constructor on a quite large scale to whom British and European privateers came for cars. One key man in the story of the *marque* is Mike Oliver, a former RAF officer whose enthusiasm for motor racing brought him into contact with Clarke and McAlpine, and ended with his being responsible for much of their engine development right through to the middle of 1957 when the team was finally disbanded.

Once his tenure at Connaught was over, Mike returned to the aircraft industry, graduating to the role of chief test pilot of Folland and now is responsible for customer liaison within Hawker Siddeley. But he retains his passion for cars and motoring and we recently spent a congenial evening at his home on the Surrey/Hampshire border talking with him about his days with Connaught, interlarded with some of his more amusing anecdotes concerning his flying experiences.

Shortly after the war Rodney Clarke set up a garage business on the Portsmouth Road at Send near Guildford, the speciality of which was the preparation and sale of Bugattis. Clarke himself had competed during 1947 with the ex-Brian Lewis Type 59 Bugatti, and it was during this period that he struck up the

acquaintance of McAlpine, who was driving a Maserati at the time, but was anxious to expand his involvement in the sport. He approached Clarke with the idea of building a car for him. Clarke agreed, and came up with a design for a two-seater sports car using a 1,767-c.c. Lea-Francis motor which developed around 98 b.h.p. at 5,500 r.p.m. with the incorporation of special camshafts, connecting rods and a dry-sump oiling system. Some twenty-four Connaught L3s, as the model was titled, were eventually built and their modest success in national meetings against Healey, Frazer Nash and the like encouraged Clarke and McAlpine to take the next step, which was the construction of a single-seater for use in the then-current 2-litre Formula Two.

Mike Oliver had become associated with Connaught Engineering before McAlpine provided the initiative for car construction. He had been a keen post-war competitor in hill-climbs, sprints and a number of circuit events at the wheel of a Bugatti T35B which he had purchased from Rodney Clarke, but MOTOR SPORT's Continental Correspondent recalls first meeting him at the end of the war when he was the proud owner of a Zagato Alfa Romeo 1,750 c.c., although D.S.J. declines to tell us just whose petrol coupons were used for his first "blast" up the road in the passenger seat of Oliver's delightful possession!

The main purpose behind Connaught Engineering at this time was the commercial sale of racing cars to privateers. The firm's first single-seater was the tubular chassis A-type which retained the Lea-Francis motor driving through an ENV-Wilson pre-selector gearbox, and a total of nine such cars passed out of the Send workshops. Apart from the works car which McAlpine handled, several went into the hands of good-natured amateur drivers such as Dennis Poore, Ken Downing and Eric Thompson, whom Oliver recalls as "really pleasant and obliging people

to work with. If they made an error and over-revved the engine, they'd come in very apologetically and explain their mistake. It was a pleasure to work with people like this and one felt that the mechanics would repair the car overnight had one of the drivers come into the pits and said he didn't like the shade of green the car was painted!"

But while Mike Oliver's responsibilities took him to most of the races, much of his time was spent in the Connaught test house, particularly when the team took the ambitious step of preparing a car to conform with the 2-litre Formula One rules which came into being at the start of 1954. The B-series Connaught had been designed with the projected 2-litre Coventry Climax "Godiva" V8 motor in mind, but eventually they were obliged to rely on the four-cylinder Alta unit which had been developed by Geoffrey Taylor and had origins stretching back to before the war, though it still offered up to 250 b.h.p. at a rev. limit of 7,000.

"We always tested every motor on the brake", Oliver told us, "and one of the problems we encountered quite frequently was the quite remarkable scatter we used to get from engine to engine, the power often used to vary



Mike Oliver the racing driver, competing in the 1956 International Trophy Race at Silverstone with one of the Syracuse 2-litre B-series Connaughts. Later in the race Oliver had an enormous accident when the car spun and flipped end over end.



Oliver on his way to third overall at Charterhall in 1952, completing a 1,2,3 for Connaught behind Dennis Poore and Kenneth McAlpine. A tremendous dice with Stirling Moss in the G-type ERA-Bristol ended when Oliver passed him on the very last lap.

between say 250 and 265 b.h.p. But it was never something you could pin-point easily, inevitably proving to be a lot of small details rather than one single fundamental shortcoming. This problem sticks in my mind because I can remember Peter Berthon getting in touch with me many years later, after Connaught had finished racing, to ask my advice when they'd got a similar problem with the 2½-litre BRM. Again it was a number of small maladjustments rather than one major difficulty."

In those busy days of 1954 and 1955 the Connaught test house was constantly in use, the Froude water brake and its accompanying electric dynamometer in action at all times of the day "and sometimes well into the night, although we generally only did this if it was really urgent" as engines were checked and rebuilt during a hectic European programme. Inevitably the occasional mistake was made, such as when the soft "warning up" plugs were inadvertently left in one of the 2½-litre motors when it was run up to maximum revs, and the resultant explosion parted bits of crankcase and connecting rods all over the inside of the test house after a piston hole "and neat methanol fuel went straight down to mingle with the hot oil in the crankcase. I just noticed that the engine was getting a little bit rough as we ran up the rev, range and had my hand on the huge STOP button, but the crankcase exploded a second before I could cut it off!"

Chattering on the subject of the rev. limiters in current use on Formula One Cosworth motors, Mike Oliver remarked that he had always been a great believer in them when he worked at Connaught. In fact he devised such a system using Scintilla magnetos taken from a Coventry Climax fire pump engine "which always over-revved themselves once the flow of water had been stopped". However, he ran into immediate resistance from drivers to this step, partly because they felt that the team should have built an engine which would with-

stand being over-revved and partly because they didn't like to feel that they were not trusted.

"But the truth of the matter is that to raise the rev. limit would have necessitated the use of 'milder' cams with a consequent loss of power. As the existing rev. limit already took the engine well beyond the peak of its power curve this would have been a ridiculous thing to do. In any case, one of the main reasons for fitting a rev. limiter was to safeguard our precious engines against the consequences of a missed gear-change or similar incident."

Emphasising the crowded European racing programme, Oliver recounted how long the drag to Sicily took for that famous Syracuse Grand Prix in 1955 at which a young and unassuming dental student called Tony Brooks stole victory from the clutches of a strong Maserati contingent. It should be remembered that there were few motorways outside Germany; the Autostrada del Sole, which traverses the length of Italy, had yet to be built and there were no 85-m.p.h. racing-car transporters in those days. The Connaught cars were carried round the Continent in a trio of ex-Greenline ABC single-decker buses, "and on one occasion, in the mountains on the way down to Sicily, we were only averaging 11 m.p.h.! Nobody is disputing that the trip wasn't worth it, even though one might have to be at Aintree the following Thursday for practising. British races were held on a Saturday in those days, so it was a question of driving right round the clock until you got to your destination."

It should be mentioned perhaps that while Mike Oliver was busy working on the Connaught project, he maintained his aviation connections by being a member of the Auxiliary Air Force "flying Meteors and the like" until it was disbanded by the Government in 1957. And it was this same year that Connaught's withdrawal from racing was to prompt him to rejoin the flying business on a

full-time basis. But Connaught's hey-day kept him more than occupied. "It was just a little bit frustrating in some ways that it was often difficult to persuade people that the Connaught could really be competitive."

Oliver recalls this frustration in 1956 when Stirling Moss tried a Connaught, a BRM and a Vanwall at Silverstone because he felt that Moss appreciated their dilemma. He could see the appeal and varying merits of all the cars, but although the Connaught handled impeccably—and there were many drivers around who would happily verify this fact—he didn't feel inclined to pin his faith in the old four-cylinder Alta engine. "Things might have been different if we had managed to build a fully competitive engine", continued Oliver, "for Stuart Tressilian had a 2½-litre unit designed which he offered to us, but we unfortunately hadn't got the facilities at Send to build up such an engine. That was rather a shame, because Tressilian then went off to build a similar engine for BRM, using a lot of the ideas that he'd put into his first design. That turned out to be an excellent unit, but it was installed into a car which didn't handle as well as our Connaught".

In fact Oliver well remembers talking to Roy Salvadori later at Monaco, when Salvadori was driving a BRM, and Roy made no secret of the fact that he didn't like the chassis one little bit "but the engine just will not break, no matter how hard I drive it!"

About 40 people were employed by Connaught Engineering when it was producing and maintaining a lot of P1 and P2 cars, and the little factory was packed to capacity. "I well remember Johnny Claes' mechanic, Lucien Bianchi Senior, father of the driver who died at Le Mans in 1969, warning up Claes' yellow P2 Connaught in the compound outside the factory. I thought he was going to run up and down in the factory yard but to everyone's amazement he drove straight out of the gates and disappeared up the A3 towards Cobham. We just stood and listened in amazement because the engine could be heard for miles. A short while afterwards he came back and drove into the yard. And we never heard anything about it from the police, even though it must have been the most distinctive thing on the road for miles around!"

There were other amusing episodes concerning Connaught mechanics. One such employee owned an elderly Salmon and, when he was noticed to be five or ten minutes late on his return from lunch, he explained: "I'm afraid a big end failed." Everyone looked at him and Oliver asked "where did you leave the car?" "Oh", said the mechanic, "it's outside. I cut up a bit of the bonnet and made a new big-end shell out of it!" Apparently he made a habit of cutting bits of his car up to repair various other components which either wore out or fell off!

Another amusing episode came when Moss was driving for them at Dundrod and he complained that the gearbox wasn't feeling quite right and it ought to be changed before the race. "There was plenty of time, so the mechanics worked hard and did the job in time. But when Stirling started up the car there was this terrible noise which nobody could understand. What had happened was that the chief mechanic had told one of the lads to load the truck with 'that gearbox in the corner'. Unfortunately there was a gearbox in the

other corner and the mechanic misunderstood the instruction and loaded up a box which had been blown apart at the previous meeting!"

Despite all these various pressures, Mike Oliver occasionally found time to get some racing mileage behind the wheel, and at Charterhall in 1952, W.B. reported: "Wharton led away in his Cooper-Bristol but after a lap Poore had the low, compact Connaught in first place. Wharton held on determinedly and led again on laps seven and eight, after which Poore re-passed him. Alan Brown had been running third in the Cooper-Bristol, some way behind the duellists. Alas, Wharton retired on lap 10, and Moss now came up into second place in the G-type ERA-Bristol. This held from lap 10 until McAlpine's Connaught passed Stirling on lap 16. Mike Oliver now ran fourth with the third Connaught, so E.R.A. was the meat in the Connaught sandwich. Brown meanwhile fell back and the Cooper coasted in on lap 33 with its inside badly mixed up after the timing chains had come adrift."

The remainder of the race was enormously exciting because Oliver clearly decided that a 1, 2, 3 victory for Stirling would be a Good Thing. He pressed Stirling harder and harder, sliding anklily on his corners in the effort, and after another car had made it expedient to go by the ERA at his first attempt, he took his chance out of Paddock Bend on the very last lap, and that 1, 2, 3 finish belonged to Connaught. Fine show, Mike! Poore averaged 80.89, McAlpine 80.09 and Oliver 79.93 m.p.h., 34.6 and 6.6 sec., respectively, separating the three green cars."

An outing in one of the Syracuse B-types at the 1956 Silverstone International Trophy meeting ended in a big accident approaching Woodcote Corner: "I was driving a car which had been crashed in its previous race at Aintree and it had been a great hurry trying to get the car ready for the Silverstone race. In all honesty I'm not totally sure whether we should have been racing it because it had been put together again in a pretty hasty fashion and hadn't been tested. I was having a lot of trouble with the brakes, because the front brakes progressively faded and I was eventually left with only braking on the back wheels."

"That's pretty dangerous; you have to be absolutely straight when you touch the pedal in these circumstances, and I'm afraid I was a little bit out of line when I hit the brakes, the back locked up and I was out of control. First the car spun and then it went end over end, so I cut myself pretty lucky only to have been left with a broken shoulder as the car was very badly damaged."

By the start of the 1957 season the writing was virtually on the wall for Connaught "although we were lucky enough to have a couple of very good drivers in Archie Scott-Brown and Stuart Lewis-Evans at the time. But we could only use Scott-Brown in British races as Continental organisers didn't want to know about him at the time because of his deformed arm. It was at about this time that I began to think that the prize money system in Formula One should be revised to provide for a 'lap leader' system. I can well remember one occasion when Scott-Brown swapped the lead with Moss at Goodwood just about every other lap only to blow up a couple of laps from the finish. We didn't get a penny, but the

fellow who virtually coasted round to finish second after we retired picked up a healthy sum."

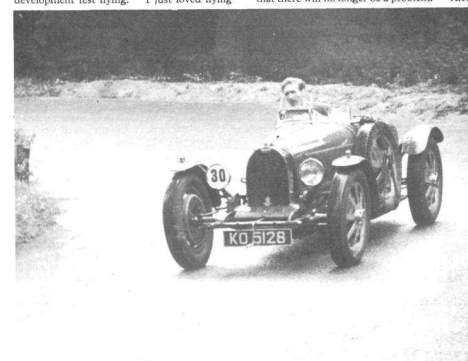
In fact Oliver recalls that one of the greatest problems in the final months was having to persuade drivers to "take it easy" and not over-rev the engine because "we have to race again next weekend and we're getting a little short on power units". Ultimately it was Kenneth McAlpine's waning interest and the cancellation of a large number of European races in the early part of 1957 which was responsible for the withdrawal of Connaught from racing shortly after the 1957 Monaco Grand Prix.

While McAlpine and Clarke developed other business interests, Mike Oliver took a month's holiday before being approached to deliver some Percival Provosts for the Sudanese Air Force, then very much a fledgling organisation. "I can always remember arriving at Nice with the first plane for the Sudan and its registration number, in Arabic markings of course, was quite simply 'One!' The customs man just wouldn't believe me that an aircraft could have as simple a number as 'One' and I just wish I'd been able to stay long enough to see the look on his face when two, three and four arrived!"

Oliver stayed in the Sudan for a month or so, teaching the novice pilots how to fly, returning to England shortly before there was a monumental accident to several pilots who were endeavouring, rather unsuccessfully, to fly in formation. On his return to England he got in touch with his old friend Mike Lithgow (who was later to become chief test pilot for Vickers Supermarine and unfortunately died in the prototype BAC 1-11 crashed on Salisbury Plain), who in turn put him in touch with Folland. He joined that firm in the autumn of 1957 and eventually became chief test pilot in 1964, flying particularly Gnats, on which he did much of the development test flying. "I just loved flying

the Gnat fighter because it really was a Group 4 GT aeroplane. It was very small; you didn't get into it—you put it on, and its excellent manoeuvrability combined with terrific acceleration and rate of climb made it very much a fun aeroplane. An American test pilot who flew it was asked what he thought of it: 'No fighter jockey should be without one' was the reply. The Gnat trainer (as used by the Red Arrows) was good fun too but it is much more of a touring version, being larger and heavier and having a de-tuned engine for longer life." Oliver gave up active flying in 1967 to concentrate on the customer liaison side of the business. "For example, if we sell Hunters to the Indian Air Force and they get into trouble with them, then we are the department who they contact to get their queries sorted out."

Despite his overwhelming enthusiasm for flying, Mike Oliver retains a very astute interest in cars and motoring, having owned a series of exotic high-performance machines. In his Connaught days he graduated to a Jaguar XK140 which he describes as "a fine machine, and much better than the XK150 I had afterwards which dumped the contents of its sump all over my feet and the carpets while I was returning from having it checked over at Coventry!" A short break with a Fiat estate car "provided by the firm" was followed by an E-type Jaguar, a 2.4-litre Porsche 911S and now, his current car, a 2.7-litre Porsche Carrera RST. "It's the most effective and economical car from the point of view of pints per b.h.p. per hour", he reflected. "We cruised at 130 m.p.h. last year in France and it ended up averaging 20 m.p.g. Yes, I'd like a Ferrari Daytona, but it is rather large and I would need to have my legs shortened to be comfortable on long journeys. I lost an inch off my left leg in a water-skiing accident three years ago, so if I have a few more like that there will no longer be a problem."—A.H.



In 1947 W. B.'s caption to this Guy Griffiths' photograph read: "R. M. Oliver's 2.3 Type 35B Bugatti making one of its magnificent ascents of Prescott. It must be one of the most pleasing road cars in the country, and it won the 1½-3 litre supercharged sports car class in 51.66 sec."

Book Reviews

"Bristol Cars And Engines" by L. J. K. Serritt. 159 pp. 8 1/2 in. x 6 in. (Motor Racing Publications Ltd., 56, Fitzjames Avenue, Crofton, Somerset, LA50).

Far from the subject matter for one-make histories exhausting itself, we have been receiving a constant output of new books under this important heading. The latest is the long-awaited Bristol book, by Leonard Serritt. Although the Bristol was a post-war, small-output production, selling indeed at the present time at the rate of not more than about three cars a week, Serritt has managed to set down so much fascinating material about this exclusive car that a full-length book has resulted, which is a complete account of the activities, aims and disasters of the Filton Company to date and which makes absorbing reading for all enthusiasts.

No-one was better fitted to tackle Bristol history than Serritt, because he has long been an enthusiastic owner of a 405, is Chairman of the Bristol OC, and Editor of that Club's magazine and he clearly believes that the Bristol is the world's best car, superseding in quality and exclusiveness even the noted motor-cars from Crewe. It is true that quite a lot of the book's contents seem to have appeared previously, in American motor journals, in now-defunct British luxury motor magazines, and in the pages of the excellent Bristol OC magazine. But the general reader will not have had the opportunity of enjoying all this Serritt Bristol-persuasion and to them the book, which in any case is the whole truth, should be extremely welcome.

Many one-make books devote themselves primarily to history, dispatching the various models of their selected subject one by one, without much analysis. Serritt, on the other hand, includes a wealth of technical detail. Moreover, convinced as he is of Bristol superiority, nevertheless he does not shrink from spelling out the Bristol engineers' mistakes and the Company's short-comings. For instance, he explains in detail why the handling of the Bristol 401 was not a patch on that of the first of the line, the Bristol 400. And no-one will accuse Serritt of prejudice after reading what he has to say about the 405—"The door handles and locks were now mass-produced items instead of being hand-made in the factory, the bumper bars were very crude and ordinary things, the heater-control was regulation Crickwood tinware, and the dashboard finish was not in the least impressive. Worse still was the nagging thought of all the wood that could not be seen, as well as the framework which became visible on the inside of the boot lid when this was opened (again by cheap mass-produced handles and a fiddle lock) to discover a 17 ft.³ luggage boot of unusual shape extending right into the spaces behind the rear wheel arches." He is even ruder about the Beutler-bodied 406E....

The book takes the reader model by model through the Bristol range, from 1940 to the present—400, 401, 402, 403, 404, 405, the Arnott-Bristol, 406, 406S, 406 Zagato, 407,

408, 409, 410 and 411, with technical descriptions, handling comments and the place of each in the Bristol scheme of things carefully sifted. Beyond that, which is intensely interesting in itself, the industrious author devotes a chapter to the racing Bristols, the Type 450, and another to Bristol racing engines which powered so many successful single-seaters, notably Mike Hawthorn's Cooper. The wealth of data in these chapters alone is worth the price of admission. It is customary to include prototypes and experimental cars in such histories, and here we have revelations about the *mini-cam* 160 engine intended for the still-born Bristol 220. There is, naturally, some preliminary BMW history, because the Bristol 400 was a refined 326/328 BMW, which makes one wonder whether this writer has thought of clarifying the history of the Bavarian make and sorting out the present rather complex range of BMW's?

There are some nicely controversial items in Serritt's long Bristol story. It could be debated whether the "hem" cylinder head was pioneered by the 1921 GP Fiat, for instance, and Armstrong Siddeley fans may not take kindly to his remark that the Star Sapphire had "a terrible engine" that made this car "quite awful"! Riley RM followers will not take kindly to his, alas true, account of how easily Anthony Crook exceeded 100 miles in the hour at Monthery in his Bristol 401 when the Riley people were having endless difficulties accomplishing the same task, admittedly with a far less-cortly car. Conversely, while Serritt is warm in his praise of the side-mounted spare wheel adopted for the 404, to improve weight distribution, he might have said that Lagonda used such a location on their 4J-litre model before the war. But I wonder how many of you knew of one most unusual use to which BRM racing engines were put in a military vehicle, before reading this book, or had to be reminded that the unusual nose of the 404 and 405 was based on the air-intake to the Bristol engine as found in the wing of the Beaufighter air-liner?

"Bristol" is a very worthwhile addition to motoring knowledge. It is bound to resemble an instruction book, which of course it is, with photoset text and well-selected if rather "flat" illustrations. An index would have enhanced it but there are adequate appendices.—W.B.

"Silverstone—The Story of Britain's Fastest Circuit" by Peter Carrick. 174 pp. 8 1/2 in. x 5 1/2 in. (Pelham Books Ltd., 52 Bedford Square, London, WC1B 3EF, £3.90).

There have been previous books about race venues—Brooklands, Monthery and Donington, so an account of the popular Silverstone circuit where so much British motor racing has taken place and which was our salvation after the war after Brooklands and Donington had been destroyed by officialdom, is equally welcome. The style is popular without omitting technicalities and all the highlights of Silverstone are included, motorcycle and saloon-car racing as well as the top events. The Royal attendance, the close finishes, the accidents, and the comedy are well-portrayed but more important is the information this book contains about the origins of the now-famous airfield circuit and the finances relating to it. The part played in the evolution

of the course by Tom Blackburn and the *Daily Express* is well covered but the author might have been more generous to the VSCC in saying it was responsible for that first post-war speed trial at Elstree.

To pack everything about Silverstone into one book would be virtually impossible but as a popular survey Carrick's book is deserving of attention, especially as the photographs used do it full justice.—W.B.

G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset have re-issued Annand and Roe's erudite book "Gas Flow in the Internal Combustion Engine". The new edition costs £5.50. Those who for some reason bent down to themselves with to find out more about the queer-looking hot-rods evolved in America and elsewhere for drag-racing, stock-car racing and beach-storming will find such devices described and copiously illustrated in a new Hamlyn book, "Wild Cars", by Mike Hill, which sells here for £1.50.

The golden age of American motor racing has been written up by Griffith Borgeson but Albert R. Bochroch has now extended the whole American racing scene to a big illustrated history called "American Automobile Racing". PSL of Bar Hill, Cambridge, are handling the book here, at the price of £6.95.

A well-illustrated little book about the "Development of the London Bus, 1929-1933" has been written by Gavin Martin, MA, MMEchE, and is available from Transport Surveys and Research, 1, Old Rectory Garden, Alcester, Warwickshire, for 90p, post free in the British Isles. It is a well-researched work, compiled after consultation with the LPTB Rolling Stock Office and other sources, by one who obviously loves 'buses and understands their engineering significance. Martin offers only the development story of the LGOC vehicles in this book, not dealing with the independents and omitting almost all references to minor types, odd bodies, etc. Nevertheless, his account is enthralling. From it we learn of the great technical variety of these London 'buses, which are excellently recorded pictorially. They had o.h.c. engines, sleeve-valves (not very successful), five- and even eight-cylinder engines, open-fronted cabs after the Carriage Office had sanctioned wind-screens, fluid flywheels, pre-selector Wilson gearboxes which AEC made under licence, worm drive, twin dynamos, triple servo brakes and so on. All this Gavin Martin sorts out for us. There is also the fun of spying period vehicles in the backgrounds of some of the book's pictures—the Beardmore and Austin taxis, a Guy van, someone's boy-like saloon Austin 7, and a fine late-type Austin, probably a Twenty, complete with Motometer on its radiator filler cap.

The author writes of the single- and double-decker 'buses of his boyhood. He does this so well that one hopes for more of the same sort, perhaps about those 'buses of the earlier open-top LGOC fleet, on which passengers rode on the upper-deck under open umbrellas on wet days, and, no doubt wished they had been able to get into a single-deck "pirate"—W.B.

THE TRIUMPH DOLOMITE SPRINT

An Excellent British Car

IT MAY BE remembered that having requested another spell of driving in a Triumph Dolomite Sprint, to enable me to recap, on this excellent and popular high-performance compact saloon from Coventry, a strike made this impossible. But at last the workers allowed the Management and Publicity Department to gain access to their own cars, and the test was on.

I have a great liking for this sixteen-valve four-cylinder single-cam Triumph. But on this occasion I was disturbed to find, after I had gone but a few miles from the office and was in the thick of the home-going traffic by Euston Station, that the fuel gauge, which had indicated plenty of petrol when I set out, now showed an empty tank. Obviously a fuse had "blown" in the electrical system. This had not only zeroed the fuel-level recorder but had also put out of action the tachifactor—which explained certain dirty looks I had received when changing lanes in the press of the London traffic—and had rendered the horn inoperative. I tried to overlook the fact that this virtually brand-new Triumph was now illegal, for I could manage well enough. But later, when torrential rain began to fall as I gained the Oxford ring-road, I was distressed to discover that the wipers were likewise out of action.

Replacing the defective fuse was quite simple, if a trifle fumbly, but it immediately blew again, although I had decided the defect lay in the overdrive flick-switch on the knob of the gear lever, and had ceased to use it. I had a miserable run home but the next day the Landrindod Wells Triumph agent, the long-established Automobile Palace, soon fixed the "short", although at a charge, mainly for labour, which I would not have cared to face had I been the car's owner.

Thereafter this excellent car afforded me fast journeying, much satisfaction, and truly commendable economy of running for nearly 2,000 trouble-free miles, accomplished in just over a fortnight. A full road-test report on the Sprint appeared in *MOTOR SPORT* when it was a new model of great interest to Triumph enthusiasts and those seeking an economical, medium-sized, well-appointed saloon with an astonishing performance for a 1,998 c.c. car. So there is no need to repeat the findings of my report, which appeared in October 1973. But I would like now to emphasise that a top speed of 112 m.p.h. and a 0-60 m.p.h. acceleration time of 8.1 sec. is truly outstanding from a car of this size and costing but £2,160 with what constitutes luxury equipment, and to add a few current observations. Clearly, the performance, delivered so effortlessly, was ideal for dispersing of the A35 and towed caravans which abound on Welsh roads in the summer. The Sprint's controls, including the flick-switch for the overdrive, are splendidly arranged, and the driving stance can be set up as required by



reason of the adjustable steering rake, the driver's seat being comfortable but rather hard for long-duration occupation. Whereas most modern cars seem to be geared to do around 4,000 r.p.m. at the legal British Motorway cruising speed, the Sprint, when o/d top gear is selected, reduces this to a modest 3,500 r.p.m. Not only is this a restful and reassuring way of doing your 70 m.p.h. but it results in a most commendable conservation of the expensive fuel. You may not believe it, but by very frequent employment of o/d I returned 31.8 m.p.g. on one long run and certainly the fast Sprint driver should get an average of approximately 26 m.p.g. and by more restrained driving average 30 m.p.g. Moreover, high geared as this Triumph Dolomite is in o/d, which operates in third gear as well as top gear, the multi-valve engine, with its unusual valve gear, is unusually docile, so it pulls away well in these high gears and feels, indeed, that it could be geared even higher without disadvantage. To achieve this from such a fast and accelerative car is highly creditable and it means that one need not regard the Sprint, in spite of its type-name, as a fierce rally-sort-of-car; it can be driven as the mood dictates, fast or less quickly, and it responds to either kind of treatment. The overdrive is well worth the extra £105.00 that it costs.

For cold-starts choking was needed, when the control proved insensitive. The tight turning circle, a Triumph speciality since Herald days, makes the Dolomite an appropriate town-car and the rack-and-pinion mechanism, controlled by a small, anti-twist-bound wheel, functions well. All the many warning lights are contained in one lid, there is a wood-trimmed fascia and internal cubby-hole, and the interior of the Sprint is that of a gentleman's carriage. Ride and handling are well tuned to very rapid handling and altogether this is a car of which Britain and Coventry can be justifiably proud. The price is right, the economy equally so, and for those requiring a 2-litre sports saloon which the wife will find docile to a degree, there is no need to look further than the 16-valve Dolomite Sprint. According to British Leyland,

insurance companies have been so impressed by the safety record of the Triumph Dolomite Sprint that they have reduced its insurance rating from Group 5 to Group 4. The one I drove, after a bad start, captivated me for that couple of thousand miles and needed no oil or water in that mileage.—W.B.

MINIATURES NEWS

RESUMING this feature, which was excluded last month due to pressure on space, Dinky Toys have recently introduced some good but non-motoring miniatures, such as a big Striker Anti-Tank Vehicle (Ref. No. 691), a good model of the Leopard tank with missile-firing gun (No. 692) and a motor patrol boat (No. 675). But more recently Meccano Dinky have introduced a miniature (No. 2253) of a Lancashire Constabulary Police-car to 1/25th scale, this being the first die-cast model of this size to be mass-produced. It is a Ford with the V6 engine reproduced under the bonnet and the model is nearly seven inches in length. It is very detailed, with openable doors, boot-lid and bonnet, movable gear lever, tilting front seat backs, instruments, centre arm-rests, full glazing and even simulated carpeting. The Police-car extras and simulated transmission and exhaust system are included. The recommended UK price is £3.55. Another new Dinky miniature is No. 412, a Bedford AA van to 1/48th scale, 90 mm. long, which sells for 60p.

Grand Prix Models of Radlett continue their Classic Car Kits, including one of the twin-cam racing Austin, the type with that big fuel filter beside the driver's headrest, which has a one-piece steering wheel and column for easy assembly and is a splendid little model, admirably capturing the details of these very successful pre-war racing Austins. The kit retails at £3.30, as does the 1953 Porsche Le Mans coupe kit. Finally, the SS100 Gasken kit has been assembled and goes together very easily, with an excellent finish that requires a minimum of additional painting.—W.B.



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Over ice that other tyres couldn't get to grips with. Across soft snow and equally soft mud, inches deep.

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Then we employed Hakan Lindberg to test them all. And as some of the worst winters in the world are in Sweden, that's where we went to do the testing.

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It's called the Pirelli MS 35. Where it differs from most winter tyres is that we didn't make the mistake of sacrificing mileage for grip.

Run our MS 35 up and down a motorway and you'll find it as good as the average road tyre.

And like the average road tyre you can leave it on your car all the year round.

Just as well in a country where we can be in for a spell of winter weather almost any time.

PIRELLI
Cinturato MS35

The Canadian Grand Prix

Fittipaldi a worthy first

Mosport Park, Toronto, September 22nd

IN THE TWO weeks between the final European Grand Prix at Monza and the penultimate round of the World Championship series, at Toronto's scenic Mosport Park circuit, an international Court of Appeal set up by the Fédération Internationale de l'Automobile in Paris took an unprecedented and highly controversial decision. They reversed the decision of the Royal Automobile Club who had rejected Ferrari's appeal that Niki Lauda should be reinstated into fifth place in the British Grand Prix, the position he certainly lost when the RAC's "organisation" failed to allow him back on the circuit after his tyre change late in the race at Brands Hatch. The FIA consequently re-wrote the order from fifth to tenth places, pushing Carlos Reutemann back to sixth place, depriving the hitherto sixth place holder of his single point and giving Lauda two extra points to add to his total. The rights and wrongs of such a decision do not concern this report, but one hopes this unsavoury episode is now closed for good as it raises serious questions about the validity of any World Championship scoring system and throws the history books into chaos.

However, most of the talk in Mosport Park's paddock did not concern the Ferrari appeal, for two brand new American Formula One teams had arrived on the scene for their very first race. Perhaps one should emphasise that the teams were only "new" to Formula One, for both contained plenty of proven ingredients from other racing categories and both turned out their new cars in such an immaculate condition that they rather out-shone some of the "old hands". Technically the most interesting was the Maurice Philippe designed Parnelli VPJ4 which marks this designer's return to the Grand Prix scene after three fruitful years spent designing USAC machines for former Indianapolis winner Parnelli Jones. Sponsored by Viceroy cigarettes, the USAC Parnelli has enjoyed a great deal of success in the hands of Mario Andretti, Joe Leonard and Al Unser, but now the team decided on an audacious move into Formula One with a Cosworth-powered "British standard kit car".

Philippe's latest design, unsurprisingly, bears a striking resemblance to the Lotus 72, using as it does the same design of torsion bar suspension, inboard disc brakes front and rear and side water radiators angled in the same way as the later Lotus 76. There are additional refinements such as aircraft-type snap-on joints with one-way valves for the clutch and brake fluid lines which by-pass the need to bleed these systems every time an engine is removed from the chassis and the whole car attracted attention from just about every other designer in the paddock. Even Colin Chapman took a long look at the Parnelli, doubtless wondering if it was what his team should have been designing earlier in the year.

The second new Formula One car was Roger Penske's PC11, which, although equally smart in its turn-out, featured a more con-

servative approach with coil sprung suspension and outboard disc brakes at the front although it does employ disc brakes, now apparently standard wear for most Grand Prix machines. The basic design work was the responsibility of Geoff Ferris, formerly a Brabham designer, and the car had been tested exhaustively on Penske's special test track before it ever lapped a proper racing circuit. Initial testing was carried out by former Can-Am Champion Mark Donohue who announced his retirement from racing at the end of 1973, but he decided to return to active participation after Penske's Formula One car was finished and was on hand to drive it in its very first race.

Facing these two new challengers and their optimistic teams was the usual band of confident, hopeful and apprehensive regulars, some of whom had won close and some of whom had never winning them but they were back at Buenos Aires in January. Team Lotus' success at the Italian Grand Prix had convinced them that a couple of "narrow track" 72s were the answer for North America, so JPS/9 was brought along as a spare car for Peterson and 72/5 for Ickx. Neither driver had a chance of the World Championship, but Peterson at least was determined to try his very hardest to win at Mosport as he does everywhere he steps into a racing car.

In a stronger position was the McLaren team, for not only did they lead the Constructors' Championship prior to the race, but Emerson Fittipaldi was well in with a chance in the drivers' contest. The Brazilian drove his usual M2/3b with Hulme in M2/3b and German driver Jochen Mass replacing David Hobbs in the Yardley McLaren following a

split with Team Surtees. A statement was issued laying down the terms of his departure from Surtees which quite clearly indicated that their split was not in any way amicable.

Numerically, Brabhams were strongest contenders in the Canadian Grand Prix. Not only did they have the works BT44/1 for Reutemann and BT44/2 for Pace, but the Goldie-Hexagon BT44/4 had been completely rebuilt after its Monza accident for Watson to drive and the ex-works BT42/3 had been loaned to local Formula B driver Eppie Wietzes to drive in his second Grand Prix. He drove at Mosport Park seven years ago in a spare works Lotus 49. Finally, Ian Ashley's consortium of sponsors got hold of the ex-Watson Brabham BT42/2 to replace the Tolek which he had driven last at Ostermaching.

The two works March 741s were on hand as usual for Stuck and Brambilla, while Ferrari brought along a trio of 312Bs for Lauda (015) and Regazzoni (016) while relying on 014 as the "muletta". In the Tyrrell team things were changed round with Schekter using 007/3 and Depailler being entrusted with a brand new 007/4, the two Elf backed men having Schekter's Grand Prix winning 007/1 as spare. At Team Surtees, Derek Bell stayed on to drive TS16/0402 but Austrian Formula Ford and saloon car driver Helmut Koinigg had been recruited to drive the second car in place of Mass. The Embassy Lola team for Stommelen and Hill was unchanged as was the UOP Shadow organisation while Merzario and Laiffe continued to drive for Frank Williams.

BRM's recent spell in the doldrums resulted in the suspension of Pescarolo and Migault from driving and the inclusion of Chris Amon in the team alongside Jean-Pierre Beltoise. Amon was given the newest car, B201/04 to drive, while Beltoise handled 03 and there was no sign of anything new in the engine department from Bourne. Rounding off the entry was Hesketh's Dijon-damaged 308/2 now rebuilt with side water radiators, flattened nose and full width front wing for

James Hunt, these modifications having been incorporated simply for evaluation purposes to see if they were an improvement on the original arrangement and to provide pointers for the team's 1975 chassis. Lastly Mike Wilds was on hand to drive Morris Nunn's Ensign MN20.

Mosport Park's bumpy 2.4-mile lap had been partially resurfaced since the 1973 race in response to appeals from the drivers, but the circuit is still pretty demanding and there are several vantage points at which one could watch Formula One drivers really working hard for their money as their cars danced about over the ripples on the surface.

When practice opened on Friday morning, the first quick times were recorded by the works Brabhams, emphasising their performance over bumpy circuits. Pace headed the charts by the end of the first hour and a half, lapping his BT44 confidently in 1 min. 14.1 sec, with Reutemann right on his tail one tenth of a second slower. Regazzoni gathered it all together to equal Reutemann's time, but the Swiss looked as though his Ferrari was on the brink of disaster most of the way round the circuit as he strove to do so. Lauda, Schekter and Hunt were all lapping in the 1 min. 14 sec. bracket, but anyone who didn't get into that area on the first day wasn't really in with a chance.

While the Ferraris scrapped with the fastest Cosworth powered competitors at the front of the field, there were plenty of other teams in trouble. Peterson was trying as hard as he knew in his Lotus 72, but could only manage 1 min. 15.1 sec, which was equalled by Beltoise, so clearly there was room for improvement there, but Jody Ickx was having a thoroughly miserable time. First he ran his Lotus 72 gently off the circuit, inflicting damage to its suspension and steering and then he had to sit and wait for his mechanics to repair a brake which had seized on in the Lotus 76, leaving him only a few minutes at the end of the session to get in any serious laps. The Shadow mechanics were pondering over a seriously damaged engine in Jarier's car and Amon was busy telling everyone that there was, in fact, very much wrong with the BRM and it was virtually undrivable.

However, Andretti in the new Parnelli looked distinctly promising. Despite his new car showing a marked reluctance to warm up its tyres properly in the cool conditions the former Ferrari driver lapped in 1 min. 15.6 sec, during the first session and opined that there was still plenty more left to come. By the end of Saturday's session, Andretti was down to 1 min. 14.9 sec, although Donohue, who had only been one tenth of a second slower than Andretti on Friday, encountered problems on Saturday which ensured that he was unable to improve.

After just three laps, Donohue brought the car into the pits complaining that it wouldn't maintain its fuel pressure and had started to "burble" at several points all round the circuit. Penske's mechanics worked furiously for about twenty minutes to coax the car back into healthy life before pushing it back to the garage and examining their charge in more detail. They eventually diagnosed a broken belt to the mechanical fuel pump, changed the belt and were extremely disappointed when the car still failed to run smoothly. In consequence they were obliged to spend the rest of Saturday fitting a fresh fuel pump

which meant that Donohue could only get out for the final few minutes of the session.

Having foiled all the apparent problems sent to hinder them on Friday, Team Lotus were facing scarcely any better on Saturday. Peterson sent the first session looking very glum, sitting on the pit wall watching his rivals fighting for grid positions as the Lotus mechanics sweated blood changing an engine oil seal in the garage and Ickx's 72 stood for much of the time in the pit lane as Chapman, Peter Warr and two mechanics endeavoured to trace the source of its fuel pressure shortage. Peterson eventually got out and worked his way down to 1 min. 14.34 sec, good enough for a sixth now start, but the best Ickx could manage after all his tribulations was over one full second slower. Team Lotus fortunes have varied alarmingly all through the season, and this was definitely one of their worse moments, but it is a measure of the standards that this organisation generally maintains that they think of this season as something of a failure.

Peterson has won three Grands Prix, but the Lotus idea of a successful season is to win most of the races and take the Constructors' title.

By the end of Friday's session all the "experts" were predicting a Ferrari walkover, for Lauda had lapped in 1 min. 13.62 sec, and Regazzoni had recorded 1 min. 13.80 sec, and they were heading the grid at that time. But, although Ferrari himself had instructed his team to "allow" Regazzoni to win the race, he clearly had not taken into consideration the determination of Fittipaldi, Reutemann and Schekter.

The final official practice session on Saturday afternoon provided a fine opportunity to see some really first-class exhibitions of bravery by some leading Formula One drivers. There have been times during the season when one has been tempted to accuse certain drivers of failing to give their best consistently, preferring a steady and "rational" race in third or fourth position and hoping that their faster rivals in front will fall. But on this occasion, with the World Championship so delicately hanging in the balance, this was not a time for "tactics" or "soft-pedalling" and everybody was out there on the circuit scratching away as hard as they possibly could.

Regazzoni took the opportunity to take out the spare Ferrari, the Swiss chasing his Austrian team-mate round in tight formation and both drivers using more of the stone kerbing on the edge of the track than usual. Jody Schekter was using the stone kerbing "and a bit more" in his Tyrrell, working his way down to a fine 1 min. 13.30 sec, which at one time looked good enough for pole position. But then Lauda came back with a spectacular 1 min. 13.23 sec, and Fittipaldi countered this with a stupendous 1 min. 13.18 sec, in the closing few minutes before a slight rain shower doused the circuit and that was the destiny of pole position put beyond doubt.

Regazzoni looked a little bit depressed by the end of the afternoon, for the charges were giving him a lot of trouble and he found that his 1 min. 13.55 sec. was bettered by Reutemann and Jarier, so he was pushed back down to the outside of the third row. Just as the rain started to fall, Regazzoni skidded the spare Ferrari straight into the catch fences on the outside of the first corner, knocking the nose cone off the car and slightly damaging the suspension in the process.

Depailler tried hard not to be left behind by Schekter, but he was panning a bit to work his way down to 1 min. 13.63 sec, while Hunt, who found the revised Hesketh preferable to the original car over the Mosport bumps, was the only other competitor to break the 1 min. 15 sec. barrier. Amongst the others, Peterson and Watson looked a little further back than they ought to have been, the Swede for reasons stated, while Watson wasn't one hundred per cent happy with his repaired car and was suffering from a bout of sinus trouble. Hulme looked as though he was trying harder than of late, Andretti deserved an "A for effort" considering his two years' absence from the Grand Prix scene and his team's inexperience in Formula One while Beltoise was still working as hard as ever to no avail in his BRM.

STARTING GRID			
12	N. Lauda	E. Fittipaldi	
(Ferrari-Bat 12)	(McLaren-Cosworth V8)		
1 min. 13.23 sec.	1 min. 13.18 sec.		
9	C. Reutemann	J. Schekter	
(Brabham-Cosworth V8)	(Tyrrell-Cosworth V8)		
1 min. 13.48 sec.	1 min. 13.30 sec.		
11	G. Regazzoni	P. Depailler	
(Ferrari-Bat 12)	(Shadow-Cosworth V8)		
1 min. 13.55 sec.	1 min. 13.58 sec.		
24	J. Hunt	P. Depailler	
(Hesketh-Cosworth V8)	(Tyrrell-Cosworth V8)		
1 min. 13.73 sec.	1 min. 13.64 sec.		
1	R. Peterson	C. Pace	
(Lotus-Cosworth V8)	(Brabham-Cosworth V8)		
1 min. 14.29 sec.	1 min. 14.10 sec.		
3	J. Mass	R. Stommelen	
(McLaren-Cosworth V8)	(Lola-Cosworth V8)		
1 min. 14.46 sec.	1 min. 14.49 sec.		
6	D. Hulme	T. Pryce	
(McLaren-Cosworth V8)	(Shadow-Cosworth V8)		
1 min. 14.75 sec.	1 min. 14.63 sec.		
15	M. Andretti	J. Watson	
(Parnelli-Cosworth V8)	(Brabham-Cosworth V8)		
1 min. 14.29 sec.	1 min. 14.75 sec.		
21	J. Laiffe	J. P. Beltoise	
(Williams-Cosworth V8)	(BRM V12)		
1 min. 15.21 sec.	1 min. 15.02 sec.		
26	G. Hill	A. Amon	
(Lola-Cosworth V8)	(Williams-Cosworth V8)		
1 min. 15.37 sec.	1 min. 15.37 sec.		
19	H. Koinigg	J. Zak	
(Surtees-Cosworth V8)	(Lotus-Cosworth V8)		
1 min. 15.68 sec.	1 min. 15.64 sec.		
66	M. Donohue	H. Stuck	
(Penske PC11)	(Lotus-Cosworth V8)		
1 min. 15.71 sec.	1 min. 15.70 sec.		
50	E. Wietzes	C. Amon	
(Brabham-Cosworth V8)	(BRM V12)		
1 min. 16.31 sec.	1 min. 15.81 sec.		

Not Qualified:
 10 D. Bell Surtees TS16/04-Cosworth V8 1 min. 16.00 sec.
 22 M. Wilds (Ensign MN20)-Cosworth V8 1 min. 16.82 sec.
 10 V. Villoresi (March 741/2)-Cosworth V8 1 min. 17.21 sec.
 42 L. Ashley (Brabham BT42/2-Cosworth V8) 1 min. 17.30 sec.

PRACTICE TIMES						
No	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/88-Cosworth V8	1. 15.900	1. 15.303	1. 19.737	1. 14.340
2	J. Ickx	Lotus 72/85-Cosworth V8	1. 21.000	1. 14.101	1. 15.661	1. 13.302
3	C. Pace	Tyrrell 007/3-Cosworth V8	1. 14.600	1. 14.101	1. 13.602	1. 13.180
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 17.400	1. 13.306	1. 14.749	1. 13.643
5	D. Hulme	McLaren M2/3b-Cosworth V8	1. 14.500	1. 14.233	1. 13.015	1. 13.180
6	C. Reutemann	McLaren M2/3b-Cosworth V8	1. 17.400	1. 13.070	1. 14.754	1. 13.310
7	J. Mass	Brabham BT44/1-Cosworth V8	1. 17.400	1. 14.195	1. 14.100	1. 14.133
8	R. Stommelen	March 741/2-Cosworth V8	1. 17.700	1. 16.203	1. 15.709	1. 16.354
9	H. Koinigg	Surtees TS16/04-Cosworth V8	1. 17.300	1. 17.216	1. 17.300	1. 17.300
10	G. Regazzoni	Ferrari 312B/10-Bat 12	1. 14.200	1. 13.801	1. 13.553	1. 14.708
11	J. P. Beltoise	BRM P201/03 V12	1. 14.300	1. 13.624	1. 13.230	1. 13.400
12	N. Lauda	Lotus 72/85-Cosworth V8	1. 15.300	1. 15.512	1. 15.106	1. 15.021
13	J. P. Pryce	Shadow DN1/3A-Cosworth V8	1. 15.900	1. 17.131	1. 15.815	1. 16.395
14	J. Jarier	Shadow DN1/3A-Cosworth V8	1. 16.600	1. 15.464	1. 14.631	1. 15.215
15	D. Hulme	Surtees TS16/04-Cosworth V8	1. 15.900	1. 16.424	1. 14.027	1. 13.338
16	J. Bell	Surtees TS16/04-Cosworth V8	1. 16.600	1. 16.911	1. 16.018	1. 16.018
17	H. Koinigg	Surtees TS16/04-Cosworth V8	1. 16.700	1. 16.271	1. 15.746	1. 15.688
18	A. Merzario	Williams FW06-Cosworth V8	1. 16.400	1. 16.358	1. 15.900	1. 15.337
19	M. Wilds	Ensign MN20-Cosworth V8	1. 16.300	1. 16.151	1. 15.218	1. 15.449
20	J. Laiffe	Williams FW06-Cosworth V8	1. 17.200	1. 16.217	1. 16.181	1. 16.223
21	J. Hunt	Hesketh 308/2-Cosworth V8	1. 15.000	1. 14.030	1. 14.101	1. 13.736
22	G. Hill	Lola T70/10/2-Cosworth V8	1. 16.400	1. 16.430	1. 16.397	1. 15.538
23	R. Stommelen	Lola T70/10/2-Cosworth V8	1. 15.600	1. 14.706	1. 13.213	1. 14.459
24	J. Watson	Brabham BT44/4-Cosworth V8	1. 15.800	1. 14.757	1. 14.531	1. 14.793
25	C. Amon	McLaren M2/3b-Cosworth V8	1. 17.000	1. 14.848	1. 14.806	1. 14.504
26	J. Mass	Brabham BT44/2-Cosworth V8	1. 18.200	1. 17.903	1. 17.303	1. 17.688
27	M. Andretti	Parnelli VPJ4/01-Cosworth V8	1. 17.000	1. 17.992	1. 16.111	1. 16.540
28	M. Donohue	Penske PC11/01-Cosworth V8	1. 15.600	1. 15.759	1. 16.225	1. 14.923
29	J. Ickx	Lotus 72/85-Cosworth V8	1. 16.000	1. 17.171	1. 17.071	1. 17.202
30	G. Regazzoni	Ferrari 312B/10-Bat 12	1. 15.000	1. 15.203	1. 15.103	1. 15.023
31	N. Lauda	Hesketh 308/1-Cosworth V8	1. 14.600	1. 14.375	1. 14.375	1. 14.375

Derek Bell failed to qualify once again, this time after an injector had fallen into his Surtees' engine on Saturday morning, but Koenig acquitted himself quite promisingly and Lick simply looked as though he was ready to give up. Brambila crashed his March beyond immediate repair and Stuck looked uninspired while Amon at least had the consolation to know he wasn't quite last on the grid after the organisers agreed to allow Wietzes' Brabham to start the race.

Sunday morning unfortunately showed up one or two organisational problems. Although the Mosport organisers are willing and obliging, the circuit's crowd control is very poor and the schedule of supporting events was not run off very promptly although it must be admitted that a multiple accident in the saloon car race hardly helped matters. However, the Grand Prix didn't get under way until well over an hour after its appointed starting time, leaving most people wondering whether the bitterly cold wind would be bringing along snow rather than the rain predicted by local weather forecasters.

When the Canadian flag dropped, both Ferraris made their customary fast starts, Fittipaldi managing to slip in between them both as they streamed round the first right-hand corner with Schekter harrying Regazzoni hard in fourth place. By the end of the first lap, Lauda, Fittipaldi, Regazzoni and Schekter had already opened up a slight gap back to Hunt's Hesketh who in turn was at the front of a tight bunch containing Jarier, Reutemann, Pace, Depallier and Peterson. Then followed the "triers" in the form of Stommelen, Andretti, Mass, Pryce, Watson, Hulme, Belloise, Laffite, Merzario, Ickx and Koenig while Donohue found himself boxed in by the tail-enders and Amon was running a solid last, driving the BRM in a spectacular fashion which seemed to have no effect whatsoever on his position in the race.

By lap three Schekter could see that the two leaders were beginning to get away from Regazzoni, so he charged past the third placed Ferrari and started to try and haul in the leaders. Hunt was sliding the Hesketh all over the circuit as he strove to stay in front of Jarier, while further back, Andretti forced his path ahead of Stommelen and left Mass to lead the queue round behind the German's Lola. By lap nine Stuck had made his first pit stop, retiring three laps later with fluctuating fuel pressure on his works March. Right at the back Amon's BRM was beginning to be troubled with sticking throttle slides while Peterson was biding his time at the back of the second bunch.

The first real incident of the race came when Mass tried to push inside Andretti at one tight right-hand corner only to have the American move over on him in determined style, causing the Yardley McLaren to slide broadside. This contretemps forced Watson to spin his Brabham into the guard rail, the Ulsterman resuming the race only to stop immediately at his pit to check the front of the car for any trouble. He continued the race but later made a second stop during which it was found that a rear wheel rim had been distorted in the collision with the guard rail, so his mechanics changed it and sent him on his way. Mass stopped a few laps later to complain about acute oversteer on right-hand corners, returning many laps later to have the McLaren's rear dampers tightened up and a

fresh left rear tyre fitted.

Meanwhile Niki Lauda just drove round and round at the front of the field, while Fittipaldi drove as hard as he could to keep the Ferrari in sight and Schekter did his best to keep pace with the pair of them. Pryce pushed his way past Stommelen by the simple expedient of bashing the nose of his Shadow against the tail of the Lola, both cars staying on the road, and the Wesman quickly pulled away from this bunch. Pace worked his way into the leading group only to stop his Brabham BT44 at the pits with a rear tyre having "gone off" while Reutemann had been in on lap 25 to change both front wheels for a similar reason.

Holding down third place, Schekter looked certain to collect enough points to keep him clearly in contention for the World Championship. But by the time the race had run to 45 laps, the South African was beginning to feel something wrong with the feel of his brakes. They were not exactly fading, in fact Schekter could only describe them as feeling "funny". By lap 48 he was just turning over in his mind whether he should stop and tell Ken Tyrrell or not when he suddenly found that there were no brakes on the front wheels as he tried to slow for the hairpin, so Tyrrell 007/3 charged the guard rail at unabated speed and seriously damaged its monocoque. On closer examination it seems that the feeling Schekter experienced was the straps securing the shaft to the inboard front disc breaking up, but since their early season failures Derek Gardner has designed in a "fail safe" mechanism which doesn't allow the shaft to come away completely when the straps break. Unfortunately it seems that Schekter failed to heed the warning imparted to him when the brakes "started to feel funny" and drove on until the fail safe mechanism also failed.

The Tyrrell team leader's retirement from the race left Regazzoni in an undisputed third place, but not for long. An increasing amount of interest was focussed on Ronnie Peterson's Lotus 72 which was now hounding Hunt unmercifully for fourth place despite the left nose fin dragging on the ground, a legacy of slight contact with Mass' McLaren which was a bit tardy in moving out of the way when the black and gold Lotus boomed up in his rear view mirrors. By lap 60 Peterson had disposed of Hunt and was chasing Regazzoni's Ferrari as hard as he could so it didn't take long before the Swede was right on the Ferrari's tail.

It was a tremendous display by Peterson again proving just how serious a racing driver he is, whether it be when dominating a Grand Prix from the front or climbing up through the field as he did at Mosport Park. He pressured Regazzoni relentlessly and the Swiss was becoming progressively more and more ragged as Peterson clung hard to the tail of his Ferrari.

However, if Regazzoni felt rather embarrassed, his plight was nothing to that experienced by Niki Lauda on his 69th lap. Shortly before Lauda arrived at the right-hand Turn Three, John Watson lost control of his Brabham as he swung into the corner. A lower ball joint on the front suspension fractured, that in turn severed a brake pipe and all that was left for its luckless driver was to scabble his way onto the apex of the corner in an effort to scrub off enough speed to negotiate the corner. Watson successfully managed this and coasted to a halt a little further round the track unfortunately having showered the circuit with dust, mud and grit as he completed his spectacular manoeuvre.

The next car to appear at the corner, where no warning flags were waving, was Lauda's Ferrari. He hit the moss on the track and skidded straight ahead into the protective barrier on the outside of the corner smashing in the front of his car, handing the lead to Fittipaldi on a plate. A few seconds after Lauda's unfortunate incident, Fittipaldi successfully negotiated the same corner and took over a comfortable lead which he successfully maintained until the finish, the Brazilian being too far ahead of Regazzoni for the Swiss to mount any realistic challenge and, in any case, he had his hands more than full in the closing stages of the race as Peterson came at him with a rush. Despite almost losing control on the corner before the pits, Regazzoni managed to get Donohue in the lapped Penske between him and the tenacious Peterson on the last lap which allowed him to scrape home in second place by just over one second. As the Ferrari mechanics were busy commiserating with Lauda, the entire McLaren team was grinning a communal grin of self-satisfaction as Fittipaldi finished a very worthy first after avoiding the snares and pitfalls which caught out his young Australian rival. Fourth was Hunt ahead of Depallier, while Hulme refused to be ruffled by Andretti's presence right on his tail and beat the Parnelli by a matter of feet to round off the top half-dozen.—A.H.

Results :

CANADIAN GRAND PRIX—Formula One—60 laps—Mosport Park
249.6 kilometres per lap—143.80 kilometres—Cold and Dry

1st	E. Fittipaldi (McLaren M21B).....	1 hr. 40 min. 26.13 sec.—189,130 k.p.h.
2nd	G. Regazzoni (Ferrari 112B/016).....	1 hr. 40 min. 35.70 sec.
3rd	R. Peterson (Lotus 72/84).....	1 hr. 40 min. 40.30 sec.
4th	J. Hunt (Hesketh 308/2).....	1 hr. 40 min. 41.85 sec.
5th	P. Depallier (Tyrrell 007/4).....	1 hr. 41 min. 21.45 sec.
6th	D. Hulme (McLaren M21B).....	1 lap behind
7th	M. Andretti (Parnelli VPJ4/01).....	1 lap behind
8th	C. Pace (Brabham BT44/2).....	2 laps behind
9th	G. Reutemann (Brabham BT44/1).....	2 laps behind
10th	R. Koenig (Surtees T2/0/01).....	2 laps behind
11th	R. Stommelen (Lola T70/H11).....	2 laps behind
12th	A. Donohue (Penske PC/01).....	2 laps behind
13th	J. Jarier (Lotus 72/83).....	2 laps behind
14th	G. Hulme (Lola T70/H12).....	2 laps behind
15th	J. Watson (Brabham BT44/4).....	8 laps behind—Not running at finish
16th	J. Mass (McLaren M21/4).....	8 laps behind
17th	C. Amon (BRM P201/04).....	10 laps behind—Not classified
18th	J.-P. Belloise (BRM P201/03).....	20 laps behind—Not classified

Fastest Lap: N. Lauda (Ferrari 312B3/015) on lap 60, in 1 min. 13.59 sec.—193.412 k.p.h.

Retirements: H.-J. Stuck (March 741/1-2) loss of fuel pressure, 12 laps; E. Wietzes (Brabham BT42/1) engine failure, 33 laps; A. Merzario (Williams FW24) handling problems, 40 laps; J.-P. Jarier (Shadow DN3/2A) broken driver shaft, 47 laps; J. Schekter (Tyrrell 007/3) brake drive failure, 48 laps; J. Watson (Brabham BT44/4) broken suspension, 61 laps; T. Pryce (Shadow DN3/3A) engine failure, 65 laps; N. Lauda (Ferrari 312B3/015) accident, 69 laps.

26 starters—18 finishers



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Reflections in the Canadian Cold

IN MANY ways the Canadian Grand Prix was the most interesting race of the 1974 Formula One season. Not necessarily due to any particular intensity of racing, although Ronnie Peterson's never-say-die approach to the event and Fittipaldi's tenacious pursuit of Lauda were notable, but it was the race which first seemed to mark the end of Ferrari's Championship aspirations as well as Niki Lauda's. Once again the feeling of communal sympathy was present in the Ferrari garage, not elation and buoyant delight as had been seen when "Good old Regga" won the German Grand Prix, but a mournful, sober atmosphere of mutual remorse. There was no feeling of animosity towards Lauda, for the Italian team has been too harmonious this year for any personal spite to be vented between their members, simply a grey cloud of disappointment which the Austrian shared to the full after his unfortunate error.

Perhaps Niki Lauda came on too quickly in 1974, although it is more to his credit that he found a drive with a competitive team than a criticism after his two bleak years with March and BRM. In 1972 he wrestled as a pale number two to Peterson in the works "rent-a-drive" Formula One seat, while his tenure at BRM, though promising, was hardly productive when it came to totting up his actual results. This year he has tried consistently hard, driven well to win the Spanish and Dutch Grand Prix, but also shown a smattering of inexperience in one or two difficult situations. He ignored his pits' plea for him to come in and change his failing rear tyre at Brands Hatch, "goofed" rather badly on the second corner at Nurburgring, suffered engine failures at Osterreicherung and Monza, and then slid helplessly straight on at a simple corner at Mosport Park. It must be admitted that there were a lot of stones and dirt on the road at the time, but Fittipaldi negotiated the same corner a few seconds later and did not leave the track. It's the difference between being "good" and "very good", or at least between being a "novice" and an "old hand", although it's no reflection on the youthful enthusiasm displayed by the Austrian and his willingness to work as hard as he knows how for the Ferrari team who gave him his big chance. Perhaps next year a more mature Lauda will emerge and, if the Ferrari retains its current level of competitiveness, then the result will be a very formidable combination indeed.

One pleasing aspect of the Mosport race was



Andretti gave the Parnelli a better debut...

that everyone was trying to the best of his ability. Although Lauda was driving hard but in front when he went off, the Ferraris had for once been beaten to pole position in practice by Emerson Fittipaldi in his McLaren, the Brazilian showing a great deal of the spirit which everyone knows he can display when he wants, or needs, to do so. With the World Championship nearing the end of its 15-race season, Fittipaldi flung all caution aside and gave everything he had got to record fastest time in practice. In the race he was running second, but he never gave up and was continuing using every inch of the road in his pursuit of Lauda. We have often explained the distinction between winning and finishing first, but while it must be said that Fittipaldi finished first at Mosport Park, he was a "worthy first" because he was hanging on for dear life behind the Ferrari and Lauda could never afford to relax for one moment around the 2.4 miles of bumps and ripples for, had he done so, the red, white and black McLaren M23 would have been right on his tail, pressing to get past. At Brands Hatch, where Lauda was also leading until the closing stages of the race, he never looked in the least bit troubled by Schekter's presence and although the Tyrrell driver drove as fast as he could the Ferrari looked as though it had a little bit in reserve.

Into third place at the Canadian Grand Prix, one nose fin of his Lotus 72 scuffing on the ground, was the irrepressible Ronnie Peterson, who helped lift Team Lotus spirits after a rather depressing time in official practice. The displaced nose fin was done against the rear wheel of Mass' McLaren when Peterson was lapping the German, the blond Swede clearly in a state of "tearing hurry" that he was not going to wait for anyone to take a fraction longer than he thought they ought to in getting out of his way. His attitude is completely different to that of Ickx, the Belgian apparently content to trail along at the back after starting from a lowly grid position. But Peterson's view was that the sixth row was bad enough and he immediately started driving flat out from the drop of the Canadian national flag. He is without doubt the biggest single asset Team Lotus has at the moment.

Talking of Lotus, their current fortunes bring to mind the new Maurice Philippe-designed Formula One car, the Parnelli, which was making its debut at Mosport Park. Philippe was the man who successfully translated Chapman's thoughts about the Lotus 72 into the winner it eventually turned out to be and the new Parnelli reflected a lot of ideas learnt by Philippe during his spell working with the Lotus 72. His latest car has almost identical torsion-bar suspension, inboard disc brakes at the front and side radiators. One was heard to remark "that's what Ralph Bellamy was trying to do with the Lotus 76", and while Colin Chapman may not have been in full agreement, one noticed him scrutinising closely the Parnelli on several occasions.

The standard of preparation of the car was really very nice and although "all that glitters is not gold", its first race finished with seventh place, which is a good deal better than the debut of the Lotus 76. That was at Kyalami and both 76s ended up in the wire mesh fences at the end of the main straight on the opening lap, so it was hardly possible for the Parnelli to have a worse debut than the new Lotus. However, a sense of proportion is restored

when one recalls Peterson's third place in Canada, which underlines what we have just said about him being Team Lotus' number one asset as well as their number one driver. In the back of their minds all Team Lotus' rivals must be wondering just what they are going to do when Chapman sits down and designs his next "successful successor" to the Lotus 72, for Peterson has signed with Lotus for 1975 and 1976 as well, which proves that he is a wise man behind that baby-faced exterior.

The other American team to make its Formula One debut at Mosport Park was the Roger Penske organisation with its "British standard kit car" designed by former Brabham designer Geoff Ferris. Penske himself was a successful sports-car driver in America before taking over the role of team owner and entrant, and he has built himself up a reputation which is second to none in North America amongst both USAC oval and road racing spheres. His regular driver Mark Donohue won the Indianapolis 500 in 1972 in a McLaren M16-Offenhauser, he won the Trans-Am saloon title twice and he won the 1973 Can-Am Championship in Porsche's turbocharged works 917/30. However, Penske fully realises that he is taking on a whole new world with this Formula One project, a world where tenths and even hundredths of seconds separate grid placings rather than halves or quarters of a second. Compared with the Parnelli, the Penske's debut was not quite so encouraging, for Donohue qualified well back on the grid and eventually finished 12th, two laps behind Fittipaldi. One is tempted to wonder whether Penske was rather disappointed, but if he was he certainly didn't let anyone know. His only comment was a straight-faced "we had to start somewhere" as he went back to work with his team to ensure that they make some forward progress at Watkins Glen. It will be a measure of their ability if they start to creep slowly forward on the grid, but that in itself will be an achievement for there are many European teams who are experienced (or ought to have enough experience) in Grand Prix racing and have barely moved from the back of the grid all season long. When you've moved up the grid a little way, that's only a beginning because there's the race in front of you then and finishing, let alone winning, seems to have provided an equal number of people with undid problems this year as Hesketh, BRM, Surtees and Williams have found out with varying degrees of success. Just as Penske and Parnelli Jones have got into the habit of winning in North America, so McLaren, Ferrari, Lotus, Tyrrell and Brabham have got into the habit of winning in European-style Formula One and it will be a difficult habit for anyone to break them of.—A.H.



... than Donohue gave the Penske.

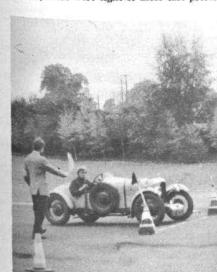
Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Welsh Rally and Trial (October 5th/6th)

THIS TRADITIONAL autumn event, dating back to 1939, attracted 98 entries in spite of the prevailing hard times, 33 doing the beauty show and driving-tests respectively at Presteigne and Knighton, the remainder, divided into two classes, long and short-wheelbase cars, the distance event and Sunday trial. For the latter there was an imposing turn-out of 30/98 Vauxhalls, E and OE, and five flat-twin Jowetts, one of them the Sports replica, these being just outnumbered by Austin 7s, not counting non-starters. Roger Collings had entered his 1901 Sixty Mercedes but, perhaps wisely, did not appear.

Almost all the runners were old favourites but John Swainson, who had organised the first Welsh event for the VSCC, came in a 1923 Riley Redwing two-seater with the authentic unpainted aluminium mudguards, red scuttle petrol tank and firewalls, and inclined plugs. It had spent most of its life in the care of a Cherttenham headmaster. Condon's smart Empire-model AC was on beaded-edge tyres as usual, Hill had that three-seater Triumph Super Seven, Malayan the white 22/90 Alfa Romeo that used to tow a caravan, and Gilding a very neat 2-litre Lagonda tourer equipped with the luxury of a heater. Another smart and very well-kept fabric-bodied car was McNab's V-type Lea-Francis Weymann coupe. Morgan had the ex-Stanford 30/98 Vauxhall with the late-type proper hydraulic front brakes, so altogether, with the trial entries, there were eight of these cars present



and there would have been nine had Jeddere-Fisher not had half-shaft difficulties with his. But Mrs. Fisher was going as well as ever in the only Edwardian, the 1913 Lancia Theta. Collins' Star was well covered up, only its steering wheel protruding from its tonneau cover and there seemed to have been little trouble en route, apart from Harper's 1924 Morris-Oxford coupe having blown an exhaust manifold gasket, which also happened to Duffley's 9/20 Humber, the front axle of which was alleged to be coming adrift. This did not prevent either car from competing in the driving tests in a factory yard in Knighton.

Here Grant's Chapuis-Dornier-engined Vernon-Derby must have been very quick and accurate as although it was not exactly in Concours d'Elegance condition, it took the top prize in Saturday's event. During these manoeuvres Macmillan's Rolls-Royce was seen to flex its tyres at the swerves, J. C. Batte to go faster than C. Batte, DE Delage against DISS, and the Vernon-Derby, as we thought, to go decently quickly.

Fine weather changed to heavy rain for most of the duration of the Sunday trial. On Pentre, a mud hill climbing up between banks under overhanging trees, which the short-chassis cars had to tackle in the afternoon, Winder's little Humber Chummy had no trouble, but Holbrook's M-type MG wouldn't leave the start. Buntle's Jowett 7/17 got up neatly, the sports Jowett made a good start and blipped up, but Clifton's Jowett squeaked to a failure. The Cup-model Austin stopped near the top, but the Amical-Austin, tyres well down, Winder's Ulster-Riley, Parker's creditably rebuilt fabric Austin 7 saloon and Hamilton-Gould's Austin all made it, the last-named in spite of a radiator hole by the fan. Packer's nicely original Chummy



J. Grant's 1929 Vernon Derby scored on behalf of the small French sports cars in the first part of the Welsh Rally (below left) and is seen doing well in the driving tests (far left). J. Warburton's 1923 20/70 Crossley is seen above, together with its controls. All types of vintage cars contested the Presteigne Rally, and G. T. Probert's 1928 Austin 12/4 tourer helped provide variety (below right).



Austin failed, Thomas' Beck Special Riley refused to look at it, but Hill, in his Alvis with three passengers, Giles in the "coupe de ville" Frazer Nash with odd front track, Mays' Anzani Nash, Spencer's noisy Lea-Francis Hyper Special, Moffat, naturally, the GN, which had had its silencers replaced at the lunch stop, and the rest of the "Chain Gang" except for Tarring and Lock, treated the hill with disdain. Not Calvert's Invicta, however, which, in spite of outdoor exhausts and a pointed tail, got well and truly stuck. Brash's M-type MG stopped early and Liller's two-seater Jowett about half way up. Skinner's Austin also failed.

At the last observed section, put in lieu of The Smother, only Moffat's Type 13 Bugatti was clean and even that combination did not get all the way up beyond the last marker although it repeated its splendid ascent on a demonstration run. McEwen made a good attempt in his Riley 9 tourer, the bouncing passengers' heads making periodic indentations in the hood.—W.B.

Results:
Prestige Trophy: W. S. May (Frazer Nash).
Rally Award: I. Grant (Vernon-Derby).
First Class Awards: P. Duffley (Humber), R. Hatle (Lea-Francis), D. T. Harris (Frazer Nash), R. G. Winder (Austin Seven), J. A. Knight (OM) and J. A. McEwen (Riley Special).
Second Class Awards: D. R. Marsh (Bentley), J. R. Hill (Triumph Super Seven), K. M. Hill (Alvis Silver Eagle), N. Arnold (Pence (Frazer Nash), M. T. Jowland (Frazer Nash), A. G. Templeton (Vauxhall), J. Barrell (Alvis) and J. E. Meese (Austin Twenty).
Third Class Awards: A. W. K. Gordon (AC), C. A. Mann (Alfa Romeo), J. Malayan (Alfa Romeo), H. F. Moffat (Bentley), R. E. Buntle (Amical-Austin), R. J. Nice (Frazer Nash), N. J. W. Stayer (Frazer Nash), J. Barrell (Vauxhall) and M. Hirst (Alvis).



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"Shropshire Star" VCC Rally (September 28/29th)

COLD, wet weather marked this two-day event for pre-1914 cars. After making their own way to Bridgnorth for the distance contest, competitors had a two-day rally route, mainly over easy roads that took them round the Wrekin in Shropshire. At the start we noted that Pittaway's 1903 Phoenix Trimo had front brakes, and pedals for light human assistance up the hills. The oldest car was Wilkins' 1901 Decauville, with a four-trumpet horn to give warning of its approach. Ridley had brought his 7½-litre poppet-valve chain-drive Daimler, a very sporting car quite devoid of weather protection, from Ipswich. As it has 920 × 120 back tyres and 875 × 1055 on its front wheels the tonneau was well stocked with spare Dunlops. Hawley's 1911 Rolls-Royce had a curtained back parlour, Warland Dual rims and a gallon can of Brasso was on board to aid the smartening up process.

The Turner Mfg. Co. of Wolverhampton brought their 1904 Turner-Miesse steam-car on a trailer accompanied by much historical data; unfortunately it retired after the lunch break as pressure to the burners could not be maintained. Some cars showed evidence either of having journeyed a long way already or not having been cleaned recently, such as Major Pitt's 1912 Rolls-Royce tourer from Kent, which had an André steering-damper and an outcrop of badge disease, and Campbell-Lambert's 1913 Napier Doctor's coupé, the front-wheel flap of which suggested that it, too, needed a damper on its steering gear. Estler's 1913 Darracq, with Dietz Majestic headlights, even had a dented radiator. Griffin's 1911 Napier two-seater was on 5.50-6.00 × 20 Dunlops and, like the aforesaid Daimler, lit its way at night with Rushmore Searchlights. Rain was soon falling as the 46 runners set off for the historic town of Ironbridge. Observ-

ing them at the downhill hairpin corner half-a-mile from the station, before they crossed the river (but not by the famous iron bridge) it was good to see that none of these back-braked vehicles had any nasty moments. A 1907 Renault Landulette arrived first, having safely negotiated some pipe-laying obstructions further up the hill. Mrs. Windor's 1905 Rover emitted a fine single-cylinder beat as it accelerated away, the Phoenix, two up, cut the corner, the road being clear, Landless' smart l.h.d. Clement-Bayard came up fast and cornered neatly, Bourne on the 1910 Cadillac and Lawson on the 1905 Star dropped into a lower gear. Griffin's Napier was cheekily passed before the hairpin by a Spridget, Smith's big 1914 Cadillac was very slow but Fowler's Behize swept round, its exhaust smoking, like that of Harding's 1913 Sunbeam tourer. Most of the cars had hoods but among those exposed to the now relentless rain were the three occupants of Clarke's Panhard and those on Painter's 1902 Clement.

At Ironbridge the Morris-Oxford and the big Leon-Bollée of Eastmead seemed to have missed the route. We noticed that Kingford-Bannell's 1915 Willys-Overland has a gated central gear-change and Elkins' 1915 Studebaker a gated r.h. change, ball gates coming later on American cars. After being cranked over, Ridley's Daimler started on the switch and set off at its 40 m.p.h. cruising pace but the Decauville had to be helped up the slight gradient out of the car park. Morgan's huge 1909 Thornycroft was on a mixture of Goodyear and Dunlop tyres and its Rushmore lamps are fed from a generator made by the Rushmore Dynamo Works. The Leon-Bollée had its Dunlop herringbones on as Ted Woolley says they should be fitted and Chambers' Delaunay-Belleville had its two spare tyres neatly enclosed in a lace-up bag. Long's "Prince Henry" Vauxhall was out again, looking very smart.

The afternoon run was an easy one to Shrewsbury and on the Sunday they ran from there to Telford, for a *Concours d'Elegance*.

V-E-V- Odds & Ends.—To set the record straight, let us correct, unprompted, the results of the big racing-car class at the last VSCC Prescott hill-climb. These should have read: 1st A. Cottam (Connought), 43.24s.; 2nd P. Van-Rossam (Cooper-Bristol), 45.77s.; S. Phillips (328 BMW), 45.87s. We hear that the Lea-Francis show at Coventry Museum was very well staged and that the Lea-Francis OC's 21st Anniversary took the form of gathering at the old Much Park Street site in Coventry, driving tents, a 1914 motorcycle to a 1960 Lea-Lynx. The Autumn Journal of the Morris Register contains another of Harry Edward's painstaking histories, this one devoted to Hoyal bodywork, while the current magazine "Sphinx" of the Armstrong-Siddeley OC reports on a successful Woburn rally with the Daimler/Lanchester OC, describes how to flashing trafficators to a Sapphire, and contains a fine period picture of a K-type London open-deck omnibus nosing out into a busy suburban road. An interesting arrival at the aforesaid Woburn rally was the ex-Armstrong Siddeley Motors works five-engine, a Commer with a side-valve six-cylinder engine similar to that of a Hummer Super Snipe, the vehicle bearing its original insignia. According to the Mercedes-Benz Club's Gazette, David Scott-Moncrieff has found a 1930 38/250 Mercedes-Benz chassis in a barn which cost less than £200 to acquire—which sounds incredible but one does not know how long ago—and which he is restoring for use in VSCC races and hill-climbs. The 1926/29 Arab advertised in MOTOR SPORT last September has been purchased by A. B. Demas, the Humber enthusiast and historian, who would appreciate information on this rare make.

At the time of the Castrol Extravaganza we referred to the excellent history of motorizing and motor racing, largely pictorial, that had been produced as part of the celebrations. Copies of this book "Wheels, Wings and Water" is available while the supply lasts, sending 30p to Castrol Ltd., High Road, Cowley, Near Uxbridge, Middlesex and mentioning MOTOR SPORT. The post-pooled Castrol-Danun International Veteran and Vintage Rally is now to be held in March next year, starting from Durban and finishing at Cape Town. Details from: J. G. Thompson, PO Box 1175, Pietermaritzburg 3200, Natal, S. Africa. The Brighton Run, which takes place on November 3rd, has become a popular fun-show as well as the enthusiasts' adventure of former times, judging by the first RAC hand-out we saw about it, which proclaims that the entrants include a lifeboat hero, a World Champion racing driver (J. Stewart), an American millionaire, a "disc-jockey", a TV celebrity and does not omit to mention that Griffin's 1904 DC Dion Bouton "is a film star in its own right".

The remains of a Lagonda are said to be rotting in a yard in South London and a Gloucestershire scrapyard to contain a derelict Sunbeam Tourer. A large number of pre-war cars from 1922 Maths to Ruby Austin may soon come on the market.

Vintage Postbag

"Which Fiat Was This?"

Sir, Your mention (August, 1974) of the Openshaw Fiat puzzles me frankly, and I very much wonder if it was a "real" racing car (Fiat themselves looked upon the S61 as a sports model).

I don't think that it can have been a *Vintage* machine as Fiat themselves say categorically that the last works team cars to be sold into private ownership were the S57 Grand Prix types of 1914, by this time bored out to 4,859 c.c. as a result of the company's abortive plans to run at Indianapolis in 1917. They did not all, incidentally, have the modified tails in 1919, and the car campaigned that year by Antonio Ascari was still a 4-litre. I think, but would not like to prove, that the cars were sold by the factory some time in 1921; certainly no works driver is on record as having handled one during the 1922 season.

However, I agree with you that somebody would surely have noticed or remembered the presence of an S57 of any type in England in the 1920s, so let's try another theory, in the shape of the odd o.h.c. cars made for the 1910 Prince Henry Trials. These were not racers, and they don't appear in any publications (even mine), quite simply because up to now nobody has sorted them out. These were shaft-driven, and had four-cylinder monobloc o.h.c. engines of 95 × 155 mm. The engine designation was 553A and this unit was also fitted to some special editions of the Tipo 3TER sports-tourer. This combination of engine and chassis was almost certainly used in the 1912 and 1913 Targa Florio, by the way.

One more tantalising clue. In 1911 Capt. Theo Masui, then the German concessionaire in London, took delivery of a car which looks very like a Prince Henry model, which he fitted with a sporting torpedo body of his own design. The *Autocar*, however, quotes cylinder dimensions of 95 × 170 mm. for this one and, further, Openshaw specifically said that he bought his in Italy. So it can't be the ex-Masui machine!

It would be interesting to know if the Openshaw had shaft or chain drive, in which connection it is worth remembering that the S61 was made with both—to the customer's choice.

One thing is certain: that up to 1911, if not slightly later, Fiat were prepared to build special racing variations to customer's order. That these didn't always appear in catalogues is probably due to the fact that the American stock-car racing craze was over by 1910, and hence no form of homologation, however localised, was necessary.

Midhurst MICHAEL SEDGWICK

Which Was the First British Car?

Sir, Regarding the discussion about Britain's First Car in your columns, I feel that Mr. Anthony Bird should not be allowed the last word. Whilst not attempting to sort out the respective claims made on behalf of Butler, Knight, Bremer and Lanchester, I shall

readily agree that the Wolsley was probably only Britain's Fifth Car, or, if the possibly dubious efforts of Butler, Knight and Bremer are overlooked, at least second to the Lanchester, and today only by the quirks of fate Britain's Oldest Surviving Marque (!).

Therefore I do not disagree with Mr. Bird's conclusion, but with his arguments. Mr. Bird would be interested to re-examine St. John Nixon's book "Wolsley—A Saga of the Motor Industry", p.23, where the second Wolsley tri-car is fairly conclusively dated to December, 1896, thus making nothing of Mr. Bird's arguing that the *first* Wolsley tri-car "made its bow between May and September, 1897". Possibly Mr. Bird wishes to imply that the "first" tri-car was really the second, and vice versa? I hope not.

Mr. Bird then claims that the Léon Bollée "was first shown to the public in December 1896" which is remarkable in view of the fact that this vehicle was shown at H. J. Lawson's exhibition at the Imperial Institute in May of that year (Mr. Bird's own "The Motor Car 1765-1914", and other sources). I believe most historians agree that the Léon Bollée was shown in December, 1895, and that the conclusion reached by Mrs. Lambert and Mr. Wyatt in their biography of Lord Austin—that the first Wolsley was tested in the summer of 1896—is therefore reasonable.

I feel this matter must be settled in favour of the Lanchester—I cannot question Mr. Bird's argument that the first Lanchester

trials took place in February or March 1896—but that it must be conceded that the Wolsley followed within six months, and that the second Wolsley was in existence before the year was out.

I cannot but feel, however, that Mr. Bird's discussion of the relative merits of the early experimental Lanchester and Wolsley cars is somewhat irrelevant—where both these cars differ from their contemporaries such as Butler, Knight and Bremer is in the undeniable fact that they served as prelude to production models by the same designers, marketed by the same companies under the same names; production models that appeared within reasonable time of the experimental vehicles.

In conclusion, I must regard Mr. Bird's letter as a *contradictio in adjecto* when one considers his excellent treatise on the early, horizontal-engined Wolsleys (Profile no. 43). While of course Mr. Bird is well known as a staunch advocate of Lanchester merits, I might add that I am a member of the Wolsley Register.

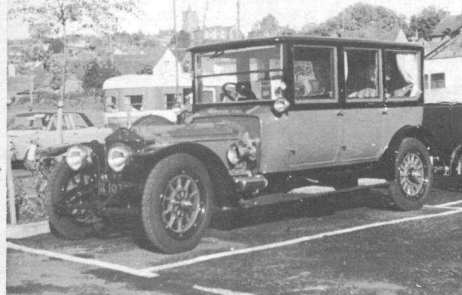
Aarhus, DENMARK ANDERS DITLEY CLAUSEGGER

Rolls-Royce Armoured Cars

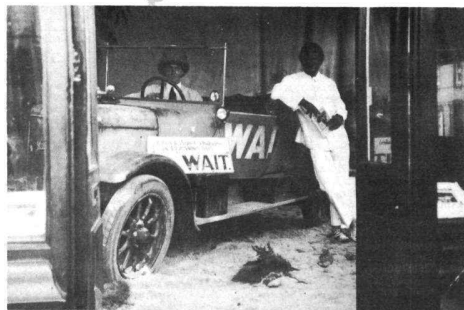
Sir, 2 Field Squadron, RAF Regiment, formerly No. 2 armoured car company RAF, possessed a 1 ft. 5.6 inch silver model of a Silver Ghost armoured car. The silver was dented and stained and it was in rather bad condition. It was renovated and for safe keeping was presented to the RAF Regiment depot at Catterick, Yorkshire, where it has remained since 1969. It represented a vehicle used by the Squadron in the 1920s. It was, I think, the version with the completely enclosed turret which mounted a single Vickers machine gun. It had very large lockers over the back wheels and a spare wheel mounted just forward and on the left of the driver's compartment. It was all silver and was one of the most impressive models I have ever seen. 2 Field Squadron's badge is a winged wheel which I think must be something to do with the fact they were an RAF armoured unit. I think that the other five RAF armoured car units became RAF Regiment Squadrons, although I could not be sure. There are supposed to be several of these gracious vehicles abandoned in deserts somewhere in the Middle East. Can anyone throw any light on that? Wittering SIMON O'DWYER-RUSSELL (Aged 13)

The British Salomon

Sir, I was interested in Mr. Bird's letter (Vintage Postbag, August) re: thermo-typhonic Jowett and your comment re the 12/50 Alvis. I have had examples of both and presently own yet another very efficiently thermo-typhonic-ans-fan-cooled car, to wit a British Salomon SAC, which I have used quite a lot over the past couple of years. The radiator core had obviously had off the "treatment" in its time—latterly, mostly solder and/or chewing gum. Finally, one very hot day last summer, having had to fill up five times in 25 miles (even then it never



Mr. J. Hawley's 1911 Rolls-Royce Silver Ghost provided protection for its occupants during the wet VCC Round-the-Wrekin Rally, seen at the start at Bridgnorth.



Publicity for a Jowett in Bournemouth—see letter from Mr. Bowles.

actually "blew its top"! I thought it time for some major surgery... We replaced the core with an early-type David Brown Tractor core (Pax, VSCC), at a fraction of the cost of a specialist rebuild. It fitted perfectly and is slightly deeper (fore and aft) than the original. Now, I doubt if "Sammy" would overheat in any circumstances, so long as there was a drop of water in his system.

Incidentally, I don't remember seeing any mention of these fine cars in your excellent magazine for many, many years; perhaps I have missed the odd paragraph. Mine is the single-carburettor 12/55, with 4-seater o.h.c. body by Ranaugh. It will cruise all day between 50 and 60 m.p.h. and gives about 25 m.p.g. on 2-star petrol. It inspires great interest and curiosity in the general public (hardly anyone has seen one before) and great affection in myself. It is backed by extraordinarily good spares and technical advice facilities (via the BSOC) and I consider it a prime example of your... "good quality economy cars with a charm and purpose of their own".

Belief

R. H. CANTER

The Jowett "Wait and See"

Sir,
Having recently read the reference to Gray and Sawyer crossing Africa, I feel it may be of interest to Jowett enthusiasts and W. B. to see the enclosed photograph. At the time this was taken I was a young man making my way in the Motor Trade with the then Bournemouth Distributors, Messrs. Prenaavi, Mauleverer & Co. I had the job of collecting Jowetts from Bradford. We were loaned the car "WAIT" and the writer was the "native" mechanic in the photo—the chap who in real life did the repairs to the universal-joint over a desert fire. We travelled Poole and Bournemouth and the outlying areas giving away advertising material of the expedition.

CHARLES W. BOWLES

Chairman, Auto Service Garage

The Isotta-Fraschini

Sir,

I must take issue with David Scott-Moncrieff on the subject of his derogatory remarks regarding the Isotta-Fraschini. I owned a Tipo-Spinto from 1947 to 1957 which I used quite extensively in VSCC events, and certainly did not find the steering, brakes and clutch unacceptably heavy, in fact I have driven 30/98 Vauxhalls which were heavier in all three departments! The brake pedal was assisted by a Clayton Dewandre vacuum servo and was really quite light; with very powerful braking—unlike some vintage cars! The steering column consisted of five concentric tubes, the outer one of which steered the car, the next was the stator tube and the other three operated choke, hand throttle, and advance and retard. There was also a rod down the centre to operate the horn. When I acquired my car there was some binding between these tubes which did make the steering stiff, and was cured by proper assembly.

I was timed at a VSCC Prescott meeting at 55.43 sec. in this car, which would not be possible in a car of this size with heavy steering, especially as I am 5 ft. 6 in. and under 10 stone in weight.

I still have happy memories of a "dice" with a modified Hispano Suiza at VSCC Silverstone in 1955. I can still see the Hispano front wheels flapping from lock to lock as I followed it into the corners. It was fractionally faster than the Isotta on the straight but I could easily out-corner it. The dice ended when the Hispano driver "lost" it at Woodcote in a big way, allowing me to slip by on the inside.

No doubt the Hispano/Isotta controversy will continue *ad infinitum*, but one Isotta will always be the "best" for me.

Willesbourne

STAN WAINE

"Cordon Rouge"

Sir,

By implication at least, you incorrectly state that "Cordon Rouge" had a plain bearing engine which gives me the opportunity to reply to your gentle chiding in the September issue. A summary of the relevant facts about the 16-valve cars will explain about these bearings.

Until Spring 1923 the steering box was separate from the crankcase; thereafter it was integral with it.

After the race at Brescia which gave the 16-valve cars their name the works produced amongst the sixteen hundred odd separate steering box, standard, plain-bearing cars about 40 cars with two ball-bearing mains, as well as other sporting attachments (the front main remained plain throughout). There were some of each of the three chassis lengths, and "Cordon Rouge" was one of these. Only three are known to survive.

From Spring 1923 onwards all cars had ball-bearing mains, regardless of whether they were fitted with other sports attachments such as twin magneto. "Cordon Bleu" was such a car.

So although "Cordon Rouge" was an early car it was one of the few with ball-bearing mains. It also seems commonly believed that the sports versions were all short chassis Type 13a, whereas both early and late type cars had the sports versions made in all three chassis lengths, i.e. Types 13, 22 and 23.

Regarding my car, which was never intended to be a replica anyway, despite the commentators, if any of your readers are able to help me with its history, such as who installed the late engine and when, I shall be most grateful—1921 chassis No. 1210, 1925 engine No. 2385.

Harvington

MIKE RAAHAUGE

[How nice that Mr. Raahauge took out "gentle chiding" so sportingly! We note that his Bugatti isn't intended to be a "Cordon Rouge" replica and he seems to have been conned over this by certain sections of the motor press, the hill-climb commentators, and by Mumm's who would have done better to have kept mum. Which is not to say that their overall interest in and support for vintage racing isn't much appreciated—especially by the winners!—ED.]

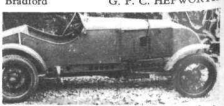
That Beardmore

Sir,

In reply to Mr. Neve's letter, the ex-Cyril Paul Beardmore was owned for a short time by my grandfather, George Hepworth. He bought the car from Cyril Paul around 1926 and used it at Southport and in speed events in the Yorkshire area. The car was very fast in acceleration but was always troubled by the Morse timing chain, which jumped a cog at peak revs. I believe this problem was overcome by fitting a roller chain. The car was sold around 1928.

Bradford

G. P. C. HEPWORTH



The Beardmore as we believe it finished up.

A Military Arrol-Johnston

Sir,

The photograph of an early Arrol-Johnston, said to be the first car in the Sudan, accompanying R. H. Stracey's letter in the September number, stirs a memory, and the clue is provided by the solid disc wheels in place of the wooden-spoked ones usually worn.

In 1905 or 1906 *The Autocar* published a photograph of a disc-wheeled Arrol-Johnston of the early type (by then superseded by a conventional model) towing a light field-gun and manned by two smartly-uniformed soldiers. The caption said something to the effect that half a dozen (I think) of these old-type Arrol-Johnstons had been bought by the Army for use in the Sudan where their high build, sturdy construction and special wheels would enable them to cope with rough tracks. I cannot remember whether the car shown, like the one in Mr. Stracey's photograph, was without mudguards; but it looks as though the one in his picture may be a survivor of this small fleet of Army motor cars.

Veteran car enthusiasts will recall that the engine of the Arrol-Johnston was of the opposed-piston variety with two horizontal cylinders each with two pistons, working outwards from a common combustion chamber, giving motion by short connecting rods to rocking levers from which longer rods rotated the crankshaft which lay below the cylinders. Similar engines were used in the firm's winning and near-winning TT cars of 1905/06, and the layout was revived in the 'fifties for a most successful high speed diesel lorry engine.

Other intriguing features of the Arrol-Johnston "dog-cart" were a fold-away steering wheel, like that of the Edwardian Lancasters, a pull-cord starter worked from the driver's seat and an arrangement which allowed the creature to fill its cooling system with the engine running by sucking through a length of hose from a water trough or wayside stream. This useful contrivance seems singularly appropriate to the car's rather elephantine nature, and its exceptionally sturdy construction is possibly not fortuitous as the "Arrol" part of the name refers to Sir William Arrol, the designer of the Forth Bridge.

Potbridge

ANTHONY BIRD

Sir,

I was interested to read in "Vintage Postbag" in the Sept. issue of MOTOR SPORT the letter from Mr. R. H. Stracey regarding the Arrol-Johnston Dogcart car in the Sudan. It certainly looks authentic enough from the photograph, except for the disc wheels, probably fitted for extra strength in desert use.

It is stated that the car was the first in the Sudan, and it is highly probable that it was taken out there by Sir Francis Wingate, Governor-General and Sirdar of the Sudan 1899-1916. Sir Francis was a Scot, and in the early years of the century realised the possibilities of motor transport in the desert. In 1905 it was reported that he was experimenting with motor cars to this end, on Bahariya Sands near his home in Dunbar, East Lothian. In 1907 the Sirdar of the Sudan had a very large and special 38/45 h.p. Arrol-Johnston touring car specially

built for use in the Sudan. This car was also fitted with disc wheels, and on the inside of the rear wheels were fitted spades to enable the car to extricate itself from soft sand in the desert, where—according to a contemporary report—it was designed to supersede the camel.

The Arrol-Johnston Dogcart was one of the most reliable motor vehicles of its day, many ended their active days in the service of hotels in the Scottish Highlands where their ever-lasting, go-anywhere, qualities were much appreciated.

Leith

JAMES N. SAVAGE

"Rover Recollections"

Sir,

The item headed "Rover Recollections" brought back memories of a 1929 2-litre Sportsman's coupe that I acquired in 1934 for £25. Indicative of the then hard times is the fact that this Rover car was brought some 20/30 miles to London to be shown to me and that as a result of my comments the steering was improved and a new battery and service starter fitted before it was handed over to me. This car had a big close-coupled drop-head fabric coupe body with a large trunk at the rear. Fitted in this trunk were two suitcases, sliding on runners, one above the other with plentiful space below. This space was useful as the car proved to be a dreadful oil burner and I always carried a drum of "garage" oil which at that time cost ten shillings for 5 gallons. Incidentally, one of these suitcases is still in use—not bad after 45 years.

It was not long before the steering began

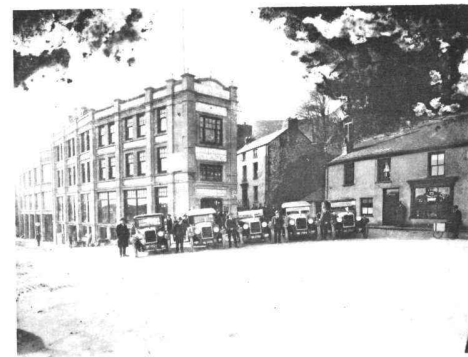
to give trouble again and above a certain speed a dreaded steering wobble set in, so violent that the entire front of the car thrashed from side to side. If one was brave enough to press on, the wobble disappeared as the speed rose, but one was then inhibited from slowing down as the wobble barrier had to be passed through on the way down. It is strange in retrospect that no one seemed to be unduly perturbed in those days about such malfunctions and that garages talked of fitting steering dampers as a cure, including one pendulum type. A popular panacea at that time for steering troubles was to fit wooden wedges between spring and axle. If they didn't work one way you tried them the other way.

Guildford

H. A. NIMMO

ANOTHER PUZZLE

MOTOR SPORT has solved several motor-mysteries at one time or another and here is one which the readers may care to ponder over. The other day I was idly looking through a back number of *Homes and Gardens* (well, one must escape from cars for a few moments) and I came across an article by Hector Bolitho about a house he used to occupy within Salisbury Close. He refers to his neighbours, one of whom was the Chancellor, Canon Smethurst, "who had been a racing motorist before he took holy orders." The article appeared in 1970, and as the gentleman concerned had risen to the position of Canon, it was presumably in pre-war times that he drove his racing cars. So please, before I bother the author or the Canon himself, what do we know about this reference to motor racing?



Yet another conundrum—can anyone tell us what these cars are and when and for what purpose they were thus assembled?

International Grand Prix Bugatti, Lyon

(September 12th-15th) (See colour pictures in centre spread)

TO COMMEMORATE the debut of the Type 35 Bugatti which appeared for the first time in the French GP at Lyon in 1924, an International gathering of Bugatti Clubs was held in the town in September. It promised to be a notable occasion and as I had to be in Cannes on business the day before it started it seemed prudent to look in on the return journey.

Driving southbound along the *Autoroute du Sud* on the Thursday morning we had overtaken a couple of sedately-driven Bugattis in convoy and later we passed a number of trailers either carrying blue-painted cars or covered in blue tarpaulins. The Lyon pilgrimage, it seemed, had begun! We had ourselves paid a considerable sum of money to the BOC for what was first thought to cover hotel expenses for the four days, was later said to cover food only but, in fact, was an entry fee. Indeed, arriving at the stipulated hotel in Lyon we were told that the rally-hq. had been changed to the Novahotel on the other side of the town. We hastened there, only to discover that no-one had heard of us. So we just booked in, had lunch, and set off for the driving-tests at Belleville-sur-Saône.

In that town, the carefree atmosphere we had expected of this Bugatti rally immediately became apparent when we encountered VSCC President Nigel Arnold-Forster driving Delage II on the public road in stripped racing trim. Admittedly the big car, its outside exhaust thundering defiance, was being escorted by a modern Mercedes-Benz saloon carrying a warning flag, rather as if they were pretending that the Delage was no racing car but just a steam-roller on its way to a road-repairing assignment in the dark ages! Later, however, Nigel dispensed with his escort as he hurried back to Lyon to repaint the o/s of the bonnet which had been blistered by a carburettor fire en route to the tests.

This was what we had come to see (the freedom, not the fire) and soon the main road was packed with Bugattis, many of them also in racing trim. The *gendarmes*, poker-faced but good-natured, looked on without a murmur. Nor shall we soon forget the happy smiles on the faces of the aged, clothed-up workers who emerged at going-home time from a factory and encountered the racing Delage halted at some traffic lights. . . .

The driving-tests were held along the Avenue Du Pont, drivers accelerating for an encouragingly long distance up this, another public road, before swinging round on some loose surface by the river and rushing back towards the start, where they were required to stop in a marked-out box. One *gendarme* was trying to control the spectators, who were trying to control the drivers who slid sideways as they braked while ignoring those who stopped properly but sedately! Hamish Moffatt was especially well-received, because he slid into a straw bale and was duly penalised. The local population, some of whom probably remembered the GP at Lyon in 1924, perhaps had been at the dramatic race

of 1914, came to gaze at this welcome manifestation of motoring history. The spirit of the rally was becoming apparent!

That evening there was a reception at the Henri Malatre Museum at Rochetaillée-sur-Saône, to which the cars raced by a back route, watched by groups of onlookers in every village street. Tucking in behind Moffatt's Type 35, specially rebuilt for these Lyon celebrations, we paced it by the BMW's speedometer, at 95 m.p.h. over the distinctly bumpy road; his god-daughter, Miss Arnold-Forster, was the intrepid (very!) passenger. . . . Being in France, the reception did not start until those whose automobiles had no lights had been obliged to leave. However, if we too missed the champagne, we shall long remember the impressive line-up of Type 35s outside the Gordini building and the fun of following a trio of GP Bugattis back into Lyon in the dark, only one of them, driven by a girl, having any form of lighting and the noises and the scent of racing oil and fuel being simply splendid. The locals seemed to be enjoying every minute of it and again the *gendarmes* looked on impassively.

At the museum we had time to take a quick look round. I was surprised how small were those Le Mans Alpine Renaults, and was reminded that the Citroën 2 c.v. had been made as a *water-cooled* prototype in 1936 and of how very like a vintage Rolls-Royce was the Sizaire-Fréderic. Other exhibits included that immense Nazi-leader Mercedes 770 Speciale, a 1906 three-cylinder Ours, a l.h.d. Model-T Ford and a nice selection, naturally, of French cars, as well as a gull-wing Mercedes-Benz 300SL, a Berliet V600 engine and many famous racing cars and motorcycles.

Saturday was devoted to the Limonest hill-climb, the twisting road closed for what was announced as a series of demonstration runs but which naturally turned out to be a full-figure, timed contest. The hairpinned course is 2.6 km. long, making Prescott seem like a suburban garden path. Delage II was a centre of attraction because it had made f.t.d. here in 1922, '23 and '24. Nigel was aware that Benoist had driven it in 1924 but it was the local dustman who, instantly recognising "La Torpille" which he had seen racing there as a boy, confirmed that on the earlier occasions the car was driven by René Thomas. Memories are long, in France! The only other car present in 1974 to uphold Delage honour was Surmain's magnificent Kellner-bodied D85 from the owner's Coachwork Museum in Mallorca—I know, because he kindly gave me a lift back to the Paddock in it after the practice runs.

The list of runners showed 114 entrants, of which 94 were Bugattis and of these 15 were the Lyon-debut Type 35s of one sort or another. Practically every Bugatti model was represented, from Type 13 to a Type 57/110C saloon, a cavalcade which would have both pleased and astounded Ettore. They were opposed by Mann's 1914 Mercedes which had been driven there from London and which was the actual 1914 Lyon GP-winner, several

Alfa Romeos, a tatty but fast racing Amilcar Six, and the Malatre Museum's long-tailed 1923 GP Rolland-Pilain which had survived a minor fire on the Friday. In addition to these and other cars, TASSO Mathieson had very sportingly brought out, with the help of Castrol and the NMM, the Sunbeam "The Cub" which had run in the 1924 GP, and Sandford-Morgan from Australia and Louis Girton who was working at the Bugatti factory when it was made, shared the NMM's actual Lyon Type 35 Bugatti. The Sunbeam was suffering from a sticky clutch and had to make its run in 2nd gear, after a flying start which drew sympathetic applause from the big crowd of spectators. Then there was a determined Simon Phillips, complaining that he couldn't get his 328 BMW to lift a wheel at the corners, and a so-called Paris-Madrid de Dion Bouton thrown in as light relief. Moreover, the Ferraris had a class to themselves.

Primarily, though, this was a Bugatti occasion, and Molheim stories abounded. Like that of the waitress in a restaurant outside Lyon who remembered Ettore taking his drivers there for refreshments from the camp he had set up near-by, during the period of the 1924 GP, and of how he had paid in Louis d'Or gold coins.

Lord Raglan's 37A had an electric fan to help it keep cool, although this had not obviated some valve trouble on the way down, whereas Major Lambton and his daughter had enjoyed a good run in their 37 from the French capital, having put it on the Southampton/Paris car-train ferry. The de Ferrantis brought the road-equipped 3.3-litre Type 59, a Type 46, and a 35A from Eire, booking rooms for themselves, two chauffeurs and their personal helicopter pilot. At the hill Janet Misson got hot cranking St. John's Type 51 and pushing Kain's 35, a service not required for Conway Junior's 37A which has a starter above the gearbox, thought to be an original Bugatti addition. Poor Conway Senior, who had been busy sorting out the casual French organisation, had his 35B catch fire on the hill, due to a blow-back; he put the fire out expeditiously but a fireman then covered the car in foam. Barker, in the Conway Type 45, had no problems other than observing the owner's rev-limit. Moffatt lost a tyre tread in practice and two cylinders on the timed run; it is interesting that whereas in England his 710 x 90 tyres are notable, in Europe several Bugattis are so shod, although in the 1924 GP it was Dunlops of another size, on which Ettore had unwisely insisted, that caused the Type 35's debut to be unattractive, the race being won by Alfa Romeo, at 71 m.p.h. Rippon had a great dice in his yellow 35B and it rumoured to have come to rest hanging over a parapet. . . .

The organisation at the hill was again somewhat indifferent. For instance, TV cameramen were allowed at the start but not our photographer, a policy we cannot understand, because television lasts a few flickering moments whereas a journal records events for all time. Moreover, spectators got on the course, in spite of efficient fencing. All in all, however, this Limonest hill-climb was a very enjoyable happening.

Ian Preston made f.t.d., Venables-Llewellyn's Type 13 easily won the Brescia class, and that docile road car, the Delage,

Continued on page 1232

Last year only one British motorist used Elf oil. This year we aim to do better.



It so happens that the one British motorist was none other than Mr Jackie Stewart.

In case you didn't know, Jackie won the Formula 1 World Championship three times using Elf oil and now he won't use anything else.

Unfortunately, up until now it has been very difficult for any other British motorist to follow Mr Stewart's example and use Elf oil. Because unless you were lucky enough to be a Renault owner (all new Renaults start off life with Elf oil and Renault won't recommend anything else), you wouldn't have come across Elf in this country.

However, times change and in this case for the better.

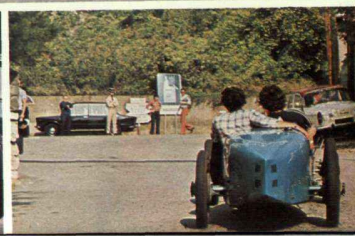
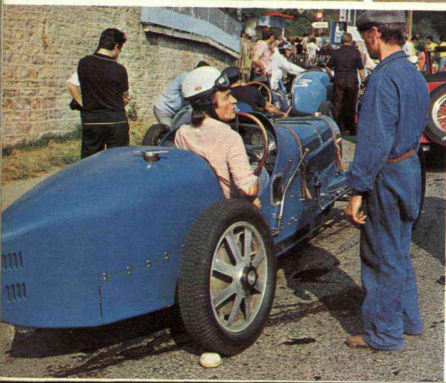
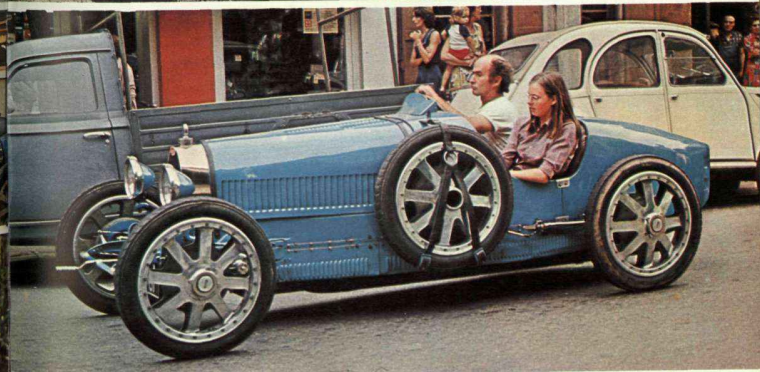
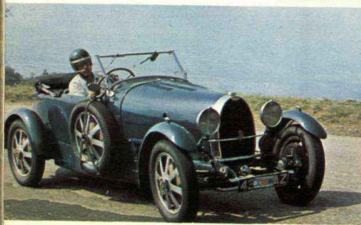
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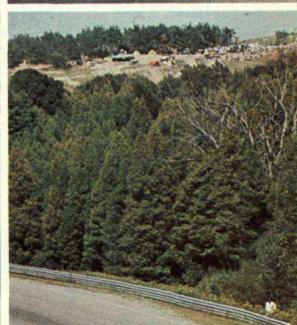
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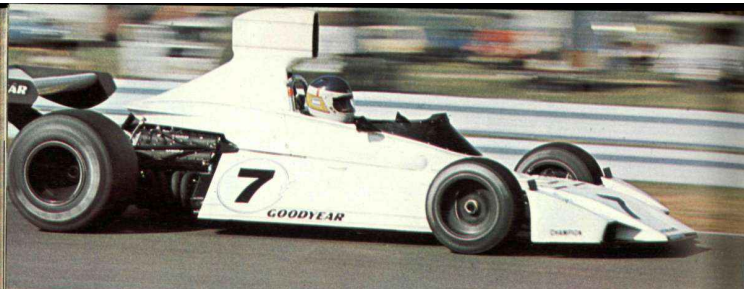


CANADIAN GRAND PRIX TWO NEW Grand Prix cars made their debut at Mosport Park. The Roger Penske PC1 (No. 66) driven by Mark Donohue into 12th place, and the Maurice Philippe-designed Panelli (No. 55) which former Ferrari team member Mario Andretti drove into seventh position. Below, Peterson's Lotus 72 keeps ahead of Tom Pryce in his UOP Shadow while (top right) James Hunt's Hesketh laps Eppie Wietzes' hired Brabham BT42. On the right a scenic shot shows Regazzoni's Ferrari leading a sliding Jody Scheckter (Tyrell) and Donohue's Penske.



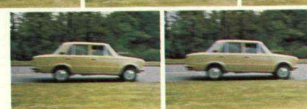
Emerson Fittipaldi World Champion 1974





UNITED STATES GRAND PRIX

Heading a Brabham 1-2 in the United States Grand Prix at Watkins Glen was Argentinian Carlos Reutemann who led from start to finish. He is seen below left sharing the winner's rostrum with Pace and Hunt. Bottom left, Niki Lauda's Ferrari leads a queue of cars comprising Fittipaldi's McLaren, Watson's Brabham and Merzario's Williams. Bottom right, Clay Regazzoni's Ferrari leads Mass' McLaren, Peterson's Lotus, Laffite's Williams, Depailler's Tyrrell, the Shadows of Jarier and Pryce, Donohue's Penske and Brambilla's March.



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Most of the time, and for many drivers, a good motor oil will give a car's engine as much protection as it needs.

But there are times, such as in hard motorway driving, when an oil is pushed dangerously close to its limit. It can happen too when you accelerate hard, when you start up from cold or when you add the extra load of a caravan or trailer. These are the times, when the engine is subjected to severe stress, that the risk of breakdown is greatest.

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Mobil SHC is the first of a new generation of engine lubricants - Synthesised HydroCarbon. It looks like a conventional oil but there the similarity ends, because the weaker molecules which tend to limit the performance of traditional oils under extremes of stress are not present in Mobil SHC Lubricant.

In thousands of miles of comparative testing on the road and in the laboratory, Mobil SHC is consistently demonstrating its superiority over a wide selection of conventional oils. It gives greater protection than even premium multigrade oils. It gives quicker start up from cold than special arctic oils. It guards against falling oil pressure and is shown to reduce lubricant consumption by an average of 40%. Results of exhaustive wear tests show even more dramatic superiority.

Thus Mobil SHC Lubricant guards the investment you have made in your car far more effectively than mineral oils, and over a wider range of driving conditions.

Mobil SHC may also be safely mixed with any conventional oils. (But why reduce its benefits by dilution?)

For a motorist who demands top performance, knows the true cost of motoring and values the investment he makes in his car, nothing compares with Mobil SHC.

Mobil SHC if you won't settle for less than 10 out of 10

COAST-TO-COAST

Car versus light plane



HAVING BEEN impressed with the way in which MOTOR SPORT contrived to visit ten European capitals in four days in the winter of 1972 (MOTOR SPORT, January 19th) in a BMW 3.0 CSL, Raymond Playfoot, who so efficiently looks after BMW publicity in this country, suggested that it might be interesting to see how a car would compare with a light aeroplane for travelling across France, now that the *Autoroutes* have made fast motoring on the Continent possible in spite of prevailing speed limits.

Entering into the spirit of the thing, Graham Horder, whose BMW sales and service organisation through his company, Cheyne Motors, is well-known to London's West End clients, agreed to fly the Messerschmitt Monsun (150 h.p. Lycoming) he shares with David Cockcroft, from Calais to Cannes, on the same day that MOTOR SPORT drove between the two towns in a BMW. The car used was a full four-seater 3.0Si saloon. It was standard except for the effective optional front spoiler, costing £30, which elevated its price to £5,330. I was reassured to find that it was shod with Michelin XWX tyres; I am not prepared to say what degree of anxiety I suffered on being told

that the sump contained not Castrol but Shell oil! (The aeroplane was using Aero-shell 100.)

This comparison between fast luxury motoring and accomplishing the same journey in a two-seater private aeroplane was not to be merely a matter of speed. What we sought to do was to compare the facilities and the cost of this one-day journey across France.

The Messerschmitt Monsun sells for £7,800 or only about £150 more than a BMW 3.0 CSL. This is how the journey worked out. After booking in at the Meurice Hotel at Calais, where we enjoyed old-fashioned comfort, calm and dignity *par excellence*, we passed the afternoon looking at historic motor-racing items in Boulogne, including the sadly-defaced monument to the great pre-1914 racing driver Georges Boillot, photographing the memorial in Calais where Louis Bleriot commenced his grave and epoch-making first flight across the Channel in the 25 h.p. Anzani-engine Bleriot in 1909 (the surrounding streets are named after pioneer aviators) before driving to the local aerodrome, which is dedicated, naturally, to

Bleriot. It is very quiet since the Air Ferries have ceased to operate, but we watched a Lear-Jet, used by French business executives, take off while waiting for our companions in the forthcoming experiment to arrive from White Waltham, which they did only five minutes short of their ETA.

The plane was to take their Calais-Cannes flying time as inclusive of taxi rides, refuelling stops, etc. A start was called for 8 a.m. but as the BMW moved off into the traffic of breakfast-time Calais the pilot's taxi had not appeared. This gave me more moorings an uplift—had we but known it, the cab arrived not long afterwards. We drove to Dunkirk and onto the *Autoroute de Sud* and were on the Paris *periphérique* in 2 hrs. 31 mins. Traffic was heavier than expected, because wealthy parents were going down to the Med. to collect their children at the end of the summer holiday, but the BMW cruised fast and contentedly. It was clear of Paris in 16 mins. and we were entering the Lyon tunnel 4 hrs. 53 mins. from the start, which included taking on 72.8 litres of Esso after 3 hrs. 12 mins. motoring, a near-thing, as the low-level fuel light had not given much warning and the tank was more or less

empty although we had filled it with fuel the previous evening.

By noon we had done 323.6 miles, including this five-minute "pit-stop". After a further 93 mins., it was necessary to stop for more fuel. Total this time, the tank taking 76.5 litres. We had hoped to stop only twice but prudence bade us refuel with 100 francs' worth of Esso when we were nearly home. These three stops cost us a total of 18 mins. But after 8 hrs. 55 mins. we were off the *Autoroute* and coping with thick traffic on the last lap to Cannes. There was slight confusion in discovering which way to turn in the town, and further traffic delays, before we got to the Hotel Logis Saint-Estello. But we entered the hotel drive at 17.03 hrs., the speedo-trip zeroed at the start, now reading 775 miles, an average speed of 85.6 m.p.h. (running time average 88.6 m.p.h.) Were the two intrepid birdmen there, or were they not? We had noticed with interest a head-wind against them from Lyon onward and had kept our fingers crossed. But, yes, there they were, sitting by the swimming pool, glasses in their hands, having arrived at the hotel from Calais Airport 14 hrs. before the BMW. They had refuelled once and their log was as follows:—

The pilot writes: We left Hotel Meurice, Calais, at 08.04 by rented Citroën ID19 taxi. Arrive outside Calais-Marc Airport terminal building 08.17. Flight plan, obtain "clearances" weather report by 'phone from met. office at Le Touquet. Top-up aircraft tanks (total fuel capacity: 32.4 gals.). Start engine 08.42 and obtain take-off clearance on runway 07 at 08.45. Climb out on track to cruising level of 5,500 ft. for first navigation beacon at Cambria. Clear skies and no wind to reduce ground speed. Cross autoroute near Arras at 09.19, pass Cambria at 09.24, three minutes later than estimated so we have slight headwind. Groundspeed check gives

112 knots. Next beacon is at Châtillon, passed at 10.05, when we alter course for our refuelling stop at Troyes-Barbery airfield. Call Troyes Air Traffic Control from 30 kms. range and receive a welcome in clear, if guttural, English. They have no other traffic except for a few gliders to the West of the airfield. Land on new hard runway at 10.35 and park in front of brand new Tower and terminal building. A quick beer, negotiate for new maps (we seem to have left two behind at Calais and will have to make do with a Michelin road map for the first 100 kms. from Troyes) and pay land-fee. Refuel with 13.0 gallons of Total 100L. Airborne at 11.26 and climb out on track to beacon at Autun, cruising this time at 7,500 ft. Work out ETA for Cannes to be 15.00 exactly if the wind remains the same. Pass 10 kms. West of Lyon at 13.00 but can't see any of the city for haze. Head on down to Montelimar, where we cross the Rhone valley and the beacon at 13.38. Our next track is direct to St. Tropez beacon, to avoid the French Air Force firing ranges east of Orange. Pass over a motor-racing circuit near Le Luc at 14.21 (can't be Paul Ricard's that's further South West). Ground speed seems higher already, so revise estimate for Cannes to 14.50. Mediterranean visible from 25 kms., and as we pass St. Tropez at 14.36 look for topees bathers on the beaches—not much luck from 7,500 ft. We

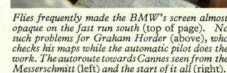


The log reads:—
Total time for journey..... 7 hrs. 44 min.
Total flying time..... 5 hrs. 10 min.
Total flying distance..... 621 miles
Fuel consumption..... 17.16 m.p.h.
Average cruising speed..... 120 m.p.h.
Overall average speed (including ground transport)..... 81.72 m.p.h.

When we later topped-up the BMW with Esso it showed the overall consumption to have been 15.1 m.p.g. for this fast run. The comparative expenses for car and aeroplane were:—

	Car	Aeroplane
Fuel	£40.89	£28.43
Oil	Nil	£2.00
Autoroute tolls	£9.24	£1.52
Taxis	Nil	£2.75
Total	£50.13	£32.90

By the time we were back in London the 3.0Si had covered 1,830 miles, requiring no oil, or water and being 100% trouble-free. Only once had the brakes been heavily applied, when a Renault 16 strayed in our path on ordinary roads near Allas, when, fortunately, they proved to be excellent anchors. If this little excursion proves nothing else it does show that today there is nothing to crossing the wide Continent of France between a not-too-early breakfast and a late tea, whether by automobile or flying machine. If, that is, you choose the appropriate vehicle.—W.B.



Flies frequently made the BMW's screen almost opaque on the fast run south (top of page). No such problems for Graham Horder (above), who checks his maps while the automatic pilot does the work. The autoroute towards Cannes seen from the Messerschmitt (left) and the start of it all (right).

still haven't seen another aircraft but do see a Magister or similar just airborne from Frejus military base as we pass overhead at 14.39. Begin descent for Cannes at 14.40. A friendly welcome on the R/T and receive landing instructions for runway 26. Approach in considerable heat from over the railway station and land at 14.46. We arrive in the beautiful new terminal (reserved for private and business aircraft) at 14.52. No Raymond Playfoot yet so into the bar at 14.55. Wait until 15.23 (subsequently find that his scheduled flight Heathrow—Nice was delayed and it took him nearly 8 hours for the trip by Air France Boeing 727). Commander an old Peugeot 404 taxi at 14.25. Petrol must be expensive in France as we coast down every hill in neutral. Arrive at hotel 15.40, allow three minutes for negotiations over taxi fare (£30.00 for 6.5 km. journey!) Eventually we agree at £20.00 and reach hotel bar at 15.44. When refilled, the tank took 23.2 gallons of fuel, so a total of 36.2 gallons had been used. [Good show.—ED.]

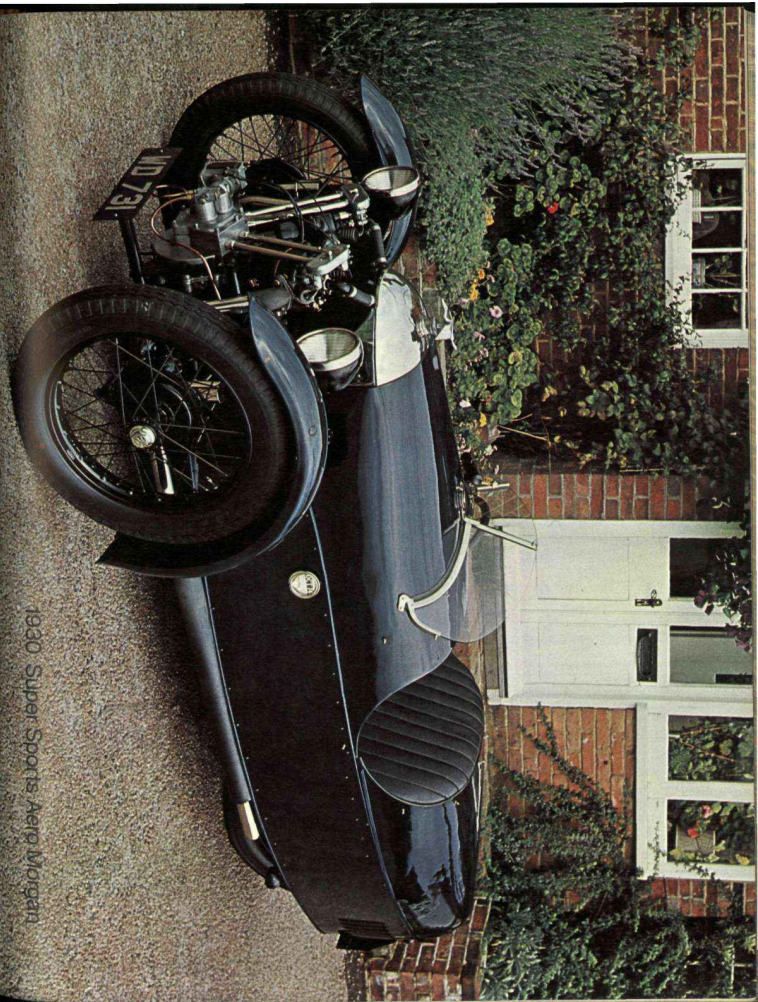
The BMW made three such refuelling stops coast-to-coast, and total fuel costs came to £40.89. Only one fuel stop was required by the Messerschmitt and the total fuel bill came to £28.63.



MARTELL 1715
Trafalgar 1805



90 years before the mast.



1930 Super Sports Aero Morgan

Orange ANTIQUITES

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NOILLY The French.

Experience makes it.
Maturity makes it perfect.
Lemon makes it tangy.
Ice makes it cool.
Tonic makes it sparkle.
People make it special.

NOILLY PRAT.
Peculiarly French.

Letters from Readers

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

Seat-belt Compulsion

Sir, While agreeing with your comments regarding compulsion on safety belts, please be more positive in asking your readers to develop the safety belt habit. If you do then we might be successful in avoiding the nonsense now being fitted to American cars.

Having just returned from a visit to the USA I was horrified with the so-called safety aids which are now obligatory on new cars. Very poor quality and design seat belts (i.e. two hands needed for fitting and release) are attached to raucous buzzers and to the ignition circuit. Some combination of weight on the seat and connection of the buckle must be achieved before either the buzzer will stop or the car start. Keeping the belt fastened round the seat doesn't help and parcels on the front seat must literally be strapped in before the engine can be started. There is a good trade in spare buckles which form part of elaborate methods of fooling the system. Since all the belts are inertia reel of a type which must be returned completely to the reel before they can be pulled further out the whole procedure can take several very frustrating minutes. Imagine all this just to get the car where you can reach it with the hose or to get the lawn mower out.

The politicians like it since it gives the impression of concern and action, the manufacturers like it since it gives the chance of higher prices and increased margins while service stations like it since the equipment is unreliable and they can charge a small fortune to repair it. So while lots of people are happy about it nothing is being done about encouraging safety while driving.

Good luck for the next 50 years.
A. P. COVILL
London, SW19
[Which is just the sort of nonsense that compulsory use of seat belts could bring to us in Britain.—ED.]

Maxi Satisfaction

Sir, Some time ago in April 1972 you were kind enough to publish my enthusiastic ravings about the Austin Maxi. May I now rave on a bit more?

At that time it had completed 20,000 miles in 10 months and nothing had dropped off. This happy state of affairs continued to 56,000 miles in just over two years total. At that point it was due for renewal (company car). So I bought it for our own use and, thinking that 14 Maxi could well be better than one, replaced it with an Austin 2200.

What a super car. It covered 20,000 miles in the next ten months (it's habit-forming this driving business) and still nothing dropped off. Top speed of over 100 m.p.h., vast amounts of room, power brakes, all round independent suspension and the fantastic road-holding that these f.w.d. cars have.

At that time I changed jobs and also cars

and so what have we now? The best so far, a Morris 2200 (badge engineering for ever) but with automatic box and power steering. I didn't think I was old enough for automatic but the manual box on these cars does take a little tolerance and with auto and f.w.d. the "crab" will get up and go very well indeed, especially at the traffic lights grand prix. Power steering, of course, just spoils you and this one retains good feel and castor action.

With the automatic box it is still possible to "play Mini" with the 2200 and in the wet make anything else look very sick and unstable.

I don't know what plans B.L. have for the "land crab", dated in appearance as it is, but in my book it is the bargain of the year. And still nothing drops off. This phrase refers to all the British cars I have owned. I average 2,000 miles per month and have done for more than 10 years. I have only had one import and that was so expensive in repairs, it just wasn't for me. So why, why do we see this continual importation of foreign rubbish. Don't get me wrong, there are some very gorgeous and/or hairy and/or desirable imports, but for run-of-the-mill tin boxes their rubbish is a lot worse than ours—and a lot more expensive to maintain. For a country geared economically to the great old motor car we cannot afford to lose home sales needlessly. You sounded a cautious but patriotic note a month or two ago. Perhaps you should again so that people look twice at the enormous array on our own shelves before trying some of the tin boxes with the foreign names over the road.

J. E. WEBB-JENKINS
Weybridge

Economy from an MG-A

Sir, I wonder if you or any of your readers would be interested to hear of some of my recent exploits in my 1962 MG-A, especially noting some of your recent correspondence on fuel economy.

A friend and I recently undertook a trip to Falmouth in Cornwall. The intention had been to use his Hillman Imp for economy, however, this was not possible and the only other choice was my MG.

So anticipating a rather more expensive trip than originally planned the car was filled up in Maidenhead and we set off.

A rather roundabout route to Falmouth was followed and the distance covered was 268 miles. On brimming the tank at Falmouth 6.6 gallons of petrol was needed to fill it, creating an average m.p.g. figure of (a very surprising) just over 40 miles. This journey was covered for the most part at around 60 m.p.h., though on several occasions the speed was increased to 75 m.p.h. and beyond.

In Falmouth itself, during the three days we were there 59 miles were travelled and 3.3 gallons of fuel were used at 17½ m.p.g.

Not surprising at the short stop-start journeys undertaken and the hilly nature of the locality.

The return journey was slightly shorter than the one down, taking 256 miles. On again brimming the tank, this time in Maidenhead, 7.7 gallons were purchased working out at an average of just over 33 m.p.g. I can account for the lower m.p.g. figure due to the return journey being undertaken during the day (whereas the journey down was on a Saturday night), so that we were held up by lorries and cars pulling caravans, necessitating considerable use of second and third gears. Also there were considerable traffic jams in St. Austell and Exeter.

So at a summary of consumption figures at the end of the weekend were:—
Maidenhead to Falmouth: 268 miles, 6.6 gall., 40 m.p.g.
In Falmouth: 59 miles, 3.3 gall., 17½ m.p.g.
Falmouth to Maidenhead: 256 miles, 7.7 gall., 33 m.p.g.
Total (overall for the whole trip): 583 miles, 17.6 gall., 33 m.p.g.

I must admit that I was very pleasantly surprised by these figures especially as the car is something of a Special having an engine bored out to 1,800 c.c. with a Derrington aluminium crossflow head, a high-lift camshaft and several other uneconomical modifications.

As the car is a convertible the journeys were undertaken with the hood down and the whole affair was very enjoyable.

So perhaps it is possible still to have some motoring fun with reasonable economy. I think that the figures I have quoted compare very favourably with some present-day sports cars.

Does anyone else have similar experiences with this type of car?
Maidenhead

J. B. CASTLE

Maserati Memories

Sir, The article in the October issue about the 450S Maserati sports car brought back some happy memories. A. H. mentions the acceleration of these cars, and I still recall vividly the last test-run I did with Stirling Moss in 1957 before the ill-fated Mille Miglia.

On the prototype car that we used for practice a simple two-speed gearbox had been fitted behind the clutch, thus providing two sets of ratios for the 5-speed box in the back axle. Although there were actually ten speeds available there was no point in trying to use them all as there was a certain degree of overlapping on the ratios. The idea was that we would have 5-speeds with a high axle ratio for the opening stages on the fast section to Pescara, then we would engage "low" on the two-speed box and have 5-speeds with a low axle ratio for the mountainous bits to Rome and back to Bologna. Naturally, on testing, we experimented with this device, finding that "high" second was virtually the same as "low" third and so on, but what we did find was that "high" fifth was ideally calculated in relation to "low" fifth, so we tried the idea of going through the gears in "low" and then changing the two-speed device, which gave us "high" fifth following on from "low" fifth, and the big V8 engine pulled it beautifully. A few alterations to the operating lever allowed Moss to change the two-speed gearbox by reaching forward and pulling a control ring. Accelerating away in

first, and going through the normal Maserati box until fifth was reached soon got us up to peak in that gear, whereupon Moss pulled on the ring control and changed into what was in effect a sixth gear, and the r.p.m. went on building up, the overall ratio not being too high for the 400 h.p. engine to pull.

This was not what the Maserati designers had intended, but as it worked all right we were told we could use it for the race and the new car being built was fitted with this two-speed unit behind the clutch. The new car was terribly late in being finished and arrived in Brescia on Saturday afternoon, we being due to start the race at 5.34 a.m. on Sunday morning. Early on Saturday evening we had a one and only test-run in the brand new car, taking it onto the Autodromo for a maximum speed test. From the entrance gate we had a clear road and Moss took the big 450S up to 7,000 r.p.m. in first, changed into second, again to 7,000 r.p.m., into third, peak again, into fourth, peak again and into fifth. This new car was going so well that it soon reached 7,000 r.p.m. in fifth gear, whereupon Moss reached forward and pulled on the two-speed control and snicked into "sixth", and the revs climbed up to 7,000 r.p.m. again almost instantly. It was acceleration from rest to 180 m.p.h. like we had never experienced before, and as "sixth" went in and 7,000 r.p.m. came up on the tachometer we hustled ourselves with glee, both thinking "Ker-rist, what a fantastic car".

After a while we turned round and did another similar run back to Brescia, there being little or no traffic about in those days, and when we got to the Autodromo exit there was Bertocchi and the mechanics looking a bit apprehensive, but we said "It's fantastic, put it away, and we'll see you at 5 a.m. With this car we can't fail to win".

By 5.40 a.m. next morning we were out of the race, only Stirling's skill preventing us from having a monumental accident when the brake pedal snapped off at the root! I often wonder what would have happened had we decided to do another test-run up the Autodromo and back. We would probably have gone through the pay box at the exit at 150 m.p.h. and I would not be here to recount this story.

DENIS JENKINSON

Those Were the Days

In these days of depressing conformity and anonymity in the area of sports racing car design, I no longer open motoring magazines with the anticipation of finding the kind of article which appeals to my taste in motor cars. Lo and behold what do I find when opening the October edition of *MOTOR SPORT*, mouth-watering colour photographs and an article on that glorious beast the 450S Maserati.

Having been born just after the Second World War I was brought up on a motor racing diet of "D" types, Testa Rossas, DBRs and of course the 450S. The formative years of one's childhood have a lasting influence and one never again attains the sense of excitement and awe one experienced at the first sight of racing cars driven in anger. In view of the popularity of the JCB championship my views are obviously shared by a great many of today's enthusiasts.

Beauty, as they say, is in the eye of the beholder, and I suppose there is someone who finds a Maserati or a Coworth powered Special aesthetically attractive. The article on the 450S has prompted me to write this letter in the hope that *MOTOR SPORT* will see the need to continue the good work.

Well, Surrey R. D. BRADBURY

"Real Rileys"

With regard to the reviews of Riley—Production & Competition History, I am getting just a little bit tired of people referring to pre-1939 Rileys as being "Real Rileys".

The post-war R.M. models produced under the control of the Nuffield Group are just as "real" as the Coventry Rileys.

The fact that the car was designed as a touring car, generally for the so-called "middle class market" made it, in some ways, a better car than its predecessors.

Finally, there are about 700 1947-1955 Rileys registered with the R.M. Club so with a final production figure of less than 20,000 including export, this must show the high quality to which the R.M. was originally built.

Dennead, Hants. CHRIS SIBLEY (R.M.E. owner)

The Extravaganza Morgan

Since the publication in last month's *MOTOR SPORT* of my letter commenting on the Castrol Extravaganza it has been drawn to my attention that the Morgan on show was in fact the ex-Ronnie Horton-R. R. Jackson car in its 1931 form.

This car of course regularly competed at Brooklands and I would not like it inferred from my previous letter that it was anything but a genuine exhibit.

The show catalogue described it as having a JAP engine whereas of course a Blackburne motor was fitted.

I trust this puts the record right—perhaps its only crime was that it was not featured in your sporting history of the Morgan! Glastonbury N. H. LEAR

Hon. Sec. Morgan Three-Wheeler Club

Plugs and Steering

There are two small points in the September issue of your magazine which caught my eye and on which I should like to comment.

The first concerns the special sparking plug developed by Champion and used in the Ferrari flat-12 engine. I hope I am not revealing too many company secrets but some ten years ago I was employed as an undergraduate physicist at GEC's research centre in Wembley; one of the projects I was involved with was a study of a jet engine igniter (made by, I think, Lodge) with identical geometry to the spark plug under discussion. The idea behind the design was the same in both cases, to get more energy into the discharge; as you can imagine lighting cold paraffin, even as a vapour, requires quite a healthy spark.

This unconventional igniter had a specially treated alumina insulator with a semi-conducting surface which allowed the spark to "grow" across it and thus propagate at a lower voltage. This is important in aircraft

as both the volume and the weight of the associated ignition system can be reduced. The lower voltage has another advantage at high altitudes, when if the engine "flames-out" it must be relit and thus the igniter fired. In reduced air pressure HT electricity leaks out of its cables and connectors with remarkable ease so any decrease in the voltage is extremely helpful.

One other thing, although racing improves the breed the original idea for this plug came from Germany in the last war. Although I cannot recall if the plugs were only used in piston aero engines or whether they were also installed in the Junkers Jumo which powered the Me 262 jet fighters. If it was the former then I am more than ever convinced that history goes in circles and there is nothing new under the sun!

The other point (at the risk of becoming long-winded) concerns C.R.'s criticism of the heavy steering of the Ford Capri Ghia. I suffered the same problem with my Mk. II Cortina GT which I lived with until I drove an earlier Cortina Lotus which was a revelation! This car was fitted with ball bearings at the top of the MacPherson struts instead of the later rubber bush which twists as the steering goes on lock. Ford's claim these were an improvement as they help to damp out wheel shimmy. I think they are just cheaper and nastier, the ones on my car broke! I replaced them with the earlier type which however are designed for larger diameter struts so I machined up four stainless steel bushes to take up the difference. The steering is now much lighter and more precise and I've had no trouble with wheel shimmy!

Judging from the photograph on page 948 the Ghia has those rubber top mountings. Ford would do all their customers a service if they replaced them with the older variety and, if necessary, added an hydraulic steering damper. It must be cheaper (and nicer!) than power steering.

ROBERT E. L. COX, B.Sc. Kauterickeweg, W. Germany.

The Citroën GS1220 Club

I own a Citroën GS1220 Club. As for being a thirsty little beast, I beg to differ. I travel approx. 200 miles per week on a total of six gallons of petrol, 75% motorway driving at approx. 60-70 m.p.h. I suggest you learn to drive your GS in a safe and proper fashion, i.e. suspension settings should be on first position not second for normal driving and comfort. Second position for rough road conditions, and third position for wheel changing only and not first as you suggest in your magazine. You should read your handbook more carefully before you test drive a Citroën car. I have owned in the past an Austin 1300 and 1100, also one Ford Anglia, but nothing to compare with this little beauty for all-round comfort and reliability. As for cold starting I suggest you read the handbook carefully, i.e. pages 10 and 11. My car is outside all through the winter. I don't have a garage. Also as you will know by my signature I am a lady driver, and knowing nothing about cars I will want the best—another Citroën. Worsley, Lancs. ANNE COSGROVE

P.S.: British car makers please take note of this superb little car.

Continued on page 1232

Why you can see through our efforts to make you a better driver.

Our extra-wide 30" Rear Window Heater: It covers up more window to uncover more window.

A full 30"x9½", so that even with the widest wrap-around rear window you get a clear and mist-free view. After all, if it's going to make you a better driver, it has to make sure you see everything behind at every angle.

Well designed but nothing to look at. Actually, it's nothing to look at because it's so well designed. Unlike some rear window heaters, there's no distorting plastic to obscure the view, and air-gap between the element and the glass. We want you to look through our

rear window heater, not at it.

Just flick the switch and it de-mists or de-ices. Very efficiently. We know, because we tested it. We left a water-sprayed rear window at minus 20 degrees Fahrenheit for 1½ hours, then switched on. In a mere 4 minutes, 30 seconds, we could see through it.



In fact, people have been seeing through our rear window heaters for some time now. Over 2,000,000 drivers have fitted them—rear window heaters that have won 9 safety and design awards. Our rear window heaters come in 22½" and 30" sizes as well as twin 13" sizes for divided windows, vans and estate cars.

Take a look through one of our rear window heaters soon. Available from Halfords and other good accessory shops.



REAR SCREEN HEATERS BY SMITHS INDUSTRIES

The people who show you how to be a better driver



50 Ougate Lane, Cricklewood, NW2 7JB

British Airways 1,000 Kms.

Sir,
I write to offer reassurance to British Airways concerning their poorly supported 1,000 kms. race. I admit myself to having been slightly sceptical about going to a meeting which appeared to lack competition and to promise a boring procession of two blue cars.

Judging by the thinly populated spectator enclosures it would seem that many others succumbed to these thoughts. What they missed!

The exciting and impressive sight of those Matras powering their way around Brands Hatch, the four Frenchmen storming past the rest of the field for lap after lap was thoroughly enjoyable. The drivers appeared to be having fun (could I say that about Formula 1?) and the few spectators present showed real enthusiasm (despite the cold winds and legendary appalling Brands Hatch facilities). Surely no enthusiast could fail to savour the sound of that Matra V12 engine. What a glorious noise—and a tragedy if one doesn't find its way into a competitive Formula 1 car for next season.

Sports car racing for 1975 appears to hang in the balance. Without Matra it would be poor poor to say the least; with just Gulf it would be intolerable (are those Cosworth engines really as gutless as they sound?).

Like everybody before me I must finally express my thanks for this great motoring magazine which enlivens the beginning of each month and retains a sense of values some people in motoring seem to have lost. Haywards Heath A. J. ELDER

Salmon Asides

Sir,
You mention in the Salmon Fragments article one of the Directors as Frank Huff. I think this should be Hough. You also mention the French typist Mdlle. Kirkover, this should be Kirkhoven. Again, you refer to "Sir Thompson's nephew, Captain Edmonds and his brother"; this should be Sir Percy Thompson and the nephew Captain Edwards. You also say that I recall driving a chassis which was owned by Jack Dunfee to a Herham body builder. This was not a chassis but a fully-fledged Grand Prix model and which, if my memory is correct, had been delivered minus wings and windscreen or some such thing, as I remember getting absolutely soaked on the very wet journey down. Later you refer to me as gaining the Novice Award in a Victory Cup Trial driving C. W. Johnston's standard sports model. This is incorrect and the trial was the famous London-Gloucester-London, with the *pièce de résistance* being our then local horror Gambles Lane, now a tarmac road! There is also the dreadful question of my age, which you have described as 77. This really is most unworthy of you: I may look 77 but I am actually 73 and do not feel a day older.

You also say that I competed in M.C.C. trials in the early twenties, as well as riding passenger to Bob Spinks, but that owing to a series of grievous misfortunes it was 1966 before I got my first "Gold". This is quite true but for one of them I must put part of the blame on that well-known sportsman H. J. Aldington. At that time he was really going-

to-town with his team of chain-gang Frazer Nashes and I became completely obsessed with the speed, power, and hill-climbing abilities of these wonderful cars and in the 1924 (I think) London-Exeter, this brought about my Waterloo. In those days the trial consisted of a return journey, as you know. I had had a marvellous run, absolutely non-stop, and being fed-up with the then somewhat-low average road speed and on the run home, between Blandford and Salisbury, I was enjoying a friendly dice with the 'Nashes, which were actually some few numbers ahead of me. Alas, in spite of feeble protestations from my passenger, all caution temporarily deserted me and we roared blindly along. Oh horror! As we flashed through the village of Coomb Bisset (there is a fine building with two wings; it is still there today), in between those wings was Billy Wells and his Chandler Six, operating a Secrecy Check, and that was that, for me. I must have been some ten minutes early, and of course that meant no award; no one to blame but myself, I suppose! Charlton Kings.

[I must again thank Mr. Garland for his help; the errors arose because we had to go to press before corrections to the draft of the article were received.—ED.]

A Vanden Plas Convertible

Sir,
The article on Vanden Plas in the October number of MOTOR SPORT was of very great interest to me especially as I once owned a 1949 Austin A 135 Vanden Plas Convertible, some rather indifferent photographs of which I now send.



Major Schreiber's A135 Vanden Plas convertible in the 1951 RAC Rally.

I believe that only two were made but were found much too expensive to produce.

I only kept mine for 73,000 miles as it suffered the most dreadful fuel starvation: the petrol pipe from the tank had been brought along the chassis opposite the exhaust down pipe and under any but cool conditions the petrol used to bubble away in the pipe and fail to reach the three SU carburettors. I replaced the A.C. mechanical petrol pump with an electric pump but this did not cure the trouble.

The three SU carbs on this car were great fun to synchronise and tune, the cold starting aided by a fourth (electrically operated) carburettor so there were no complications of disconnecting the normal enrichment device of an SU before tuning.

My total mileage of Austin cars I have owned and driven entirely on pleasure bent now is well over 600,000 miles: my original 1928 Austin 12 Windsor saloon completed 120,000 miles and a 1958 A35 Countryman did 148,000 before we parted with it.

The test of the lot is my present 1969 Austin 3 litre which has just done 60,000

miles and is a constant source of pleasure to drive; it was a sad day when they gave up making this wonderful car. Woodbridge, Suffolk R. S. SCHREIBER (Major)

LSR Horsepower

Sir,
I would query the suggestion in your fascinating interview with Capt. Eyston that "Thunderbolt" might have gone better if Merlin-powered.

The R engine, of which it had a pair, was, of course, the racing unit developed from the Buzzard, to power the Schneider Trophy seaplanes. The Merlin, a significantly smaller engine, appeared later and was very much a production engine for general service, rather than a racing special. In 1937 Capt. Eyston would probably have found it very difficult to acquire a Merlin, since these were badly needed for Hurricanes; but in any case, power figures given in L. J. Strigh's estimable book, "The Power To Fly", suggest that he would have been much better off with the R. The key figures are:

1931 speed record, methanol mixture: 2,530 b.h.p.
1931 bench test: 2,783 b.h.p.
Merlin 2: 1,920 b.h.p.
1937, spirit version, methanol: 2,160 b.h.p.
Merlin RM17 (most powerful service unit): 2,640 b.h.p.
1944, 100/150 fuel, 15-minute rating: 2,640 b.h.p.

As you will see, the Merlin in production form never did catch up with the R, which is scarcely surprising when one remembers that the former had only 17 litres to the latter's 36.7. In addition, the R in its highest-rated forms needed around 60 per cent methanol, and had a quite staggering thirst for castor oil. However, if brute force was needed, the R was the answer—unless, of course, one could find a Sabre and really do the thing properly!

London, W 11 SANDY SKINNER

[I think what Capt. Eyston probably meant was that if he had been able to go for the LSR again in "Thunderbolt" after the war, as Cobb did with the Ralston Special, a couple of Merlins might have given him the record at 400 m.p.h. to Cobb's 394.2 m.p.h. Cyril Posthumus, in the best book yet about the LSR, gives the output of the Rolls-Royce R-type engine used by Eyston as 2,350 b.h.p., so if the Merlin RM17 had an extra 290 b.h.p. a couple would clearly have made a big difference, especially as it was a more compact probably lighter engine. Even taking Mr. Skinner's figures there would be an additional 220 b.h.p. to play with. An interesting speculation is what would have happened had Eyston or Cobb installed a couple of Napier Sabre's, this H-24-cylinder 36.7 litre engine developing 5,500 b.h.p. at 4,200 r.p.m. in racing form and 3,750 b.h.p. in service rating (see Strigh) for a bulk little greater than that of the Merlin.—ED.]

Wet-weather Driving

Sir,
With regard to the recent F5000 race at Brands and again the Gold Cup meeting at Oulton, do we have a definite ruling on racing during showery weather? If the race is stopped due to rain, what happens to the driver who has pitched to change tyres while the chequered flag comes out, or the driver who has run on wet/intermediate? Neither one gets the chance to bring his gamble to

fruition and is thus very effectively penalised.

Definitely not an incentive to use intermediate rubber, which must surely be a wiser (and safer) proposition in obviously showery weather. It looks as though the days of racing on wet tarmac are limited.

W. Kirby D. N. JONES

[The face of modern racing cars having to be brought in as soon as it rains, if on dry-weather tyres, is a farce to those who saw racing at largely undiminished speeds in the rain before the war and remember Caracciola in the Mercedes-Benz winning a very damp Ulster TT. It hardly suggests improvement of the breed through racing. And our correspondent has a valid point affecting wet-weather rules.—ED.]

Mudflaps

Sir,
Manufacturers have always introduced "gimmicks" to help promote sales of their vehicles—it used to be heaters, cigar lighters, reversing lights, etc., all of which are accepted in today's cars as standard fittings. Today, in the interest of safety, we hear of such things as wiper/washer attachments to headlights. Consider for a moment—Why is it necessary for wiper/washer fitting for headlights? Answer—obviously to keep them clear of filth thrown up in the spray of vehicles in front.

Has no manufacturer ever thought of fitting rear mud-flaps to all cars as well as lorries, buses, etc. They always seem to be fitted to the front wheel arches—but then of course, this protects the bodywork from stones thrown up (primary importance?)

I am tired of following such cars as the Allegro and Alfaud where the rear wheels are very exposed, and getting a windscreen coated in spray from wet roads—but then it is my fault for driving too close to the vehicle in front of me? (Downhill with the wind behind me in my ageing Series IV Rapier).

In all seriousness though, in this safety-conscious motoring age, I think it would be a worthwhile proposition to fit mudflaps as standard especially after experiencing the "fog" of spray thrown up from a rain-soaked motorway reducing visibility to virtually zero.

Thank you for your excellent magazine. Weston, Bath. PETER J. GIBSON

[A case of "simplicity" and avoid unnecessary complications—so how about compulsory rear-wheel mud-flaps and, of course, compulsory emergency handles for operating unrevocable screen-wipers, compulsory heated rear windows, and compulsory road-rolling to obviate dangerous loose grit after repairs? Seat-belts are compulsory in recent private cars anyway but not, thank goodness, the compulsory wearing of them.—ED.]

Decent Service

Sir,
Having tried unsuccessfully, the length and breadth of Britain, to purchase a liquid-detergent dispenser for my "Flexy" car wash brush, I wrote to the manufacturers, Lloyds Industries Ltd., Wilmslow, Cheshire, enquiring if such an appliance was still manufactured. Within a few days I received from Lloyds a complimentary liquid dispenser together with a bottle of Turtle Wax Zip Wax Car Wash.

It is very gratifying in these days of indifferent service from motor traders to find a firm which is so concerned with the satisfaction of its customers. Donnington A. M. SMITH

Against a Separate MG-C Register

Sir,
In reply to Mr. Wilkins' letter in September MOTOR SPORT, it should perhaps be pointed out that the MG Car Club exists for the support, assistance and enjoyment of MG owners, with several Registers incorporated therein to cater for the needs of the owners of the older MGs.

No doubt a Register could be incorporated for MG-C owners, and certainly will be in time to come. Normally I would be opposed to the formation of such a Register until the vehicle had been obsolete for ten years, but in view of the difficulties already being encountered by "C" owners in obtaining commonplace spares, a Register would appear to be essential if this very underrated machine is to survive even the normal lifespan of the contemporary unit construction motor car.

It is irresponsible to suggest the formation of such a Club outside the main MG Car Club; we may have some criticisms of that Club, but the advocacy of a separate Club is quite unnecessary. Buckden A. P. WILLMER

Hon. Editor, MGCC T-Register Occasional Bulletin

* * *

Sir,
I have been reading the letters in MOTOR SPORT over the past few months about the MG-C and I tend to agree with them that this is a very much underrated car. I was most surprised though to read the Editor's comment in the September issue to G. T. Wilkins' letter that there seems sufficient interest developing in the MG-C to make a supporters club a viable proposition. There is a supporters club already in operation and this is known as the MG Car Club. This has centres all over the country and also many overseas centres.

As Secretary of the Devon and Cornwall Centre of the MG Car Club, I would be only too pleased to send details of the club to anyone or if they care to contact the MG Car Club at PO Box 16, Abingdon, Berkshire, OX14 3HB, I am sure they will be only too willing to help. Plymouth R. G. SLATTERY

Secretary, Devon and Cornwall Centre of the MG Car Club

Baguette at Lyon, contd. from page 1212
caused delight by taking the big racing-car category. In the evening there was a reception at the Casino De Charbonnières Les Bains, attended by the Consul of seven countries. Unfortunately the organisation slipped again, for there was not enough seating accommodation for those who had paid for the privilege of being invited. An ex-President of the VSCC was among those who sought sustenance elsewhere and some of the French Bugatti contingent had to make-do with the stage

floor. This encouraged them to perform an impromptu cabaret but they had the decency to keep quiet during the interminable speeches, which included a long one by M. Frick, a great Etienne devotee, and a mercifully short one from our Hugh Conway. This reminded someone of a funny story which I cannot possibly commit to print . . . Less amusing was the prevailing cost of living in France; in 1924 it was possible to find good accommodation in Lyon for 25 to 60 old francs a day.

We drank Beaujolais 1973 (naturally) and Champagne De Meric Brut to the memory of Etienne Bugatti and to La Belle Française where it was still possible in 1974 for his inimitable motor-cars to be driven as they had been in 1924, some mudguards, lamps and silencers. On the Sunday they were to be let loose over what remains of the Lyon GP course, but only making demonstration runs of course! Altogether, it was quite an occasion.—W.B.

Results:
Limocon Hill Climb:
1st: J. Preston (Type 35B Bugatti), 2 min. 15.3 sec.
2nd: G. St. John (Type 31 Bugatti), 2 min. 17.3 sec.
3rd: S. Phillips (32B BMW), 2 min. 20.4 sec.
4th: S. Saunders (Type 35C Bugatti), 2 min. 23.9 sec.
5th: B. Kain (Type 35B Bugatti), 2 min. 23.2 sec.
6th: S. Arnold-Forster (1922 Delage II), 2 min. 23.8 sec.

Class winners:
Sports Cars, 1100-1500 c.c.: J. Venables-Llewellyn (Type 13 Bugatti), 2 min. 42 sec.
Racing Cars, 1100-1500 c.c.: E. Knox (Type 37 Bugatti), 2 min. 36.2 sec.
Sports Cars, 1501-2000 c.c.: S. Phillips (32B BMW), 2 min. 20.4 sec.
Racing Cars, 1501-2000 c.c.: H. Pomeroy (Type 37A Bugatti), 2 min. 35.3 sec.
Sports Cars, 2001-3000 c.c.: R. Barker (Type 43 Bugatti), 2 min. 35.5 sec.
Racing Cars, 2001-3000 c.c.: J. Preston (Type 35B Bugatti), 2 min. 35.3 sec. (P.T.D.)
Sports Cars, 3001 c.c. and over 3000 c.c.: L. Gmet (1911C Bugatti), 2 min. 25 sec.
Racing Cars, 3001 c.c. and over 3000 c.c.: N. Arnold-Forster (Delage II), 2 min. 23.8 sec.
Ferrari Class:
1st: N. Phillips (24B Ferrari), 24.5 sec.
2nd: N. Arnold-Forster (Delage II), 33.0 sec.
3rd: S. Saunders (Type 35C Bugatti), 33.5 sec.
4th: P. Verboven (Type 35B Bugatti), 33.5 sec.
Class winners (as previously quoted class):
Venables-Llewellyn, M. Deliere (Amalgam Six); Phillips, M. Nicoll (T.T.3 Bugatti); A. Riley (K6 Alfa Romeo); Saunders & Verboven, tie; Frazer (K6 De Bugatti & Camels, tie; Arnold-Forster; F. Wall (Ferrari).



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This must be the best looking Bentley being built today.

The NEW hand-built Lawrence Bentley 4½-litre SUPER SPRINTS

This must be the fastest road-going Bentley built (130 m.p.h. 4.8 sec.) See last month's issue page 1087, road test.



(The above photos are of the original prototypes. Production models have many more special fittings, etc.)
These new eye-catching, and very fast, sporting 2-seater Bentleys are not replicas, but professionally designed and custom built by engineers with over 50 years' Bentley experience. They combine the best of both worlds, with classical looks of the early 30s, and ease of handling and reliability of a modern quality car, plus easy to get spares and maintenance etc. Each model has a share of its own, the Super Sprints being completely different from the Super GT. An early delivery approx. six weeks.

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1924 ROLLS Silver Ghost 2-seater, restored by Brewster.

1924 ROLLS P.H.I. sports saloon by James Young.

1924 Historic Racing G.P., 1100-cc, twin-cam SALMON. The well-

known ex-Dutton works car and the only short chassis model built. Not used since complete rebuild (mechanics, coachwork, etc.). (See page 1074 of last month's issue.)

OTHER CARS EXPECTED INCLUDE

1927 ROLLS P.H.I. Sedan de Ville

1924 ROLLS Cloud III saloon, 65,000 miles only.

1931 ASTON MARTIN Le Mans Competition 2-seater. The ex-Playboy Colgrave Aston, of which only four were built and this is the only original survivor. Under 200 miles since complete rebuild to original 1931 condition.

1927 BUGATTI TYPE 35A G.P.

1924 WESTCAR open 4-seater.

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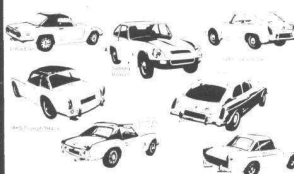
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1969 series Jaguar Daimler E-Type. Finished in indigo blue with light blue interior, this two-owner car is fitted with wire wheels, radio/stereo and with the below average mileage of 36,000 is well above average for the year. **£1,395.**
MG-B
1973 MG-B Droptop Coupe, finished in harvest gold with midnight interior, fitted overdrive and radio and having covered only 13,000 miles. With the recent BLMC increase, this motor car represents tremendous value at **£1,295.**
USED ALFA ROMEO
1974 'N' reg. Alfetta, finished in white with dark grey cloth trim, fitted tinted glass, this vehicle has covered only 2,000 miles, and represents a saving of £250 on list price at **£2,345.**
1974 'N' reg. Spider, finished in ivory beige with black trim, fitted radio and special horn, 500 miles, a saving of £400 on list price at **£2,795.**
1974 2000 Saloon, finished in Piper yellow with dark grey cloth trim, fitted tinted glass, radio, 607 miles, our own car from new. **£2,195.**
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1974 SUD, finished in red with black trim, one owner, 2,000 miles, supplied new by ourselves. **£1,295.**
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1970 Rolls-Royce Mulliner Park Ward droptop. Finished in Caribbean blue with midnight blue trim, this immaculate 2-owner motor car with full history is the only convertible offered today at a realistic figure. **£3,450.**

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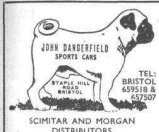
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FOR SALE this month, gentlemen, is a beautiful Rolls-Royce Silver Dawn similar to the above, in Black over Shell Grey, with dark red interior. Produced in 1954, the car has the unusual number plate of OYK 4 and has been greatly restored. Among replacement items fitted are: gearbox, engine and ancillaries, front suspension, drive shaft, braking system, tyres, steering box etc. The bodywork repairs have been carried out by our own work staff and include a full re-spray and top half re-trim. Extras include an 8-track stereo, electronic ignition and "Kenlow" fans. This must be one of the finest examples of the marque and a wonderful investment at the asking price of £5,500.

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NEW M.G.-B roadster, Blazhavy
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Beaulieu, red/tau. Alloy wheels. **£1,250**
NEW SCIMITAR GTE, Manual
Highland purple/tau. **£1,250**
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Festian black/black. Webster. **£1,250**

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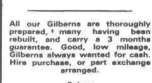
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gearbox, radio, h.w. Valvet cord
upholstery. Outstanding condition. £1,745

1972 JENSEN HEALEY 2-litre
sports. Yellow/black int. 2 owners from
new. 24,000 miles. Carefully main-
tained. £1,495

1974 LOTUS Elan d.h.c. Lotus
yellow. Solid and maintained by us.
Special equipment model, radio. Genuine
41,000 miles, servo brakes. £1,095

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beige hide, absolutely immaculate. £6,750
1961 Phantom V limousine, left-hand drive, fitted with
refrigeration and Sundyn glass. £7,950
1961 Phantom V by James Young, the most elegant
touring car ever made. £7,750
1964 Silver Cloud III, finished in midnight blue with
grey hide interior. 21,000 miles from new. £4,450
1963 Silver Cloud III, table over sand with beige hide
interior, beautiful throughout. £3,850
1963 Silver Cloud III, finished in dusk grey with light
grey trim, full history from new. £3,150
1963 Silver Cloud III, finished in black over garnet
with Wedgwood sun roof. £3,850
1963 Silver Cloud III, down lake over shell grey, sun-
shade roof, new exterior history. £3,350
1962 Silver Cloud II, finished in velvet green with
matching interior, two owners from new. £3,350
1961 Silver Cloud II, long wheel base, with electric
division, finished in steel grey with matching tan
leather interior, electric windows. £2,150
1960 Silver Cloud II, finished in steel grey with tan
leather interior, electric windows, in extremely rare
and desirable motor car. £2,375
1959 Silver Cloud I, long wheel base, with electric
division, finished in Tudor grey, full history. 77,000
miles. £2,750
1958 Silver Cloud I by Hooper, finished in regal red
with large hide interior, one of 22 manufactured. £4,250
1958 Silver Cloud I, finished in sable over sand, with
8 1/2 high-compression engine and automatic transmission. £2,750
1955 Silver Cloud I, finished in beige over sand, fitted
with power steering and automatic transmission. £1,995
1949 Silver Cloud I, finished in beige over sand, fitted
with power steering and automatic transmission. £1,995
1937 Phantom III with coachwork by Hooper, most
elegant finish, excellent condition. £2,750
1936 25/30 by Barker, known as sunshine model, with
large sliding roof, owner-driver saloon. £2,750
1936 25/30 sedan de-ville by Windover, completely
restored, finished in ivory and black. Price on application.
1937 25/30 sedan de-ville by H. J. Mulliner, very
original, excellent mechanically. £2,950
1934 20/25 sports saloon by Freestone & Webb,
extremely original, beautiful to drive. £2,650

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1968 T-Type, finished in velvet with beige hide, fully
serviced by our own works; unrepeatable offer. £4,650
1963 53 3-door Continental by M.P.W., finished in
velvet green with special black hide interior. In good
red. £2,250
1961 52 Continental Flying Spur by H. J. Mulliner,
one owner from new, full history. Finished in 1961
red. £2,250
1961 52 Continental convertible by Park Ward, finished
in Sycamore blue with beige hide interior. £2,250
1968 53, finished in regal red with beige hide interior,
sun-roof, good history. £2,350
1963 53 sports saloon, finished in midnight blue with
grey hide trim, 70,000 miles from new, excellent
value at. £2,750
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hand drive 52 Bentley sports saloon having
covered 15,000 miles from new. One only
owner. Fitted with refrigeration and Sun-
dyn glass. Serious offers invited. £2,250
1961 52, finished in midnight blue with champagne hide
interior, electric windows. £2,250
1961 52, finished in shell over Tudor grey with light
grey hide interior. £1,650
1959 51, finished in sage over smoke green with matching
interior, full engine overhaul. £1,695
1958 51, black over garnet with unmarked black hide
interior, high-compression engine. £1,775
1958 51, finished in shell over Tudor grey, power steering,
8 1/2 compression engine. £1,750
1954 R-Type Automatic, Shell over Tudor grey with
matching grey interior. £1,850
1954 R-Type Automatic, finished in black caligula
with grey hide interior, absolutely immaculate. £2,250
1953 R-Type, manual transmission, finished in Tudor
grey, two owners from new. £1,675
1952 Mk. VI with "big bore engine", finished in velvet
green with beige hide interior. £1,095
1951 Mk. VI with H. Radford refinements, black over
shell grey with grey trim. £1,275

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whilst stocks last.

NEW SCIMITAR GTE. White, alloy wheels.
NEW SCIMITAR GTE. Black, alloy wheels,
tinted glass.

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box.

NEW ALFA ROMEO 2000 GTV. Red, 5-speed
gearbox.

NEW ALFA ROMEO 2000 saloon. White, 5-speed
gearbox.

NEW ALFETTA. Plum, 5-speed gearbox.

NEW JENSEN HEALEY. Choice of colour.

NEW ALFASUD TI. White, 5-speed gearbox, etc.

NEW ALFASUD TI. Green, 5-speed gearbox, etc.

NEW ALFASUD TI. Blue, 5-speed gearbox, etc.

ALFA ROMEO

NEW ALFASUD SE. Red, h.w., servo brakes,
headrests.

NEW ALFASUD SE. White, h.w., servo brakes,
headrests.

NEW ALFASUD SE. Blue, h.w., servo brakes,
headrests.

NEW ALFASUD SE. Green, h.w., servo brakes,
headrests.

1974 DOLOMITE Sprint. Yellow, radio. £1,845

1974 RENAULT 12TS. Yellow. £1,245

1972 TRIUMPH Stag Auto. Hard- and soft-top.
Saffron. One owner. £2,995

1972 RANGE ROVER. Red/black vinyl roof, radio,
carpet, rear wiper/wash. £2,495

1974 RENAULT 15TS. Yellow; low mileage £1,545

1973 MORGAN 4/4 2-seater. Ivory; low mile-
age. £1,845

1973 LOTUS +25 130/5. White/silver. £2,495

1973 LOTUS +25 130. White/black interior £2,295

JENSEN-HEALEY

1973 'J' Series JENSEN Interceptor Mk. III.
Pinnace/vinyl roof, Sundyn, air-conditioning £4,595

1972 'K' LOTUS Elan Sprint d.h.c. Red/white;
low mileage. £4,495

1974 'N' JENSEN HEALEY. Blue; low mile-
age. £2,095

1974 OPEL Manta Berlinetta, metallic blue, vinyl
roof; one owner; headlamp wipers; very low
mileage. £1,695

1973 OPEL Commodore 1.6 coupe, GS, Auto.
Bronze. £1,695

1972 MUSTANG convertible. White. P.A.S. auto.
power hood, etc. £1,995

1973 LOTUS +25 130/5. Regency/damask £2,495

1972 MG-B roadster. Overdrive, wire wheels,
blue. £1,075

1974 'N' ALFASUD TI. Blue; low mileage £1,645

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MOTOR SPORT, NOVEMBER 1974



Sept. 22nd was a 'historic' day for me, for I had my
first-ever entry in a racing event — the JCB part of
the RAC Tourist Trophy at Silverstone. But the drive shaft
sheared on my Aston DB3 while it was trundling up to the grid,
and I was nearly decapitated by the wild rear wheel; that makes three
in three months! Ah well, onto the 1975 Calendar.

A really superlative assortment this month...
HERE OR PROBABLY COMING:
1930 ASTON LISTER — GT 824; the sixth built, with genuine racing (magneto-type) engine 'Sams
supercharger', lightened chassis, etc., bound springs, part-plate suspension. 'Concours' winner—100 ps.
1933 MG PA — DC 9126; cycle wings, modified engine, substantially restored, very fast — 95 ps.
1934 ALISTON '65' 2-seater SPORTS — OD 9910 — Totally original, all alloy body, etc. — 95 ps.

1938 ASTON MARTIN 15/98 24-Valve. SPORTS — CYN 400 — A beautiful,
practical, 90 m.p.h. 2 + 2 sports; polished engine — outside exhausts — engine
finishes dash etc. very fine now — totally restored — 99 ps.
1951 FRAZER-NASH FARGA FLORIO GS — 663 H — Specially built with
many detail touches such as 2 1/2" disc, etc. for its first and only owner by the factory;
25,000 m. guaranteed 1 of about 8 made — 95 ps.
1953 ASTON MARTIN DB3.5 SPORTS/RACING — NUV 925 — The only
original example left of the 11 made; successfully raced by Reg Parnell, etc.,
still driven to and racing in JCB, Pomeroy, etc.; a superb road car too; new
drive shafts — 91 ps.
1954 JAGUAR XK120 DHC — LCJ 294 — Totally original, engine and gearbox
just rebuilt by Alan Martin — a perfect example — 99 ps.

POSSIBLY COMING: 1953 SUNBEAM ALPINE 2-4r. ROADSTER — 91 ps.; 1961 ASTON MARTIN DBAGT ZAGATO, RHD — 90 ps.

AVAILABLE ELSEWHERE (with private owners):
AC 2-litre saloon, 1949 — good condition.
AC Ace, 1960, 94 ps. — £1,850.
Jaguar XK150 FHC, 1959, restored, 97 ps.
Jaguar Mk. X 3.8, 1962, one owner, 25,000 m.,
98 ps. — £1,200.

Jensen 541, 1956, 83 ps. — £550.
Lotus Elite, Stages II & III, 1962, 80 ps.
Sunbeam Tiger, ex Works, 1964, LHD, Auto., discs,
etc., 85 ps. — £850.
Swallow Dorette, 1954, restored, 94 ps. — £550.

**REMEMBER "100 HP" means
"AMONG THE BEST IN THE WORLD".
100 ps. means "WELL MAINTAINED,
BUT USED".**

WANTED: Anything with charisma,
with one to four+ seats, from 1914-
1974, to buy, exchange, or sell on your
behalf; and a GINETTA 610 4.7 V8.

3 OFF, 1 TO GO!

1961 ASTON MARTIN DBAGT ZAGATO, RHD — 90 ps.

1962 LOTUS ELITE STAGE 2 — 151 FFW — Stripped to last nut and bolt
and rebuilt with all new parts; many polished and painted components; better than
new — 100 ps.

1964 ALFA ROMEO 2000 Mk. III — rebuilt as the Lotus Elite above with autotuning
attention to detail; 40,000 m. warranted before the rebuild, none since! — 100 ps.

1966 AC COBRA '289' Mk. III, RHD — MFD 1603 — 1 of 20 in the UK with
the 4.7-litre engine in the 7-litre body/chassis — 98 ps.

1966 DIVA VALKYR 1.6 GT — Only six of these very successful mid-engined
sports cars were made; this one has been beautifully rebuilt for road or race
use — 90 ps.

1961 ASTON MARTIN DBAGT ZAGATO, RHD — 90 ps.

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attention to detail; 40,000 m. warranted before the rebuild, none since! — 100 ps.



1968 275 GTB4
The GTB4 pictured above and its twin is the best bar none. Red. Chrome Borealis, light pink interior. As near new condition as possible.



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Exceptional order. Full service history. 130,000 miles.



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1970 'J' road, Ferrari Daytona
Black, superb example, low mileage. Two owners from new. £4,950.



ROLLS-ROYCE 20
1925 Barker Replica Tourer. Rebuilt to concours, deep carriage, maroon with beige button interior, full weather equipment and tonneau in duck.



PORSCHE 910
Ex-works car, chassis 007 Siffert, Harman etc. Very famous car.



FERRARI LUSSO
A lovely RHD example of a very rare model.



BMW 328
Concours condition, after complete mechanical chassis body red. Bill for £3,000. Jet black, red leather interior.



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Excellent original condition. Red.

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JAGUAR XJK 4.2, 1971 Warwick grey with red interior trim. Final automatic transmission, power steering, electric windows, h.w., radio.
JAGUAR E-TYPE, 1969 series II roadster. Finished in ivory with black trim. Final drive wire wheels, radio. Two owners.
MUSTANG (Mark I) coupe, 1968, 289 'L' eng. Automatic transmission, disc brakes, radio, a red top, one owner example.
CAPRI 1600 GXL, 1973, Sunrod, stereo.

M.G.B. GT, 1970 Mk. II. Finished in red with black interior trim. Final drive, wire wheels, head restraints, h.w., radio.
M.G.B. 1971 Mk. II roadster. Special paint finish with tan interior trim. Final drive, wire wheels, radio, head restraints, h.w., stereo, one owner from new.
M.G.C. GT. Mineral blue, black trim. Overdrive.
M.G. MIDGET, 1969. Ivory with black trim. Final drive wire wheels, radio, tonneau.

LOTUS ELAN SPENT drophead coupe. A low mileage example finished in yellow over white. Final drive, electric windows, radio.
ALSTIN-REALEY 3000 Mk. II. Final drive, wire wheels, radio, tonneau.
M.G.A. 1800 Mk. II (3.5). A very good example of this sought after model. History available for last five years. Well worth inspection.
M.G. TC. Concours. Full details on request.
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1958 BENTLEY S1 saloon. P.A.S. Good example of this type. £1,275

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DB2/4, 1953. Excellent order. Under 81,000. Three private owners. 450 miles on engine.

DB2/4, 1955. drophead. Needs engine assembly. Otherwise very good order.

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NEW CLAN CRUSADER, yellow, to above specification. £1,595
1973 CLAN CRUSADER, orange, alloy wheels, one owner. £1,095
1973 GINETTA G15, green, yellow coachlines. £1,095
1970 GINETTA G15, metallic blue, sunroof, alloy wheels. £750
1970 GINETTA G15, white, sunroof. £750
1970 LOTUS ELAN PLUS 25, white, radio, engine and gearbox just rebuilt by us. £1,340
1971 LOTUS ELAN SPRINT, orange/white, DHC, recorded 30,000 miles, K registered. £1,250
1967 LOTUS ELAN DHC, pistachio green, gold bumpers. £895
1971 LOTUS EUROPA 52, yellow, radio, federal 1966 engine. £1,145
1974 MGB GT, harvest gold, overdrive, h.w., one owner, auto seat belts, 11,000 miles. £1,895
1971 MGB GT, teal blue, overdrive, h.w., 23,000 miles, K reg. £1,945
1969 MGB GT, white, overdrive, wire wheels. £725
1973 MGB ROADSTER, white, overdrive, hard/soft tops, one owner, radio. £1,095
1972 MGB ROADSTER, blaze, overdrive, wire wheels. £955
1968 MG MIDGET, red, wire wheels. £235
1967 MG MIDGET, British Racing Green, wires. £275
1974 TRIUMPH T16, white, hardtop, overdrive, radio/stereo, 5,000 miles, one owner. £1,740

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1974 TRIUMPH GT6, magenta, overdrive, h.w., one owner, 11,000 miles. £1,525
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1973 JAGUAR E TYPE V12 DHC, cammen red, stereo, one owner. £2,850
1971 JAGUAR E TYPE V12 2 plus 2, beige, manual. £1,955
1971 TVR 2500, golf yellow, sunroof, alloy wheels. £1,025
1971 RELIANT SCIMITAR GTE, blue, overdrive, radio, h.w., 29,000 miles. £1,645
1971 GILBERT INVADER ESTATE, red, overdrive, alloys, K reg. one owner. £1,395
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1967 FORD CORTINA Mk II GT, white, red flash. £265
1967 FORD CORTINA Mk II, blue metallic, matt black, good instruments, 1500 GT engine. £265
1971 MINI 850, red, one owner, 32,000 miles, K reg. £580
1971 MINI CLUBMAN ESTATE, equal. £545

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1971 (reg) ABERCROMBIE Roadster, American reproduction model of the 30's, white/black, interior only in England. £1,195
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1973 GINETTA G15, factory-made car one lady owner, certified mileage since new 11,000; sun-roof, SP200, rear window heater. £1,095
1973 Series JAGUAR V12 2.2, 2 door hard-top coupe, 1964, chrome wheels, PAS, stereo, one owner, certified mileage. £2,195
1971 JAGUAR E. Type, in black with tan trim, chrome wheels, automatic transmission clutch (April 74), recorded mileage 38,521. £1,045
1971 JAGUAR XJ6 4.2, 4 door hard-top, overdrive, radio, h.r.w.; one owner, certified low mileage; superb condition. £1,195
1969 model JAGUAR E. 2.2 coupe, red/black; new clutch disc. 1971, h.r.w. wire wheels, radio. £1,175
1968 JAGUAR E. Roadster, red, white hard-top, chrome wire wheels, whitewalls, steering lock, Sefring mirrors, stereo, radio. £1,195
1971 LOTUS Elan Sprint drophead, Gold Leaf colour; recorded mileage 10,164. £1,195
1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Supersport Touring coachwork, 24 seats; silver grey/red. £995
1974 (May 24th) MG-B Roadster, purple/cream leaf; delivery mileage; 1973 MG-B V8 GT, damask red/navy; one owner, confirmed mileage 14,271; overdrive, radio, reflex holes, h.r.w. Grand Prix G800 type £1,895
1973 MG-B Roadster, teal blue/black; one owner, confirmed mileage 14,271; overdrive, full hood tonneau, radio; extremely nice cond. £1,145
1969 (48 model) MG-C GT, black/red, automatic, chrome wire wheels, push-button radio; two owners (sold by us to the last). £895
1963 MG-B, blue/black; needs some work. £225
1973 (Oct) MORRIS Mini 1000, citron navy; one owner, confirmed mileage 10,164; spare unused, SPs, h.r.w.; still under manufacturer's guarantee; 1974 features. £845
1972 (Imported) 1968 Model MASERATI Sebring 2-door coupe, metallic grey blue trim, Borrari wire wheels, radio, electric aerial, electric windows, 3-speed box, fuel injection. What a motor car. £1,545
1966 RENAULT R4 estate car, red/black, two owners only; Mich. X, mirrors. Very rarely see these cars for sale. £395
1966 SUNBEAM Alpine Mk. V, rare one-owner example, overdrive, tonneau, foglamps, new black hood just fitted; pale blue with black. £495
1973 TRIUMPH GT6 Mk. III, saffron/black, overdrive, h.r.w. £1,050, recorded mileage 16,209
1973 Sprinter Mk. IV, one owner; radio; overdrive. £1,245
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1971 (Oct) TRIUMPH GT6 Mk. III, Wedgwood blue/black; two owners sold by us to the last; overdrive, stereo/radio, 31 wheels. £945
1970 TRIUMPH TR6, red/red, hard-top, soft-top, overdrive, radio, two owners (Dr. 7017, Estate Agent 73174), rather nice, new clutch June 1974. £875
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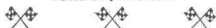
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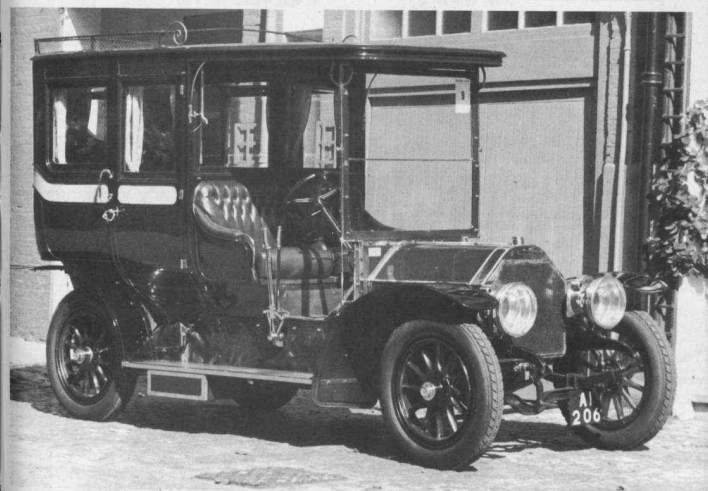
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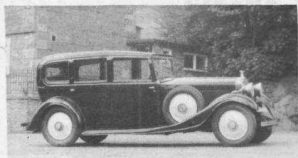
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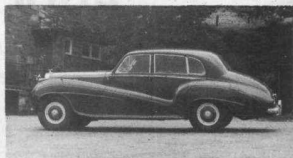
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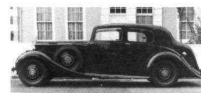
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