

Continued From Preceding Page

anyone else's business. Just another Hill compartment.

He can present himself as the epitome of the English gentleman in blazer and flannels and then shatter the cultured effect by passing a four letter word in conversation with the disarming awareness of a barrowboy who made it to the Big House. And Graham Hill really is a self-made man. He was 24 before he obtained a driving license and he started out on the dole to finance his lessons at a fly-by-night racing driver's school in a 500cc car at Brands Hatch. He worked in the development department of S. Smith & Sons, instrument makers, and his consuming sport was rowing. To this day he wears the colors of the London Rowing Club on his helmet.

My favorite Hill anecdote comes from his book "Life at the Limit" (William Kimber, 1969) and describes an accident he had at the wheel of his first car, a Morris 8 Tourer. He had been clipped at the rear by a car pulling out of a side turning. "I shot across the road, hit the curb and the car rolled over. The car had a canvas roof and I was trapped underneath with the whole thing sort of flattened out. Some people turned up and dragged me out, and as they were dragging me out I remember someone handing me a cup of tea—it was almost as though they had been expecting the shunt and had been brewing up right there on the pavement. So I sat there drinking my tea and watching all the activity as the police, the ambulance and the fire engine all turned up. The firemen sprayed water all over the Morris and I was a bit peeved about that.

"The little Morris wasn't all that reliable, so I used to carry my bicycle round in the back seat; now it lay broken and mangled by the curb. Everybody was hunting around looking for the injured cyclist. So I explained that there was no cyclist, that it was my bike and that I'd been carrying it in the back of the car. Trying to explain this was rather difficult for they thought I was trying to get away with something and that there was probably a mortally injured cyclist



When a wing failed on his Lotus, Graham Hill crashed into the guard railing at Barcelona in 1969; six years later, Rolf Stommelen, driving the Hill GP car, crashed in almost exactly the same spot for the same reason.

Phipps Photographic

driving a Lotus at Monaco. He was in fourth place when a wheel came off and he was out. In 1960 he moved to BRM but it was not until the 1.5-liter V8 was sorted that Hill started to show form to win in Holland, Germany, Italy and South Africa. In 1963 he won at Monaco and

end of the '69 season to drive a Lotus for Rob Walker in 1970. In 1971 and 1972 he raced a works Brabham, in 1973 he started his own team backed by Embassy and bought customer Shadows, and for 1974 and 1975 his team ran Lolas.

It seemed that his crash at Watkins Glen had knocked the winning streak out from under Graham and despite his most heroic efforts on occasions, success eluded him. There was a win in the International Trophy at Silverstone in 1971 but it was a solitary high point in a plateau. He was then 42 in an era when it was becoming increasingly apparent that youth was a vital ingredient in Grand Prix success, youth and a measure of daring that took no account of the mature skill that came only with experience.

There was the Le Mans win in 1972 but credit for a victory after 24-hours of racing usually goes to the machine as much as to the men; in a Grand Prix the winner is the driver.

Graham Hill appears in the record books with 14 Grand Prix wins from 176 starts, 13 of which were from pole position.

Nobody gave Graham Hill anything; he worked for all the success he has had and therefore deserves to enjoy the lifestyle that success has built for him.

An almost frightening tenacity has been the backbone of his career, a moral rod that has never let him ease up when he

is on the race track. He won the Monaco Grand Prix five times. Just think about that: Five times a winner round the streets of the little Principality in a race bound by concrete curbs and stone walls, a race where the track width was settled by Monegasque engineers a century ago rather than by any whim of modern legislators. Monaco is a track where you don't have to stray as far as the stone wall to put your car out of the race; slide a few inches off line, kiss a curb and your race is over. The winner averages between 70 and 80mph for two hours. It's the slowest Grand Prix of the season but the winner will count it as his toughest victory that summer. And Graham Hill has won the Monaco Grand Prix five times...one lucky win, two perhaps, but not five...

His record at Watkins Glen, venue of the United States Grand Prix in upstate New York is just as impressive; from 1962 it reads 2-1-1-1-1-4-2-2 and in 1969 he crashed. There is a tinge of almost tragic irony in that his Glen crash mirrored the accident that killed Jimmy Clark and it was to underline the absolute necessity of installing safety studs when tubeless tires were used on racing wheels.

In his 'running down' period in Formula One, Graham was fiercely anti any suggestion that he would retire, but in recent months he had come to accept the situation as inevitable. He stopped

Continued On Next Page



One of the most formidable teams ever assembled was the late '60's Lotus team with Hill (left), Lotus designer Colin Chapman (center), and the late Jimmy Clark.

bleeding to death beneath the wreckage somewhere."

Then there was the first meeting with Colin Chapman. He asked Colin for a lift home from Brands Hatch after a race and was given a free meal as well as the lift. "There was some confusion as to exactly who I was—Colin Chapman thought I was a friend of Mike Costin's, Colin's right-hand man, and Mike thought I was a friend of Colin's..." Hill started work at Lotus in 1954 as a mechanic earning one Pound Sterling a day.

His Grand Prix debut came in 1958

Watkins Glen and was third in the championship, in 1964 he was runner-up to Surtees in the Championship with wins at Monaco and Watkins Glen, and in 1965 he was bridesmaid to the Championship again finishing second to Clark after winning at Monaco and Watkins Glen with second placings in Britain, Germany and Italy.

He moved back to Lotus in 1967 after seven years with BRM saying he was beginning to feel like part of the furniture at Bourne. Three seasons then with Lotus and he was dropped after his crash at the



2nd Annual Monterey Historic Automobile Races

AUGUST 9, 1975 Laguna Seca Raceway



For ticket information contact Ticketron, Macy's, Sears and SCRAM office.

Laguna Seca M.H.A.R./SCRAM (408) 373-1811



Hill applies his determination to any activity he tries and golf is a sport he has mastered through sheer application.

Phipps Photographic

Graham Hill

Continued From Preceding Page

snapping denials and started discussing the possibilities almost conversationally. When his Embassy Lola swept off into the catch fencing at Kyalami during practice this year, Graham turned the team effort to Rolf Stommelen's car and settled down to his role as team manager with some enthusiasm. He even joked later about the great job his mechanics had done on his car, sweeping up the bits, shovelling them into the garage...and locking the door for the weekend.

There comes a time, in the life of every great racing driver when he has to not only decide on retirement but how and when to retire. Denny Hulme wandered out the back of the pits at Watkins Glen last October and was on his way back to his motel when someone asked him if he had retired. He said yes, and that was it. Jackie Stewart stage-

managed his retirement as one might expect with something of a flourish in a press conference at a London hotel a month after the last race of the 1973 season. For Graham a retirement decision must have been difficult if only for the problem of the time and the place. The fact that he has decided to make the decision at all has come with an international sigh of relief from Graham's friends all over the world who have been hoping for several seasons now that Graham would hang up his hat before he hurt himself again. Already established as the nearest thing to a show business personality in motor racing, Graham will merge smoothly and effectively into his chosen fields of endeavour and if he stays in Formula One with his own team perhaps we can enjoy more of the flashing smile, the broad wink, and that swaggering rolling stride, legacy of several different shunts, that says all you need to know about a man who has been in the forefront of international motor racing for nigh on twenty years.

Newman Keeps On Truckin'

By Karen A. Jenkins

BRainerd, Minn.—National champion Jerry Hansen, Group 44 leader Bob Tullius and film star/racer Paul Newman staged one of the most unusual motor races ever held. Newman had challenged the other two to a match race during the UNcola national at Brainerd International Raceway (B.I.R.) June 13-14.

Due to sponsor and make conflicts, the three couldn't decide upon a car or class. Finally Hansen suggested his sponsor's (Advance United Express) vehicles: Mack trucks! Newman and Tullius agreed, setting up the strangest sights and sounds ever on a road course.

The three-lap races were originally planned to include the trailers until it was discovered they didn't fit under the spectator bridge just past turn 9. Consequently, only the cabs were used. Hansen and Newman immediately plotted a conspiracy. Tullius wasn't allowed to take a practice lap or even sit in his truck.

At turn three Newman and Hansen suddenly backed off—much to Tullius' surprise. Glancing in the mirror he could see them laughing but didn't know why—until he went around turn 9 and saw the bridge. Convinced the cab wouldn't fit under it (the clearance is two inches), going to fast to stop and with no place to go, he ducked. The conspirators were smart enough to have provided him with a professional truck driver who saved the day. Tullius recovered sufficiently to finish second behind Newman after a thrilling dice.

Newman was awarded a trophy topped by a bulldog, while Tullius received a

large stuffed bulldog (now in the cuddling possession of his daughter) and Hansen a small ceramic dog.

Sunday's race was rampant with rumors and hi-jinks. It was reported that Hansen's chief mechanic, Mike Lindorfer, had worked all night on the Mack's suspension. Not satisfied with their prank on Saturday, Newman and Hansen piled tin cans on top of Tullius' cab, hoping the clattering as he went under the bridge would disconcert him. It didn't work, simply because the truck itself made too much noise for him to hear them.

It was a very fair and tough race: Hansen only stopped twice. An obliging Corvette tossed a rope to Newman and "towed" him down the main straight (although there was speculation whether he was towed or was drafting it).

Despite all these complications, the race ended in a photo finish. Then the excitement began. Newman protested that Tullius' tin cans gave him an advantage and Tullius protested Newman's tow. All protests were disallowed and the two-day finishing order stood as on Saturday.

B.I.R. has a reputation as a wide, safe track, but nobody realized how wide it actually is until the three trucks ran side-by-side through portions of it. Almost every race fan has seen a four-wheel drift, but only those at B.I.R. were treated to 10-wheel drifts.

The cabs ran approximately 74mph down the main straight and on the last lap set a "new" record of 3.07 minutes for the three-mile course, an average of 57.7mph. The drivers agreed that the races were the most fun they'd ever driven and the fans are demanding a re-match.

Toyota, Nissan Go Down Under

Toyota and Nissan (Datsun) will manufacture car engines in Australia in cooperation with the state-run Australian Development Industrial Corp. and Chrysler Corp.

A basic agreement on the joint venture was reached between all those involved recently when high ranking officials of Toyota and Nissan visited Australia in June. Under the agreement the four parties will invest a total of \$50 million for the production of four-cylinder engines for compact cars. A formal agreement will be signed in July and the Japanese side hopes to start production before the end of this year. Japan's big two also hope that if the project is successful that they will be able to get Australian approval for the production of their own cars there.

Last year Japan exported (including knock-downs) some 147,000 vehicles to Australia accounting for more than 40% of the 1974 new car registrations. Chrysler, recently moving to withdraw from the Australian market in the

production scene, will obviously take a sincere interest in the new venture with hopes that it might help to bolster the stagnant Australian economy.

Kit Car Comes In Chassis Package

DETROIT, Mich.—Short track racers will now be able to buy a Chrysler Kit Car chassis package at less than half the cost of the complete kit. This package is aimed at the racer who has access to engines and body parts locally but still wants the superior handling of the Kit Car.

The package includes frame and roll bar, wheels, front suspension and steering, brakes, and springs and will sell for \$4500. The complete car package is \$8800.

Further information can be obtained from Chrysler Motors Corp., Stock Car Programs—Kit Car, Box 857 (CIMS 414-05-49), Detroit, Mich. 48231.

A CHASSIS ADJUSTMENT ANALYSIS
Graphic layout of the fundamental factors that control vehicle behavior.
131 pgs. 9" x 12" Binder

VEHICLE HANDLING & CONTROL
A new reprint publication of technical articles & papers offers insight into techniques and practices of professional automotive engineers.
This reference binder includes actual SAE papers reproduced from their files along with the classic Jim Hall article "WHAT MAKES CARS HANDLE?" as it appeared in "Car & Driver". Other topics include research discussions on Braking Control, Compliance, and Oversteer/Understeer. 142 pages

PLEASE SEND _____ COPIES

☐ A CHASSIS ADJUSTMENT ANALYSIS \$12.50

☐ VEHICLE HANDLING AND CONTROL \$12.95

(N.J. residents add 5% tax) (POSTPAID)

ADP PRESS BOX M
Rochelle Park, New Jersey 07662

name _____

address _____

city _____

state _____ zip _____

2nd Annual Monterey Historic Automobile Races
AUGUST 9, 1975 Laguna Seca Raceway

For ticket information contact Ticketron, Macy's, Sears and SCRAM office.
Laguna Seca M.H.A.R./SCRAM (408) 373-1811

Greenwood Wins IMSA Daytona Finale

By Bruce A. Czaja

DAYTONA BEACH, Fla.—From a viewpoint of quality of cars entered, the size of field and overall racing excellence, the final Camel GT at Daytona Beach, Fla., Nov. 30 will be considered a classic.

On a sunny Sunday afternoon you had John Greenwood's Super Corvette leading the pack on the pace lap. At his side was Al Unser in one of the Horst Kwech-DeKon Engineering Monzas. Directly behind came Allan Moffat in another of the Kwech cars, with Hans Stuck's BMW sharing the row. Another row back found Sam Posey and Brian Redman in their Bimmers, then Al Holbert in his Carrera and Les Kelly in Mo Carter's Camaro.

By the time you got to the fifth row on the grid, you were able to find John O'Steen and Peter Greeg, the defending Camel GT Champion. Still further back in the field, which was composed of 70 starters, you could find people like Hurley Haywood, George Dyer, Bob Hagestad, Jim Busby, Carl Shafer, and Ludwig Heimrath, all of whom have run in the top five in other GT races during the season. Not once in a while, but consistently, and here they were starting well back from the front.

As the field thundered into the first turn, it was Unser diving ahead of Greenwood to grab the lead. Moffat took third, with the BMW trio falling in line. As Sam Posey noted, "The Monzas leap from corner to corner on the infield portion." Leap they did, as both Unser and Moffat jumped out of the turns, shot from a giant invisible slingshot. But if they were spectacular, Greenwood was even more so. His 427cid 'Vette was like a huge Saturn rocket coming out of the turns and on the high banking. The car would exit a turn slowly, almost pausing as the engine built up revs and the 750 available horsepower took hold. Slowly at first the speed would build, until suddenly, a barrier would be broken and all of the forces which make the car so exciting would come into play. Blindingly, Greenwood would streak down the track, at speeds even the NASCAR Grand Nationals would be proud to attain on the venerable circuit.

Midway through the first lap, the Sebring '76 Corvette would be in front, leaving the rest behind like so many backmarkers. The Monzas were almost as



Carl Shafer piloted one of series champ Peter Gregg's Carreras at Daytona, instead of his own Camaro.

Bruce Czaja

well adapted to the oval, literally blowing off the BMWs, which in turn were doing the same to the Porsches. It was a fantastic sight.

The course of the race was soon set, with Greenwood playing the rabbit as he tried to build as much of a lead as possible to compensate for his two scheduled pit stops. The Monzas would do their best to put as much space between themselves and the BMWs, which would play a waiting game, waiting for the oft fragile Chevies to break. The Porsche contingent could only hope that their reliability, which had carried them so far in the past, could again lead them to victory. As it was, there was no way they could hope to race evenly with the six cars in front. Their race was among themselves for the leftovers, somewhat appropriate on a

Continued On Page 10

AUTOWEEK®

Vol. 25, No. 49

December 6, 1975

Graham Hill, Tony Brise Killed In Air Crash

Two-time World Champion Graham Hill, 46, his young protege Tony Brise, 23, and four members of Hill's Grand Prix racing team were killed Nov. 29 when Hill's twin-engined Piper aircraft slammed into a golf course 12 miles north of London, England and burst into flame.

Killed along with Hill and Brise were team manager Ray Brimble, car designer Andy Smallman and mechanics Terry Richards and Tony Halcock.

The six men had been on their way home from a private track at Castellet in

far from Castellet. Hill was reportedly searching for the airport in the thick fog when his plane caught the tops of two sets of trees on the golf course and plummeted to the ground.

According to a Scotland Yard spokeswoman the bodies of the six men were not immediately identifiable because of the heavy damage they sustained in the crash and fire. Eventually, however, Hill's pilot's license and other personal effects were found in the wreckage.

Ironically, Brise had just that afternoon written off Hill's GH-2 GP car in a testing crash. He climbed from the wreckage of

Continued On Page 19

LATE NEWS

● American Motors has introduced an option that will increase the power of the Pacer's 258cid six to 120bhp, an increase of up to 25%. The added power comes from a new two-barrel carburetor, a new cam and improved manifold.

● The turboPorsche which may be eligible for IMSA's Camel GT series next year will reportedly cost \$38,000, with engines going for a cool \$20,000 each.

● The Camel GT points fund has been increased from \$35,000 to \$60,000 for next season, with the series champ getting \$15,000.

● Dick Guldstrand will reportedly field a two-car team of Monza All American GTs next year, with backing from James Garner. Drivers are expected to be Milt Minter and Bobby Allison.

● David Hobbs spent the first day of December testing Benny Parsons' NASCAR Chevy at Daytona. Hobbs says he does not expect Carl Hogan to field a Formula 5000 effort next year, and plans to run seven Grand National races as a teammate to Parsons, starting with the Daytona 500.

● Drivers in each of IMSA's racing series next year will be asked to vote on the driver they each think best typifies "the spirit of true competition." The winners will receive the ArmorAll Competitor's Cup and checks for \$1000.

● Lord Alexander Hesketh has apparently made the final decision to forsake Formula One racing. James Hunt has been released from his contract with Le Patron and has signed with Team McLaren as a replacement for Emerson Fittipaldi, who will drive for brother Wilson's Copersucar team next year, as reported last week.

● Frank Williams has purchased Team Hesketh's racing cars and designer Harvey Postlethwaite went along with them. Williams has reportedly signed Jackie Ickx as his number one driver.



GRAHAM HILL

the south of France where they had been testing the Formula One car Brise was to have campaigned for Hill in the 1976 World Driving Championship.

The Piper Aztec fell on the fog-shrouded golf course approximately two miles short of the Elstree Airport runway, where the plane was scheduled to land after its trip up from Marseille, not

BRITISH LEYLAND CARS TAKE SEVEN 1975 PHA CHAMPIONS

The Pennsylvania Hillclimb Association has released final results for the year based on the best six runs out of eight events. Top drivers in British Leyland cars were:

D. Sedan	1st	Randy Miller	Mini
H Production	1st	Tom Edkin	Sprite
	2nd	Arthur Haug	Sprite
	3rd	Harry Salavantis	Sprite
G Production	1st	James Irons	Spitfire
	2nd	Glenn Snavelly	Sprite
	3rd	Harry McMasters	Spitfire
F Production	1st	Robert Wagner	MG Midget
	3rd	Ted Ralli	MGA
E Production I	1st	James Sariano	MGB
	2nd	Joel Jacobs	MGB
	3rd	Larry Chubb	MGB
E Production II	1st	Lorne Fritz	TR-3
	2nd	Marc Gerstein	TR-3
D Production	1st	Mike Farling	TR-4

Congratulations
British Leyland Competition Dept.

Camel GT

Continued From Page 11

Porsche 911 of George Drolsom/Bob Nagel. Sharp almost lost out when he had to pit on the next to last lap to change a tire.

Greenwood, in winning, set a record average speed for the 250-mile race, eclipsing the standard he set in winning last year. John completed the distance in 2:8.14.7 for an average speed of 116.775. His average was almost 8mph slower than his qualifying pace. Afterwards, John noted that he wasn't pushing the car at all, running as slow as he could while still concentrating. The track surface was quite slippery, especially on the banking, and he noted he had to be cautious constantly, or the car would slip away.

The Daytona finale was a fitting climax to a great season. Peter Gregg had a well earned third straight crown, with Hurley Haywood second, and Holbert third. Fans were once again treated to a glimpse at the potential of the Monzas, but once again denied the treat of watching them for a full race. Four were entered, the two Kwech cars, one for Jim Trueman/Tom Nehls, which looked very sharp in its new paint scheme, and one for John Morton. Nehl made the best showing, running 39



Hans Stuck lifts his Bimmer's inside front wheel as he holds off Allan Moffat. He didn't have to try for long, as Moffat's Monza soon pitted with coolant blowing into his car's carburetors.

lapse at the end. Morton failed to start. Collectively, the Monzas totalled 61 laps between them, not an impressive performance in light of their potential.

The season had ended on a high note, giving great promise for next year, when even more races have been added. Many

new teams are planning on competing in the Camel GT, most with new Monzas. Porsche should have a couple of turbo cars in the fray for their standard bearers as well as the normal Carreras. BMW will be back with a factory assisted, privately backed team.

Gregg Is Camel GT Champ

For the third year in a row, Peter Gregg captured the driver's championship for the Camel GT Challenge series. As in the past, there have been several drivers with a chance for the title going into the last battles which develop at a track like both Hurley Haywood and Al Holbert having a chance at overtaking Gregg. Hurley had the best shot at Peter, only being 11 points behind. Holbert's chances were slim, as he found himself 14 points back.

Holbert tried his best, outqualifying both of the other Porsche drivers, but once the race started they were all equal. In the early stages of the race, the three were engaged in one of those tremendous battles which develop at a track like

Daytona when there are three good drivers in three good cars. Nose to tail they ran through the infield, darting and weaving in every turn as each tried to gain an advantage. On the banking, it was classic NASCAR, a three car draft, each one trying to get the jump on the other. On several occasions, all three cars would run side by side on the tri-oval, inches apart, neither one giving an inch to the other.

The three were so evenly matched that it would come down to racing luck and equipment reliability for the title. Unless Peter broke, he would run right with Al and Hurley, negating any chance they might have. There was no way they were

going to run away for him.

As it turned out, Holbert was the only driver to experience a problem, a broken axle. This came after the mid-point of the race, when he was leading the Porsche trio. It dropped him off the pace and out of the Championship.

Hurley was still running strong, but he was behind Peter for the distance. They crossed the line in that order, with Peter fourth overall, and Hurley fifth. They were both a lap down to race winner John Greenwood at the end.

The title was especially profitable for the Jacksonville Porsche dealer. He accumulated more than \$20,000 in bonus money for winning the title.

Hill Grand Prix Team Killed In Air Crash

Continued From Page 1

the racer and met his death in Hill's plane.

Hill retired from driving in the middle of the 1975 F-1 season after 176 GP starts, more than any other man. He won the World Driving Championship in 1962 in a BRM and 1968, driving a Lotus. In 1966 he

1954, when he went to work for Lotus' Colin Chapman as a mechanic. He made his Grand Prix debut in a Lotus at Monte Carlo, which race he ultimately won five times. In 1960 he joined the BRM team and in 1962 drove that 1.5 liter design to the World Championship. He was third in

Brabham in '71 and '72. In 1973 he started his own team, racing customer Shadows; in '74 and '75 he ran Lolas. His team switched to Hill's own, Andy Smallman-designed car in the middle of last year and was to have ran a second generation car next season. In all, Hill won 14 Grands Prix, 13 of them from pole position.

Brise, a brilliant young driver who joined Hill's effort last season, got his start in go karts. He acquitted himself very well in his first GP drives last year and achieved almost instant recognition for his stellar performance at the Long Beach Formula 5000 Grand Prix last September.



Tony Brise at speed during early tests of the GH-2 GP car. Brise, 23, was killed in the same plane crash that claimed the life of two-time World Driving Champion Graham Hill. Earlier on the day of his death Brise had written off this car in tests at a track near Marseille.

Bernard Martin-Dondoz

won the Indianapolis 500, again in a Lotus and in 1972 he won the Le Mans 24-hour classic co-driving a Matra sports car with Henri Pescarolo. Hill was the only man to have ever scored all three of these milestones. He is survived by his wife, Bette, and his three children, Brigitte, Damon and Samantha.

Hill became involved with racing in

championship standings in '63, in '64 he was runner-up to John Surtees, and the next year was again runner-up to Jim Clark. He moved back to Lotus in 1967, where he stayed until he was dropped from the team after a crash at the end of the '69 season. He drove a Lotus for Rob Walker in 1970 and raced a works

KENDALL
MOTOR OILS
The winner's circle.
GT-1®
RACING OIL

The Ferrari Store
Sales, Service, Parts, Restoration
Engine Rebuild \$1,500.00 up. Head up-dating \$400 and up.
1351 E. Pomona St.
Santa Ana, Calif.
24 Hour (714) 835-6506

New Flow Bench
Superflow 110 \$890 complete

The Superflow 110 is a completely self-contained air-flow bench for testing cylinder heads, manifolds, and carburetors. World's most popular flow bench is used by nearly 150 racers including Glidden, Booth-Arons, Gapp and Roush, and Jenkins. Write or phone:

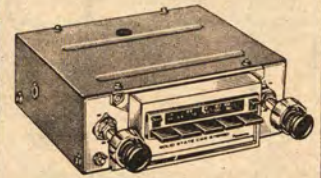


SUPERFLOW
(918) 543-2630

P.O. Box 3033A, Tulsa, Oklahoma 74101

mr. customizer

PANASONIC quality is now available in customizing kits with "Factory Look" installations. Average installing time... less than two hours.



MODEL CQ 989

STEREO TAPE PLAYER
with FM/AM/FM STEREO RADIO

Featuring 8-track stereo tape player with push button FM/AM/FM Stereo Radio. Balance control fader-equalizer for sound. Vertical head movement system.

\$189.95

MAIL ORDERS FILLED PROMPTLY

JACKIE COOPER warehouse

3901 N. TULSA
OKLA. CITY, OKLA.
73112. PHONE AC
405-946-0631

A major warehouse in the Central United States for Automotive Accessories, Mag Wheels and Automotive Sound Systems.

Panasonic
the moving
experience
in sound!



MODEL — CX-601
CAR STEREO 4-CHANNEL
CAR/HOME STEREO TAPE
PLAYER

Portable, lightweight. Slides out of mounting simply for use in home. Has lock-tight under dash bracket.

\$149.95

JACKIE COOPER warehouse

3901 N. TULSA
OKLA. CITY, OKLA.
73112. PHONE AC
405-946-0631

A major warehouse in the Central United States for Automotive Accessories, Mag Wheels and Automotive Sound Systems.

MAIL ORDERS FILLED PROMPTLY