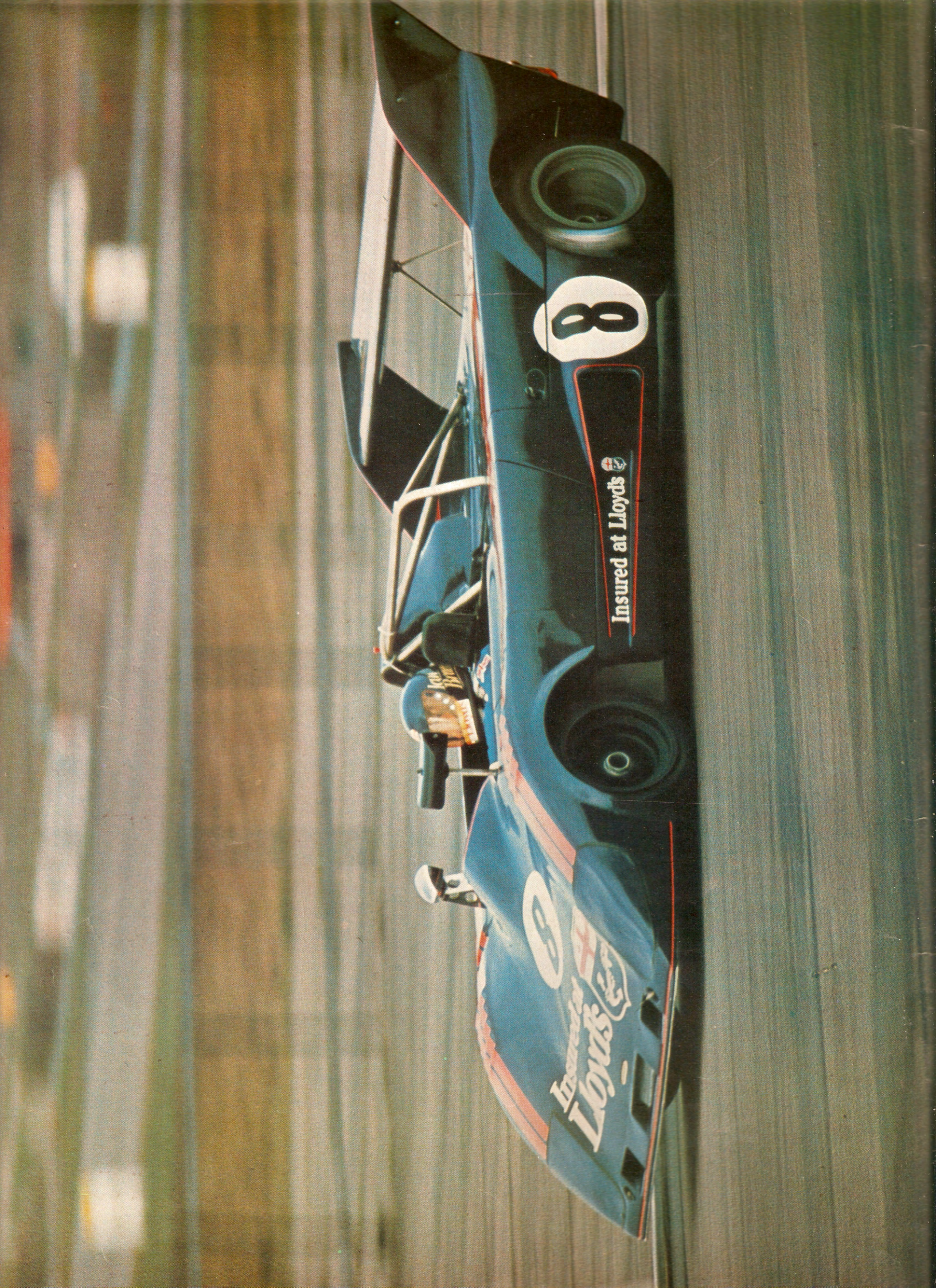


ENNA - SCHECKTER - PAU - 1000TH LOLA - ZANDVOORT

# AUTOSPORT

*Complete guide for your Bank Holiday Sport*





8

Insured at Lloyd's

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People, people, everywhere there's people.



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## EDITORIAL

### ...but we like it

Opinions are bound to be very much divided on the various reports of last Sunday's BBC Radio One 'funday' at Mallory Park.

First the facts. A total of 47,098 people actually crammed into the circuit. This is the biggest ever crowd at the Leicestershire venue and the biggest crowd at any race meeting in this country so far this year.

Five people were taken to hospital, four discharged the same day, the fifth detained with appendicitis. Sixty seven people were treated by St John Ambulance, for a variety of complaints including shock, hysteria, head and stomach aches, a below average figure for such a large gathering of people, we are reliably informed.

The circuit was invaded by 300 people from the Stebbe Straight side, but during a period when no racing was scheduled. So they went into the lake, if they want to get wet that's their decision.

So there was a delay in some of the racing, but take a look at the credit side. Many, many thousands of new people were introduced to motor racing, they didn't come to see it, but they couldn't avoid seeing it and it was good. If as many as ten per cent came back again then it's been worthwhile. Motor racing cannot exist without spectators, this is a way of getting new people in so it has to be a good thing.

The 'contract' with the BBC decrees that half the proceeds go to a BBC charity and half to a motor racing charity. John Webb said on Monday morning that part of 'our' money would go on a new ambulance for St John Ambulance, and part on a new rescue unit for the BARC.

That is a tangible benefit which cannot be ignored. We know that there are a number of people involved in racing or marshalling or general organisation who say it is prostitution of the sort. They have a point but, we have always said, and will continue to do so, the sport is now big business, it cannot survive in any other form; it needs to make money and that means spectators — as many as can be packed in. We have to be commercially minded. Racing's involvement with BBC Radio One this year has brought a breath of fresh air to the domestic scene and more, new, spectators.

Complete pop orientated meetings, such as last Sunday, are few and far between anyway. If a competitor, or so-called purist, doesn't like it he will find just two spare weekends on his hands. That's a small price to pay if those two days are going to ensure the preservation of pure race meetings, which is what they do.

Although there was such an enormous crowd at Mallory, John Webb reported that there was no violence or bad behaviour "just excess enthusiasm by about 300 people". In 47,000 people that's a very small amount.

We like and appreciate motor racing pure and simple, but we must live with the times. The pop music business and motor sport do mix and can legitimately share the same bed. Anyway, as far as promoters are concerned there's no question of a separation. Neither they nor the sport can afford it.

### our cover picture

Martin Birrane's Adlards Capri Superloon is just one of many such powerful hybrids which will be starring in this weekend's holiday racing.

Photo: David Winter

## Brise signs for Hill



Graham Hill talks to Tony Brise prior to the Monaco F3 race.

Tony Brise has joined Graham Hill Racing, that's official. The 23-year-old Brise finally made up his mind at the end of last week after much deliberation. Brise, the sensation of British racing this year following his consistently rapid and winning drives in the works Formula Atlantic Modus, will make his debut for the team at this Sunday's Belgian Grand Prix at Zolder.

Brise's decision to join Hill's Embassy sponsored team is thought to have been influenced by Modus boss Teddy Savory, as it is reported that Frank Williams offered to top the reported £12,000 which Brise is getting from Hill. Right up to the last minute the irrepressible Williams, who gave Brise his GP debut at Barcelona where he was as impressed as everyone else, did his best to persuade Tony to run with him. As the pressure built up on Brise

from Hill and Williams other teams also began to show interest, Lotus and Brabham being two of them, although neither appeared to have anything concrete to offer.

Tony told us on Sunday that he was happy with his decision and thought that the new Hill GH1 showed great potential. His contract calls for him to do all the F1 championship races this year, but he has decided to continue to drive the works Modus in all the John Player Formula Atlantic races which don't clash. In fact, only the supporting race at the John Player GP clashes and as he already has a healthy lead in the series he doesn't feel that missing one round will be too harmful. After Zolder on Sunday he will return to England in Teddy Savory's Jet Ranger helicopter to drive the Modus at Oulton Park on Monday.

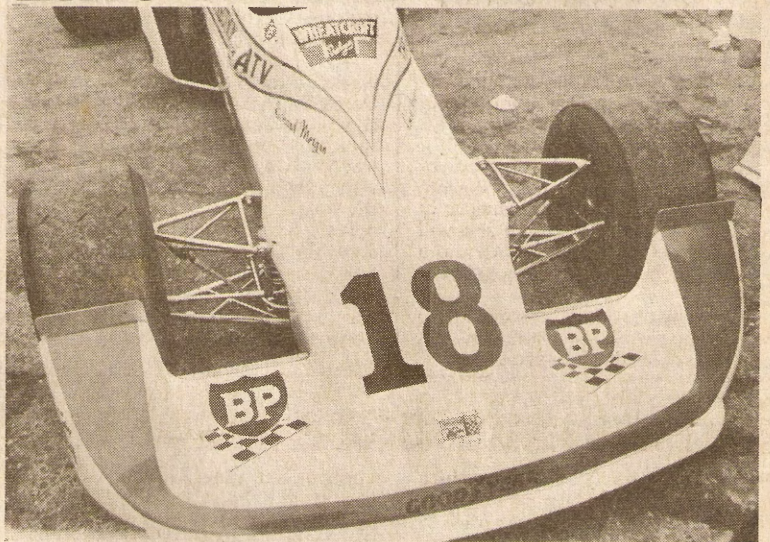
The contract is basically for the remainder of this year although there are options on both sides for an extension for 1976. This will presumably depend on Savory's decision, expected in the near future, whether or not to build his own F1 car. As he has Brise on a two year contract it is proposed that one of the current Atlantic chassis will be converted into an F2 after the British GP in order to give him more experience in Europe.

Brise will have the original Hill GH1/1 to drive at Zolder although it is not known whether the third new chassis, GH1/3, will be ready for either Graham himself or Francois Migault. Incidentally it is worth noting that Brise is only 23 and that Hill did not have his first race ever until he was 24. Last Sunday's win at Brands Hatch was the 51st of Tony's career, which has included numerous championship wins in Formula Ford and Formula 3.

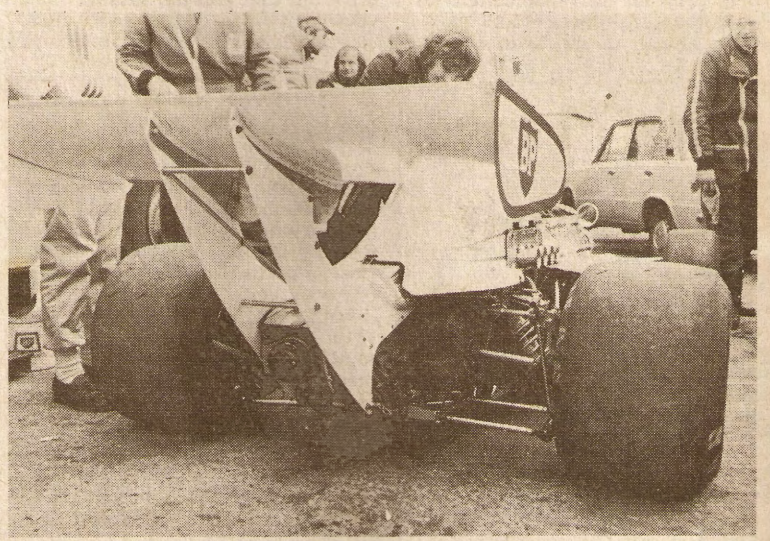


Tom Wheatcroft squeezes himself into the first car every to carry his name as a constructor.

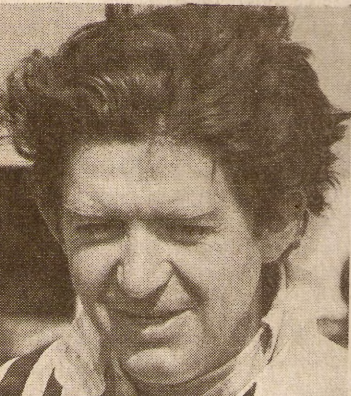
## Enter the Wheatcroft



Interesting features of the Mike Pilbeam designed Wheatcroft R18 001 are the inboard mounted Koni spring damper units on the front suspension (above) and the rear wing support which holds the battery and the spark box. The car is nearly 100lbs underweight and very small - all the fuel is in one tank behind the seat. Richard Morgan has already lapped well under the Snetterton lap record with the car.



## AC back Opel



John Handley, former European Touring Car Champion, will drive the AC Delco sponsored works DOT Opel Commodore in the rest of this year's Southern Organs Touring Car Championship. The AC Delco sponsorship was announced yesterday (Wednesday).

Rumours are gathering strength that Brian Henton will make his F1 debut in a third works March at the John Player Grand Prix. 'There's no plans as such,' said Sandro Angelieri on Tuesday, 'but yes, we are thinking about it.'

## Wunderink out for six weeks

Roelof Wunderink had a very nasty accident on Friday at his home circuit of Zandvoort during private practice for the F5000 race. Driving Tony Dean's Chevron B24, the young HB Bewaking sponsored driver went off the track at something around 140 mph after setting competitive times. The catch fencing stopped his car, but the wires caught him in the face, his helmet split and he suffered severe facial cuts and broken cheekbones. After an operation on Saturday, he was said to be doing well, but also suffered considerable concussion and is expected to be out of racing for at least six weeks.

The unfortunate accident leaves the seat in the HB sponsored Ensign team vacant, but the company's managing director Rodi Hugenboom said on Monday that they hoped to get Vern Schuppan to drive the car at Zolder, if the Australian was interested.

Ensign's new car is now virtually completed, and HB have secured the services of Gijs van Lennel to test the car and set it up for Wunderink when he is fit enough to race again.

● The organisers of the Trois Rivières Atlantic race in Canada were at Pau last weekend to see Europe's equivalent of their race and to negotiate entries. Although it does not count for the Canadian FA championship the race has a 40,000 dollar prize fund. Fred Opert hopes to be running two cars in the event for Jean-Pierre Jarier and Jean-Pierre Jaussaud.

● The fastest laps of the individual drivers at Monaco were: Patrick Depailler, 1m 28.67s; Jochen Mass, 1m 29.01s; Emerson Fittipaldi, 1m 29.21s; Carlos Pace, 1m 29.22s; Ronnie Peterson, 1m 29.38s; Niki Lauda, 1m 29.41s; James Hunt, 1m 29.58s; Jody Scheckter, 1m 29.84s; Jacky Ickx, 1m 29.91s; and Clay Regazzoni, 1m 29.97s.

## Cyd's sponsor

Cyd Williams has found sponsorship for the Graham Eden Formula Atlantic Brabham for the rest of the year. Williams, one of racing's unluckiest drivers, will be backed by Harrison Drapers, the Birmingham home improvements firm, which also sponsors Atlantic newcomer Graham Perry in the ex-Purley F2 March.

Cyd, who is currently lying third in the John Player championship, will be able to drive Perry's March if he finds it quicker than the two-year-old Brabham, which he and Graham Eden have modified into a respectably quick car.

The new Harrison Drapers' team will make its debut at Oulton on Monday.



Derek Bell - Thruxton RAM

## Bell's F5000

The Thursdays RAM F5000 has hit hard times. Damien Magee suffered a couple of RES engine failures in his Chevron at Zandvoort on Monday, making a total of five in three meetings for the team.

With Jones busy in Belgium this weekend his place will be taken by Derek Bell at Thruxton on Monday. It will be remembered that Derek took pole position at this meeting last year in David Hobbs' Lola. So hopefully a change of fortune is one the way.

Plans for the team after Thruxton seem somewhat fluid at the moment but John Macdonald was talking at Zandvoort about running just one car, although who would drive it depended on the outcome of Thruxton.

## St Jovite okay

It was confirmed this week that the St Jovite circuit in Canada will re-open on July 6 with a round of the Player's Atlantic series at a meeting promoted by former Canadian F2 ace Jacques Couture.

Bob Hanna, executive director of the CASC said this week, "despite the four year lay-off the track is in surprisingly good condition and will require only normal checking and a clean up to bring it up to top form for this major event."

The last event at the circuit, a former home of the Canadian GP, was won by Mark Donohue.

## Hammonds back Jackson

Hammonds, the famous Yorkshire manufacturers of chop sauce, have joined up with Ottershaw Motors Ltd of Addlestone, Surrey, to sponsor the Opel Commodore GSE driven so far this year by Shaun Jackson. Jackson will continue to drive the car in RAC/Southern Organs touring car championship rounds.

The Opel will be resplendent in its new colours of yellow, red and black, and is known in the team as The

Chopper. At times, it will be supported by the Hammonds Brass Band from the factory, which is near the Dealer Opel Team headquarters at Baildon, Shipley.

It is also hoped that John Watson and former Ottershaw F2 driver Tom Pryce will drive the car on occasions, but the original plan of having them drive in the Tourist Trophy was somewhat upset by the date now clashing with the American Grand Prix.

## Japan F1 race —looks likely

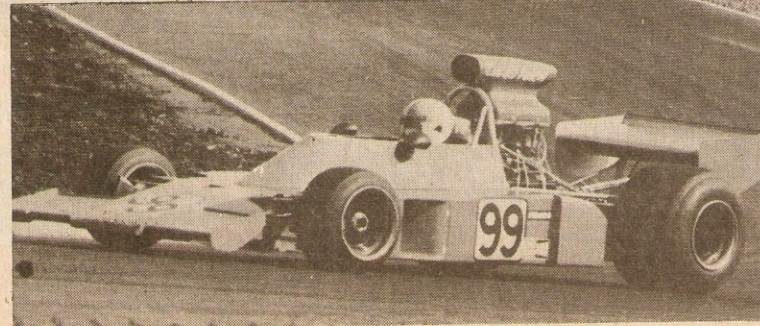
Although F1 Constructors Association Secretary Peter Mackintosh was reluctant to say very much last weekend rumours are gathering strength that there may be a full scale non-championship F1 race in Japan later this year. 'It's been talked about,' was all Mackintosh would say.

It will be remembered that a number of cars went to Fuji at the end of last year to put on a demonstration for the Japanese which went down very well. Apparently the deal for this autumn requires 20 cars for a proper race. Interestingly, Ronnie Thompson, head of Philip Morris Europe, said at Monaco that we'd definitely see a Swiss GP this year (confirmed, but obviously with Marlboro backing) and 'we'll definitely see a GP of Tokyo within two years and we've been talking to Iran.'

● The Dorset Racing Associates Lloyds Lola T294, pictured on our inside front cover this week with Ian Bracey at the wheel, had a rough time at Enna at the weekend. All the team's records of ratios, settings and so were stolen by Sicilians on arrival in Enna. Of what use they could be nobody knows but the snakes have obviously had a nice change of diet.

Things didn't turn out too badly though for Claude Crespin/Ian Harrower, who finished eighth and won their class handsomely.

Chris Amon drove his F5000 Talon round Knockhill to officially open the racing circuit last Sunday.



## Indy: Mario qualifies

The final grid positions for Sunday's 59th Indianapolis 500 were filled last Saturday and Sunday. Easily fastest of the second weekend qualifiers was Mario Andretti, who got his Viceroy Eagle-Offy through its four laps at an average of 186.480 mph. Despite this being the eighth fastest time recorded during qualifying Andretti's run left him back in the 28th place on the grid, behind all the qualifiers from the previous weekend. Andretti had returned to Indy immediately after the Monaco Grand Prix and spent four days practising the Parnelli Cosworth but he was unable to get it into the 180 mph bracket and on Thursday reverted to one of the Vels Parnelli Eagles, like team-mate Al Unser had a week before.

Qualifying second to Andretti on Saturday and thus filling the 29th place in the field was Rookie Larry McCoy in the Shurefine Foods Rascar Offy, who lapped at 182.760 mph. Driving with a plaster cast on one foot, after his first week's shunt,

Steve Krisiloff qualified his rebuilt Leader Car-Lodestar Eagle-Offy at 182.408 mph. As he is currently a strong second in the USAC championship, Krisiloff was obviously determined to qualify for this all important round of the championship.

The grid was completed by Dick Simon (Eagle-Foyt) at 181.892 mph, Mike Hiss, who found himself a drive in Johnny Parsons' spare Sinley-Offy and went around at 181.754 mph, and lastly Tom Bigelow's Bryant Heating and Cooling Vollstedt-Offy, who was the only Sunday qualifier. Bigelow lapped at 181.864 mph bumping Rick Muther's Thermo King Eagle off the grid — it had been the slowest qualifier on Saturday. Also knocked out of the field was the first weekend's slowest man Lee Kunzman who had managed barely more than 180 mph.

Today (Thursday) is the only day of practice at Indy this week and the race starts at 11 am Indy time on Sunday, weather permitting.

## Morgan hopes

Dave Morgan is still without a permanent competitive drive although he will be partnering John Lepp in the works March 2-litre sports car in the Nurburgring and Osterreicherung 1000 kms race next month.

The Chevron B29 which he drove for Roger Chalk smashed the Snetterton lap record in Morgan's hands before being shipped to Canada for Bobby Brown to debut in the Canadian Atlantic series, which starts this weekend. Brown managed to go four seconds quicker than anyone else during unofficial testing last week.

Morgan is still very much in touch with Louis Stanley with regard to a test drive in one of the Stanley-BRMs and hopes that he may get a chance soon.

● Talks are currently in progress for German Ford saloon car ace Klaus Ludwig to make his F2 debut at the Hockenheim race next month. If negotiations are successful he will drive one of Fred Opert's Hart BDA powered Chevron B29s. If Ludwig does not drive the car it is likely that Maxime Bochet, who drove it at Pau, will get another opportunity.

● Brett Lunger did not make his Formula Atlantic debut in the Strakers Atlantic Lola last weekend because he broke his ankle a couple of days before hand. John Nicholson took over instead.

## Third Project

Ron Dennis' Project Three F2 racing team will be running a third car in the remaining F2 races. Following a deal recently concluded with March and two Italian companies, Italian F3 ace Bruno Pescia will run alongside the regular Project 3 drivers Vittorio Brambilla and Sandro Cinotti, beginning at Hockenheim on June 8.

The sponsors of the car are Castelli Acciai and Tecntub Italiana, both specialists in exotic metals in Italy. The arrangement is for March to test certain metals in racing conditions and feed the information back for the companies to apply in road car development. Watch out for ultra lightweight Marches!

## Dempster and Wilds split

Mike Wilds was at Zandvoort over the weekend sadly without any drive. It seems that he has split from the Dempster team, following a breakdown in further sponsorship negotiations. While the Surtees that the team were hoping to race with Cosworth power in F5000 is built and ready to race, without any sponsorship, the Edenbridge car cannot be run. So Wilds is currently without a drive and without any sponsorship, a sad let down for a driver who seemed to have his season sown up at the beginning of the year.

## Tyrrell's GRD

Mike Tyrrell finally found himself in an F3 GRD last Sunday, although it is still not the new one he has been waiting for. Since his Tony Roles Racing March was written off at Monaco, Antiguan Tyrrell has hired the ex-Ribeiro 743 chassis from Brian Henton. This was in fact the one used by Derek Cook at Monaco. Mike Warner told us that the delay has been caused by a number of overseas orders and that Tyrrell's new car will be ready early next month.

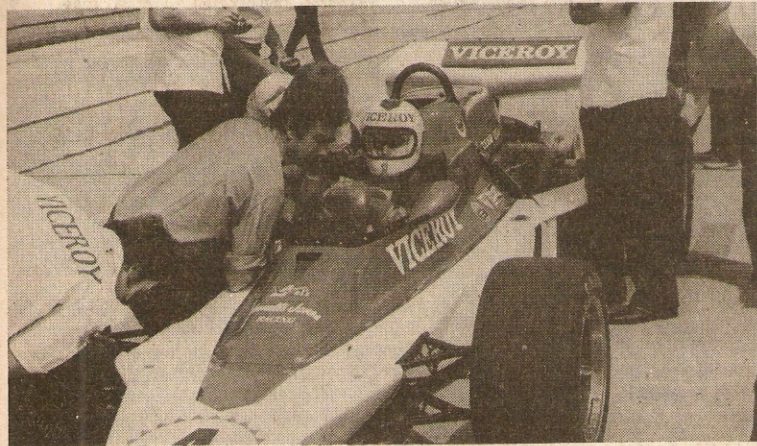
## VPJ continue Indy DFV

Despite neither of the two Viceroy drivers Al Unser or Mario Andretti trying to qualify the turbocharged Cosworth DFV engined Parnelli at Indianapolis, the team are not going to drop the project. Al Unser, who reached speeds of 182 mph in practice with the car, said that the engine was fine but the chassis needed tuning and there wasn't enough time to do it this year. "I think it will be worked out and be a

super car, but asking to get it done in a week or so is asking for a million dollars."

Parnelli Jones himself a former Indy winner said: "It's the most exciting thing that's happening with Indianapolis racing. It's really our 1976 car. We'll be in excellent shape for next year. At least we're one team trying to do something. We've got the only thing coming that's new. Racing needs something."

Al Unser and the Parnelli crew discuss the Turbo-DFV engined Viceroy.



## BRIEFLY...

- The younger racing Brise brother, Tim, is scheduled to make his F3 comeback this weekend in a new Elden provided it can be readied in time. He tried the Formula briefly in 1972 when he ran a GRD, but after a couple of very nasty accidents quit racing for a while before returning in FF in the middle of last year.

- A number of F1 teams were tyre testing with Goodyear at Anderstorp, the venue for this year's Swedish Grand Prix, last week. None of the reported times were particularly quick and the session was really only noted for Niki Lauda shunting Clay Regazzoni's car at the fairly quick corner before the pits. Niki escaped unhurt, but his time of 1m 27.6s was nearly two seconds slower than Jean-Pierre Jarier's best (1m 25.8s). Jody Scheckter and Patrick Depailler, who scored a one-two at the circuit last year, both did 1m 26.6s, while Tom Pryce was on 1m 27.2s.

- The head of Miller Brewing Co, an American beer firm already involved in NASCAR, and, incidentally part of the Philip Morris Group, was in Europe recently and said 'we'll be seeing a Miller Grand Prix in the not too distant future.' Long Beach is the hot tip for this one.

- Following Jochen Mass' switch to the Alfa sports car team we gather that John Watson has had a serious offer from George Loos to share the Gelo/Gulf with Tim Schenken in the remaining races.

- South African Robert Joubert has decided not to continue with his F3 Lola and is, in fact, quitting Britain to run the car in the Canadian Formula Atlantic championship, apparently in a team with Maki F1 driver Dave Walker. The opening race of the series is this Sunday at Edmonton, although Joubert is not expected until the second round at Westwood.

## Player's FA

The increasingly popular Canadian Player's Formula Atlantic series gets underway this Sunday at Edmonton. A total of 43 entries have been received for what promises to be an exciting championship.

Current champion Bill Brack heads the line-up with his STP Chevron B29, which is one of seven new Bolton cars entered. Other notables in B29s are Hector Rebaque, fresh from some promising F2 outings, Bobby Brown, whose car has been sorted by Dave Morgan, and Bruce Jensen.

Nine Lola T360s are entered for, among others, last year's runner-up Tom Klausler, Elliott Forbes Robinson, Howdy Holmes, Alan Karlsberg and Bill O'Connor.

After having missed out on the North American market in the past couple of years; guess who's made it big this year. Yes the March sales wizards have sold no less than ten new 75Bs to add to the seven other older cars already there. Among the runners in new cars will be Craig Hill, Bertil Roos, Jon Woodner, Chip Mead and Giles Villeneuve. An interesting entry is that of Vern Schuppan in an older 72 chassis while James King is in a 74B.

Finally there are two Tuus entered for John Nicholson and Freddy Phillips.

- The Spanish Grand Prix placings have now been officially settled. Third and fourth places were in dispute and Carlos Reutemann has definitely been credited with third place and Jean-Pierre Jarier fourth, although he was third on the road.

- A new Dastle F3 car, the Mk 12, has recently been completed by Geoff Rumble's company. No regular driver has been lined up but 'a well known F3 driver' will test the car shortly.

## GP accident report

Published this week was a report from the Jim Clark Foundation entitled *Grand Prix Accident Survey 1966-72*.

The report gives the result of an investigation of the causes of 224 accidents during the years 1966 to 1972 inclusive.

According to the survey "Driver error" was the apparent cause of 48.6% of the F1 accidents during the seven seasons under review.

A summary of the results of the survey produces the comment from the team: "A work of this type is as valuable for theories it refutes as for those which it supports. The oft-expressed opinion that "mechanical failure is the major cause of accidents" is not supported by analysis, although such failures do contribute to the F1 accident picture to a significant degree."

The report lists 24 apparent causes

of the accidents studied - 122 of which occurred during races, 91 in practice, and 11 in testing. Of these 12 causes were identified as a "mechanical failure" of one kind or another. Together these accounted for 24.7% of all accidents, headed by suspension failure (6%).

Other interesting conclusions of the report are:

In 85.8% of accidents the driver was not injured;

Twenty-five per cent of race accidents took place during the first two laps of the race;

A total of 59.4% of all accidents recorded occurred during practice, or in the first two laps of the race;

Weather conditions were found to have no significant effect on the number of accidents;

Italian drivers were "significantly prone to accidents than the average" and;

For general accidents, Brabham and Eagle cars fared "significantly better than average."

The report contains some interesting driver comparison tables and of the drivers still racing today Henri Pescarolo, Jack Oliver, Clay Regazzoni and Dave Walker feature at the top of the F1 Accidents/Race table, while only one driver still racing, Jacky Ickx features at the "good" end of the scale and he's fifth behind Jack Brabham (safest of all), Jackie Stewart, John Surtees and Denny Hulme.

The whole report makes interesting reading and, thanks to the Moores Foundation, copies are available at £2 from the Jim Clark Foundation, 20 Tudor Street, London EC4Y 0JS.

## Led Arnott

Bob Arnott has found sponsorship for his ex-Ippokampos F3 March 743. During the last couple of weeks the car has carried the legend Swansong Records, and those of you that read the better Sunday papers will know that is the company belonging to Britain's multi million dollar earners Led Zeppelin (they're a pop group, not another unsuccessful airship).

Bob told us that he now has a proper budget and hopes to have his first ever testing session with the car in the near future to try and sort out some of the problems "in every department" he has been having.

## Ragnotti scores again

Supporting the F2 race at Pau last Monday was a further round of the Renault European championship run in two heats and a final.

Quickest in practice was Richard Dallest (Elf Martini), the youngest of the Elf backed Renault drivers. Just one hundredth of a second slower was Jean Ragnotti (Antar Martini) with series leader Rene Arnoux (Elf Martini) third.

In the first heat Dallest led initially before Arnoux moved in front and led for the rest of the 20 laps. Dallest had gearbox and brake problems but held on to second despite increasing pressure from Dany Snobeck (Martini). Fourth was Alain Cuderc from Didier Pironi and Jacques Coulon.

Jean Ragnotti walked away with the second heat with Jacques Coche (Lola 410) second. Ragnotti's team-

mate Marc Sourd was third after being held up.

In the final Ragnotti led all 35 laps although initially challenged by Arnoux, whose engine went off and caused him to retire. Dallest and Snobeck carried the battle forward though, until Snobeck spun in the Park and damaged his wing letting Ragnotti get away.

Snobeck fought back and was catching Dallest at the end. On the last lap Dallest's engine blew up, but Snobeck was not destined for second place. In the Park he came across a spinning car being waved back on to the track and clouted it, allowing Cuderc into second place. A disappointing Pironi was third. Ragnotti's win puts him back at the head of the championship table.

## £86,000 for JP GP

Silverstone announced last week that the prize fund for the John Player Grand Prix on July 19 will total £86,000. The race will be held over 67 laps and there will be a total of five hours practice on the preceding Thursday and Friday.

Opening the day's racing at 11 am will be the F1 Constructors Challenge Cup F3 race with £2,500 split between practice and race positions.

Also before the main race is a round of the Southern Orans G1 championship. The meeting is completed by a Tricentrol Super Saloon and John Player Atlantic race.

All 14,000 Grandstand seats have been sold for July 19. However it is still possible to save 50p on advance Paddock/trackside enclosure tickets.

## Lauda set for Belgian victory

The Grand Prix circus moves to Zolder this weekend, scene two years ago of much controversial action by the drivers due to the state of the circuit. Since then there appears to have been little trouble at the track so hopefully we will be able to record a peaceful weekend next week.

The last couple of races have really proved that Ferrari are back into top gear with their 312T model. Niki Lauda's Monaco win was the end of a desperate drought for him and if he gained anything at all from last season's mistakes, he just has to be the man to take maximum points once more. Team-mate Clay Regazzoni will be hoping for a finish this time, not a first lap accident.

The main challenge to the Prancing Horse must come from the McLaren team. They may not appear fast but every time the names E. Fittipaldi and J. Mass occur in the top six finishers. Emerson currently leads the championship and will not be keen to lose any more of his advantage.

The Shadow team were back with a bang at Monaco and certainly Tom Pryce appeared to be the fastest man on the track during the opening stages. Both he and Jean-Pierre Jarier can be relied upon for enthusiastic, if a little hairy, performances. While Carlos Reutemann appears to have lost his enthusiasm in the Martini Brabham, Carlos Pace is second in the championship table and determined to prove statistically what many people have thought for a long time that he is the quickest Brazilian driver.

John Watson had a disappointing Monaco but that setback is hardly



Dave Walker - F1 return.

likely to deter the talented Irishman from getting the Matchbox Surtees around very quickly. The Tyrrell twins Jody Scheckter and Patrick Depailler seem so near to being right at the front but are striving for that extra tenth to put them right up there. For Jacky Ickx this just has to be a good race, although his form in the JPS doesn't really suggest it will be. Ronnie Peterson, of course, will be trying hard, but perhaps reflecting on those three shunts here two years ago.

It has to come right for the Hesketh Team and James Hunt sooner or later. The combination is quick, very quick, but that vital last click is missing somewhere to make it happen. Surely they can't lead another race and not win... can they? Alan Jones will be in the Rob Walker Custom-made car again while Mark Donohue and the Penske will be the only one of the US newcomers to take part, the Parnelli team being busy at Indy.

Vittorio Brambilla is rapidly becoming a force to be reckoned with in F1, the stocky Italian promising soon to become the true replacement for Ronnie Peterson in the team. There are other former March drivers who we could liken Lella Lombardi to, but we won't (it's too long a list).

All the changes in the entry are at the lower end of the scale. The most interesting of course is Tony Brise in the Embassy Hill. He will have GH1/1 while either GH himself or Francois Migault will have GH1/3 if it is ready. If not, the old Lola will be taken along once more. Frank Williams reckons he'll have Arturo Merzario and Jacques Laffite in his cars, but neither driver seems settled and it's a shame Frank can't find a driver with his own brand of enthusiasm. Wilson Fittipaldi will be out again in the Copersucar while Mo Nunn's HB Ensign will probably be handled by Vern Schuppan. Bob Evans continues to exude enthusiasm for the Stanley-BRM and we hope the new engine will shortly give him the sort of power he needs to make the car remotely competitive. The Maki is scheduled to return with Dave Walker driving.

The race takes place on Sunday afternoon and a report will be broadcast on Sunday Sport, BBC Radio 1, 7 pm.

*We regret that, due to a print dispute which is currently affecting various publications all over the country, some copies of this week's AUTOSPORT may have been delivered late.*

## Avon Tour-regs change

The regulations are out for this year's Avon Motor Tour of Britain (August 1-3).

This year's Tour will be over 1000 miles and will include longer and tougher rally stages and races at Silverstone, Cadwell Park, Oulton Park, Mallory Park and the new traditional night racing at Snetterton. Clerk of Course Peter Browning said 'We have been very careful to avoid rough, car damaging roads but this year's event will be a great challenge to the drivers.'

Because of the never ending increase on car prices it has been decided to divide the event into seven classes based on engine size rather than price as in the past. The cars must comply with Appendix J G1 and run on standard road tyres.

In order to encourage smaller capacity cars a new Index of Performance award has been created. The crew achieving the greatest lead over the average for their class will win £20 and there will be an overall index of Performance Trophy and £100 award.

Entries opened on May 5 and regs are available from the BRSCC. Already 150 applications have been received. Closing dates for completed forms plus £75 is June 23.

Already the stories about who will and who won't compete are rising. Ford, we hear, will not be defending their works 1-2 victory of last year, although this is not yet official. Their already stretched budget is committed to several important European rallies later in the year and unless Roger Clark can find a sponsor he won't be defending his title.

Last year's second placed man Gerry Marshall will be out again, in a Vauxhall this time. However the regs state that all parts must be homologated by March 31, which will mean the five speed gearbox and twin Dellorto carburetors recently allowed will be barred.

Tony Lanfranchi, who did wonders in the Van Der Steen BMW last year has yet to decide whether to take his Hemi Cuda or Mazda. Why not both, the RX3 will go in the boot surely?

A strong Chrysler challenge comes in the shape of two Avengers for Bernard Unett and Colin Malkin in Halesfield cars.

## BRIEFLY...

- All the doubts over the re-scheduling of the Pocono F5000 race were dispelled this week when the SCCA announced that the race would definitely take place despite the clashing Transam race at Seattle Raceway on the other side of the country.
- Oh well it has to start sometime: Silly season 1976. Rumour number one, James Hunt will join Ferrari whether Hesketh continue or not. Rumour number two, Superbear is coming and he's legal.

- The IMSA organisers, who are prone to change the rules as the GT series progresses to keep it fully competitive, have announced that the BMWs and AMC products in the Goodrich RS Challenge will be required to run restrictor plates as from the Lime Rock race on June 1.

- The BARC will be running another televised meeting from Thruxton in the Autumn. Again sponsored by Wella the November 15 meeting will feature four races, Atlantic, Special Saloons, Formula Ford and Modsports for BBC's Grandstand programme.

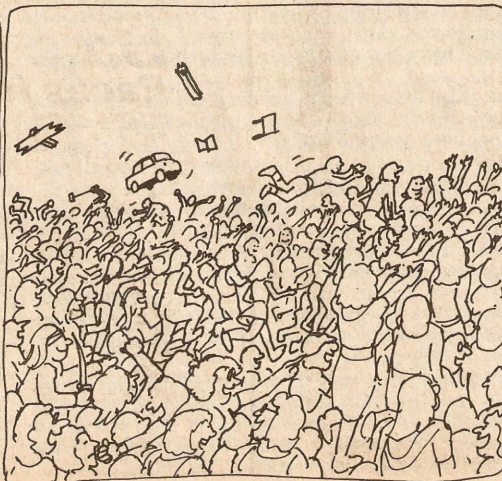
- There will be no second turbo Alpine for Patrick Depailler and Jody Scheckter at the Nurburgring 1000kms although there is a good possibility of one at the Osterreichring and Watkins Glen.

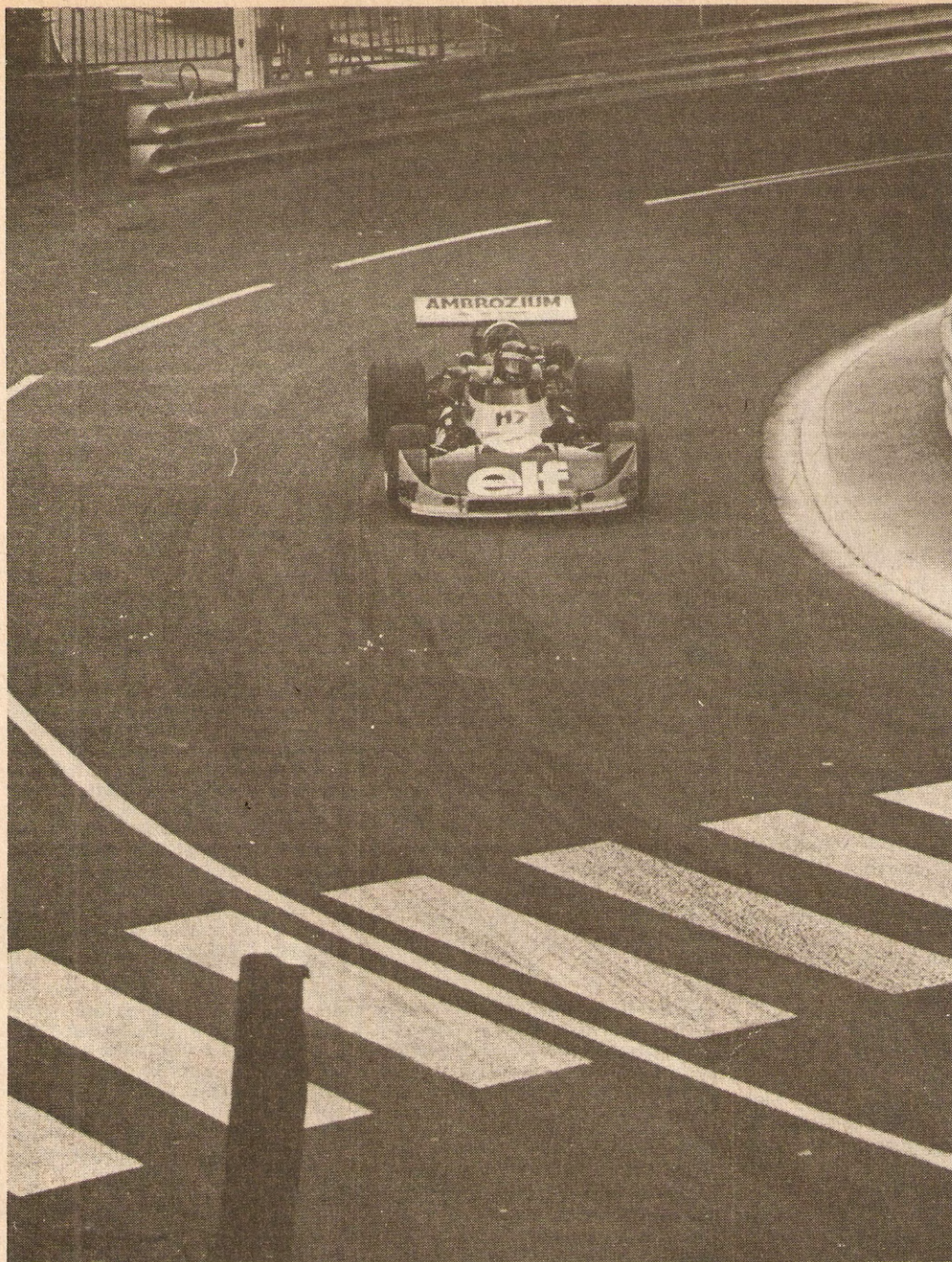
- Ken Tyrrell was spectating at Paul last weekend although was non-committal about his presence. Keeping an eye on Patrick Depailler? Unlikely. Talking with Elf about a third F1 car for Patrick Tambay at Paul Ricard? Quite possible.

- Gabriel Serblin is still talking to John Surtees about the chances of an F1 drive. Apparently he's interested in going to Sweden.

## CATCHPOLE

By Barry Foley





Jacques Laffite swings his Martini through the streets on the way to yet another win.

## PAU

# Jacques Laffite reigns

Story and Photos by CHRIS WITTY

The 35th Grand Prix de Pau, the Formula 2 equivalent of Monaco and generally held in even higher esteem, was the scene of a closely fought and, perhaps, significant championship round last Monday afternoon. Dominating the meeting throughout were Frenchmen Jacques Laffite and Jean-Pierre Jabouille. For the first time this year the two met head on with fully sorted equipment. Laffite claimed pole after Jabouille held it in the early sessions. Laffite's Martini led the first lap but then Jabouille's Elf slipped by. For the next sixty laps the two experienced drivers showed their class and ran through the beautiful round-the-houses and Park circuit literally nose to tail. It was really gripping, neither driver giving an inch either way. Eventually it was Jabouille who erred fractionally and Laffite went through. Just to underline his form, Jacques then pulled out some 17s before the end. This win moves him even further ahead in the European championship.

Patrick Depailler, in one of Ron Dennis' Marches, took third after a nasty accident eliminated Patrick Tambay. Gerard Larrouse was well up for most of the race in his old Alpine but was plagued with a misfire although he held onto fourth place from a troubled Michel Leclere (Elf March).

In order to completely throw our printing schedules into chaos, this year's Pau Grand Prix was held on a Monday. For the French it meant a public holiday, although this was more of a religious occasion than just a free day off. It was also a religious occasion for Formula 2 as this was the fifth round in this year's European F2 series.

For those who haven't been to Pau before, let's just say that, by today's racing standards, the place is something else. If you look at who's raced here in recent years and then look at all the political manoeuvring that's going on in Grand Prix racing, primarily about circuit safety, then Pau puts the whole argument up the creek.

Monaco and, to a lesser degree, Barcelona may

capture the heart of the world with their superficial titles of street racing. They were ... once. However, their drawback, in many respects, is that they play host to Formula 1 races.

Pau, on the other hand, is tremendous. It still possesses tremendous character that has changed little in its famous history. This would be the 35th Grand Prix "around the streets" and, in all those years, very little has been done to alter the basic layout.

As far as true race circuits go, Pau comes very high on the list. Although Spa is different in design, as a "real" race circuit, it is of the same concept. There's something magic about using public roads as a race track. The French love it,

although gradually they are tending to drift away from those halcyon days of Rheims, Rouen, Clermont *et al*.

Pau, set within the confines of the town's park and situated near the railway station, doesn't really conform to the arguments put forward by today's "safety conscious" drivers. It is dangerous. Speeds may be low but one has only to look around and the flaws are painfully obvious. One wouldn't want it to change and, when these Grand Prix drivers take part in an F2 here, it is understandable why. They like it. Jean-Pierre Beltoise was particularly concerned over our recent remarks about circuit safety and the reaction by several Grand Prix drivers towards it. Here were a handful of regular F1 contenders, admittedly all French and at a French circuit. Draw your own conclusions. All one can say is that Grand Prix racing makes many people narrow sighted.

## ENTRY

Formula 2 is now six races old. At last we are beginning to discover just who's got what it takes and who hasn't. The standard isn't terribly high although with the lack of Grand Prix drivers, it's difficult to assess each individual's ability. Francois Guiter, head of Elf's vast racing emporium, recognises that this is evident. He says he's doing everything he can to give French Grand Prix drivers the opportunity to contest Formula 2. It's only then that he can assess the talents of people like Michel Leclere and Patrick Tambay. It's a pity that there's no one in England, with Guiter's influence, to create opportunities for drivers like John Watson and Tom Pryce, to name but two, who would love to contest F2. Elf's budget is vast. The way they spend it within racing makes sense. One can only praise their efforts. As for the other profit making oil companies, the odd bonus here and there, plus a couple of sets of overalls for the mechanics and a free anorak is not far from being an insult.

What is good about the Pau event is that it's held as one straight race. The organisers accept the best entry and these qualify for, in this case, the 19 available starting positions.

Twenty-two cars actually turned up, plus two spares, out of an original entry of twenty-seven, which would mean that three would be unlucky.

Numerically heading the entry, and the championship, was Jacques Laffite in his regular Elf/Ambrozium Martini Mk16. Following the last outing at Magny Cours, the car had been stripped and rebuilt but nothing drastically altered. The only significant changes which the team play around with are suspension settings.

Like many of the teams, Martini had been testing earlier in the week at Nogaro which, as it happens, hosts an F2 race later in the year and is situated 30 kms to the north of Pau.

The works March team had also been up at Nogaro running Leclere in Hans Stuck's regular car which they carry around as a spare. They had been experimenting, since Magny-Cours, with their rear suspension geometry at Silverstone (and Nogaro) in an effort to cure the 752s tendency to switch from initial understeer to oversteer within corners. The plate beneath the gearbox, which acts as a locating point for the bottom parallel links, had been removed and the link angle increased. At Nogaro, where they were able to carry out back to back tests, it proved advantageous by over 4s. At Pau it didn't seem quite as good as they were later to find out.

Both Leclere and Tambay's cars were identically set-up with this latest mod.

A third works March entry had been made for Patrick Depailler but he in fact, having had to forsake an Alfa drive at Enna due to his Elf contract (the turbo Alpine not going in the end), appeared in a Project 3-prepared chassis.

Ron Dennis had been busy sorting out deals as usual and his latest one was to run Depailler in a "brand new" 752 alongside Sandro Cinotti's regular Scaini car. Vittorio Brambilla was also entered but he had an F1 testing commitment for March on the Monday, so the story goes.

Depailler's car was, in fact, Leclere's original monocoque but all the running gear (and the chassis plate) were new. It was virgin white and suitably doctored with Elf decals and power came from one of Josef Schnitzer's BMW engines.

Patrick, experiencing a Schnitzer BeeEm for the first time, was really enthusiastic about its power, although with him arriving late from F1 testing in Sweden, it was a rush job getting him fitted in what was basically an unsorted car.

"The circuit's so small, you couldn't pass water let alone a car!" is how Brian Henton described his first visit. Our Brian was back at the wheel of his



Depailler had done such a splendid job at Magny-Cours. Brian wasn't that enamoured with life in Japan but he and his small ensemble, were, as ever, upholding British honour in France.

Also benefitting from Nogaro's pre-race testing facilities were Brian Lewis's Belgian B & O March team. Claude Bourgoignie went pretty well, supposedly, equalling the best that Leclere achieved. Both Bourgoignie and Bernard de Dryver's older 742 were now running with the latest spec engines from BMW's Munich Motorsport division.

The Italian March contingent were virtually back at full strength. The Trivellato team was now back to two cars. Gabriele Serblin still kept faith with his last year's lightweight(!). 742 while Alberto Colombo was making a reappearance in a "new" 752 to replace the one which he'd written off and damaged his wrist in at Thruxton.

Serblin still awaits a new 752 following his 'Ring contretemps but, at Pau, preferred the 742 which excelled on slower corners.

Colombo's wrist was still in a support and although he could drive, the tight confines of Pau plus the fact that it was his gearlever hand, caused him much discomfort.

The Scuderia del Passatore equipe brought both their regular 752s although only Giancarlo Martini was on hand to drive. Apparently the young Lamberto Leoni is a little discouraged about his recent results and his advisors thought it best that he take a month's rest from racing. He'll be back at Hockenheim in three weeks.

Hans Binder ("we now have a Borg and Beck clutch") and Willi Deutsch both made the trek with their respective Schnitzer-powered 752s, the latter's car now cured of its terrible vibrations which Deutsch had experienced at the 'Ring. As we suggested then, the cause looked to have come from an unbalanced crankshaft which Schnitzer has now redesigned, although to exactly the same dimensions!

Completing the March entry was Loris Kessel in his ex-Stuck 742. Kessel, like many others, had had a quick whirl at Nogaro prior to Saturday's first practice session and went well.

There were quite a few changes in the Osella racing team. Following Duilio Truffo's shunt at the 'Ring, a new car had been built up. This had gone over to Giorgio Francia while Truffo took charge of Francia's original prototype.

Both cars were now fitted with 23in diameter rear Goodyear tyres, and suitably altered geometry. Following a decision taken at the 'Ring, both cars retained their side mounted airboxes which now proved a necessity with the shorter and fatter injection trumpets on the latest BMW motors.

The Equipe Elf-Switzerland arrived with their usual two cars for Jean-Pierre Jabouille and Gerard Larrousse.

Jabouille was really pleased with his narrow-track short-wheelbase spaceframe design following his Magny-Cours win. The fact that he was easily the quickest of those who tested at Nogaro ("with my old engine") served to show that Jean-Pierre has, at last, really sorted his car out. It's all been done by adjusting the suspension settings so Jabouille told us.

Larrousse, on the other hand, still had the old Alpine A367. His new Elf 2J is ready but the team felt it would be better to test it thoroughly before bringing it out. This would be Larrousse's first single-seater race at Pau.

There were the usual four Chevrons present, as we have come to expect in F2 now. Two were the yellow Fred Opert entries for Harald Ertl, in his regular Hannen Alt-sponsored BMW-powered B27 while the other, Hector Rebaque's regular Ford B29, was hired out to local Formule Renault hero Maxime Bochet for his second ever F2 race.

The other two Chevrons were the Chrysler-propelled ROC B29s for Jean-Pierre Beltoise and Xavier Lapeyre.

On the tyre front, Goodyear had produced a new tyre which had yet to be tested by anyone until official practice. It was designated a G54, of slightly harder compound than the G50 and now a replacement for the discontinued G51.

However, the tyre situation even these days is totally confusing. It doesn't seem to matter whether they're G51s or G54s because closer inspection usually reveals differing identification numbers. There's no set tyre. It's continuous development all the time and sometimes it's a job to keep up. Mind you, it makes a change to have a choice rather than some other short-sighted formulas.

Scrutineering proved a stumbling block for the first time this year. The French got shirty about the enclosed March roll loop and despite claims

that it was approved last year, the French insisted that the roll-bar must be visible and that the roll hoop was acting as part of the bodywork.

This perturbed March development engineer Martin Walters somewhat who, quite rightly, suggested they should check their scales and weigh the cars in a little more serious vein than they did. It was the pettyness that angered March, who maintain that they are in the right. But everyone complied in the end, not that losing two inches of fibreglass cost them anything, only another £60 or so for an enclosed rollbar if March win their case which, we're told, they'll pursue on a matter of ethics.

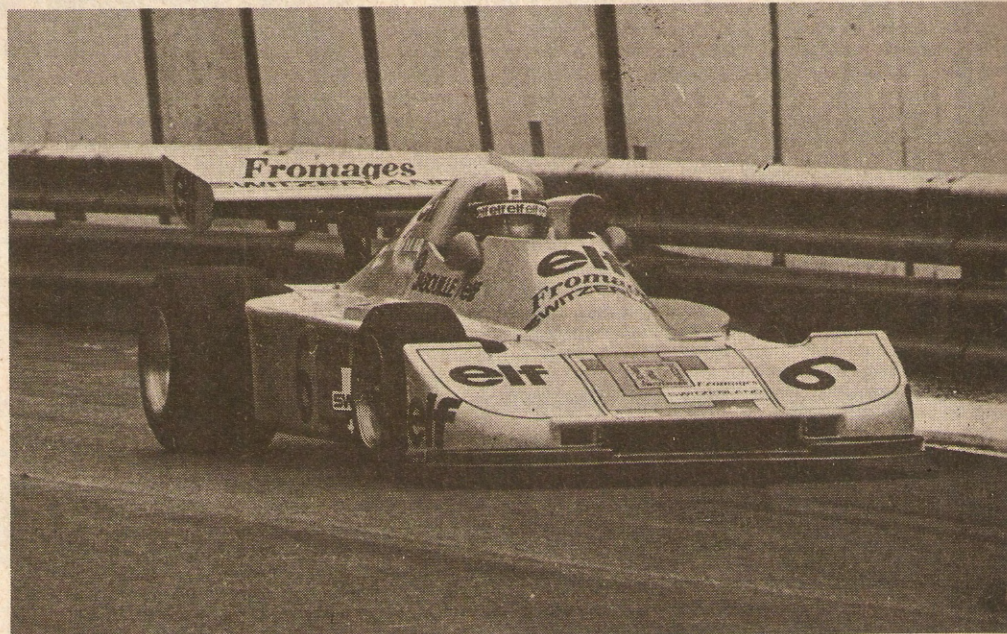
## PRACTICE

There were two official sessions at the beginning of both afternoons on the Saturday and Sunday making around three hours in all.

The twists and turns of Pau necessitate great loads on brakes and any extra adhesion that may be in the offing. Consequently it was no surprise to see brake ducts sprouting up all over the place in a bid to deflect cool air onto the overworked discs.

The lap record stood at 1m 15.0s and so this was the time everybody would aim for.

What would be interesting to see was just who had the right compromise for the circuit. It



Jean-Pierre Jabouille's Elf had his best championship showing yet finishing second.

turned out to be Jabouille to start with, his Elf 2J looking remarkably compact and stable, putting the power down well. He easily led the field with a scintillating 1m 14.19s.

Laffite eventually ended up second quickest on 14.97s although his session was cut short towards the end when the oil filter gasket blew going up the hill and the Martini rolled to a stop in a cloud of smoke. There was a trail of oil on the line which effectively ruined the rest of the session.

Third quickest was Tambay, the young Frenchman visably flinging his car about to eventually post a neat 15.19s before he ran out of petrol. This put him just ahead of Larrousse (15.43s) and team-mate Leclere (15.70s).

Leclere was suffering, unlike Tambay, from continuing handling problems and even relocating the bottom links did little to cure the rear wheel spin he kept complaining about.

Although he was as twitchy and as erratic as ever, Serblin was really giving it some stick and his staccato bursts on the throttle could be heard ringing throughout the park. Everyone waited for the expected accident but it never came. His 15.76s was good. There was better to come!

Francia continued his season-long sparring with Serblin for the honour of quickest Italian with 15.87s and then came Depailler (15.91s), Beltoise (16.06s) and Henton (16.60s) to complete the top ten.

Depailler, apart from getting to know his new car, had an ignition problem which cut his engine twice. Ron Dennis said that he thought it was probably the terminal plug on the coil dragging some of the insulating rubber in with it.

Henton found a handling problem and then spun and dinged the nose. The works lent him Stuck's spare although Brian reckoned the F1

Of the others, Cinotti proved rather hairy and spun several times (attributed to the rev limiter cutting in!) without hitting anything. Kessel on the other hand did, bending the rear wing supports. Ertl found that his Chevron wouldn't work on the smaller 23in diameter Goodyears while Binder found himself near the back with a variety of woes, the worst of which was a sticking throttle.

Right at the back, having had his gearbox seize early on, was Martini. Worse was to follow.

Early morning rain and mist gave way to sunshine by the time everyone rushed out for the final Sunday session. It wasn't long before times started to tumble and, in fact, everyone improved except Leclere.

The works March driver was still trying to adjust his car, when the oil pressure took a dive. He failed by 8/100ths to improve. Leclere's ill luck had struck again.

His team-mate Tambay was having a good go and he eventually improved to surpass Jabouille's best from the day before. However, the Elf 2J went even quicker and looked to have the pole sewn up. But he didn't count on Laffite who, right near the end, with softer springs and minor suspension changes eclipsed Jabouille's time by 7/100ths using the older G50 rubber. However Laffite now had a real adversary in the Elf and as for the works Marches, they were still searching.

Serblin nearly embarrassed them by pulling out just one quickie which took him to within .5s of Tambay. But could Gabriele actually last for 73 laps? Then there was Larrousse who's surprised quite a few by the way he's adapted to single-seaters.

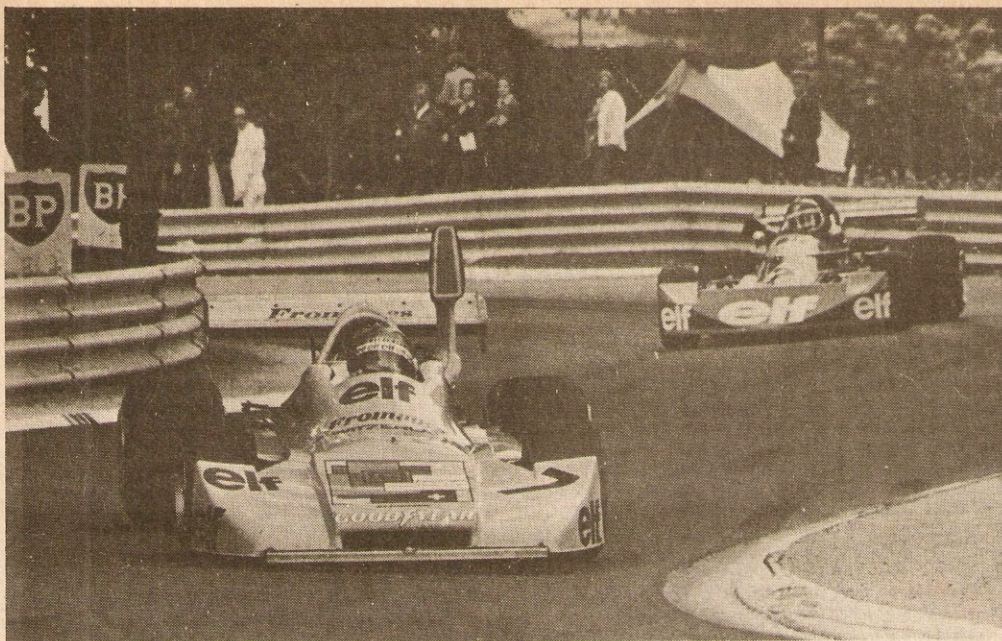
The Alpine has always been known to work around Pau. Now Gerard was getting the full benefit of that experience. The car seemed to handle in a similar vein to the Marches, but both the Elf 2J and the Martini seemed less nervous on sudden weight transfer through the tighter sections of the circuit.

Depailler chiselled away and one can only think that with more time, he'd have been even nearer the front.

Henton found his Brian Hart Ford BDA really losing out exciting the corners and it was now plainly evident that the BMWs torque was visably superior. Brian's gutsy effort was making the car look decidedly twitchy at the back end as the Englishman strove hard for a creditable time.

Francia survived a large spin which cost him his new (and more dished) nose but he improved to just pip Beltoise, the quickest of the Chevron runners. But only just for Bochet, who'd turned tried Rebaque's car at Nogaro a few days before, really got on with the job and looked neat and unspectacular. Opert was chuffed and so were Bochet's backers.

Neither Kessel nor Ertl were about to sort out their respective problems, Kessel's being an air lock in his newly installed engine while Binder, glad to see the rain clear which gave him the chance to qualify, struggled with his March until three rear wheel studs snapped going up the hill, probably a legacy of clipping a kerb the day before.



Gerard Larrousse holds off Patrick Tambay for third place.

After the practice sessions the teams had Sunday night to rethink and incorporate new ideas for an unofficial warm up session on Monday. The biggest headaches were found in the works March team, where neither of the two young French drivers could cope with the big handling problem. Basically they couldn't get the cars into the corners quickly and then suffered too much wheelspin. Depailler had his own ideas of a cure and the Project 3 car reappeared with lengthened rear top links, by one inch, which gave less camber change. The front geometry was changed a little also but there was no time to change the radius rod pick up points as he wanted. Patrick tried these in the warm-up session and was reasonably happy, until the engine dropped a valve that is.

Henton was quickest in that session, recording a 1m 15.3s. He reckoned he'd have got into the 14s until he came upon Kessel and Lapeyre in front of the pits. Kessel turned into the pits from the wrong side of the road, Lepeyre braked and Henton was sent charging into the barrier while changing into top gear. He jumped out of the car before it stopped, ran into the pits and tried to attack Lapeyre, ripping off his visor before he was restrained. Luckily the car was not too badly damaged — a rear wheel, toplink, driveshaft and another nose — and with help from Brian Lewis, Ron Dennis and March it was repaired. Michel Leclere tried revised rear suspension geometry and was happier, while Jabouille and Larrousse were second and third quickest.

## RACE

The start of the 73 lap race was delayed when Laffite had problems again with the transistorised ignition box. A second one failed after the warm-up lap and a third was strapped on with a bungee cord. Fortunately this worked and he joined the grid late. Henton too, had more problems as the car wouldn't start for the warm-up lap. With a push it started and he joined the grid whereupon it failed to fire once more and he was pushed into the pit road and started the race from there, one lap down. However Lapeyre, the first reserve, protested and Brian, who was driving like a man possessed at the time, was disqualified. To add insult to injury Brian was only given 50 per cent of his travel money. Many felt that the French and Lapeyre were gaining up on Henton, not a wise move with the mood he was in.

Predictably it turned into a two horse race. Laffite led the first lap but his engine fluffed momentarily up the hill second time around and Jabouille was through. The two drivers had agreed beforehand that they wouldn't get in each other's way, yet, when Laffite tried to pass the Elf the door was well and truly shut. The two of them were soon comfortably clear of Larrousse's old Alpine, Tambay, Serblin, Depailler, and Leclere. These seven, in fact, detached themselves into a separate race. Behind, Ertl made an excellent start and was holding station in front of Francia, Beltoise, Bourgoignie, Bochet and Truffo. Deutsch was the first retirement from the back of the field with suspected broken piston.

The race continued with Jabouille literally

inches in front of Larrousse, the two of them locked in a superb dice which has been threatening all season. It had been obvious in practice that the race would be between them. Tambay made little impression on Larrousse as did Serblin on Tambay and Depailler likewise. Leclere, unfortunately, could not get to grips with the car and was dropping back, Beltoise pitted with over heating and blown head gasket while Bochet also stopped with a sticking throttle.

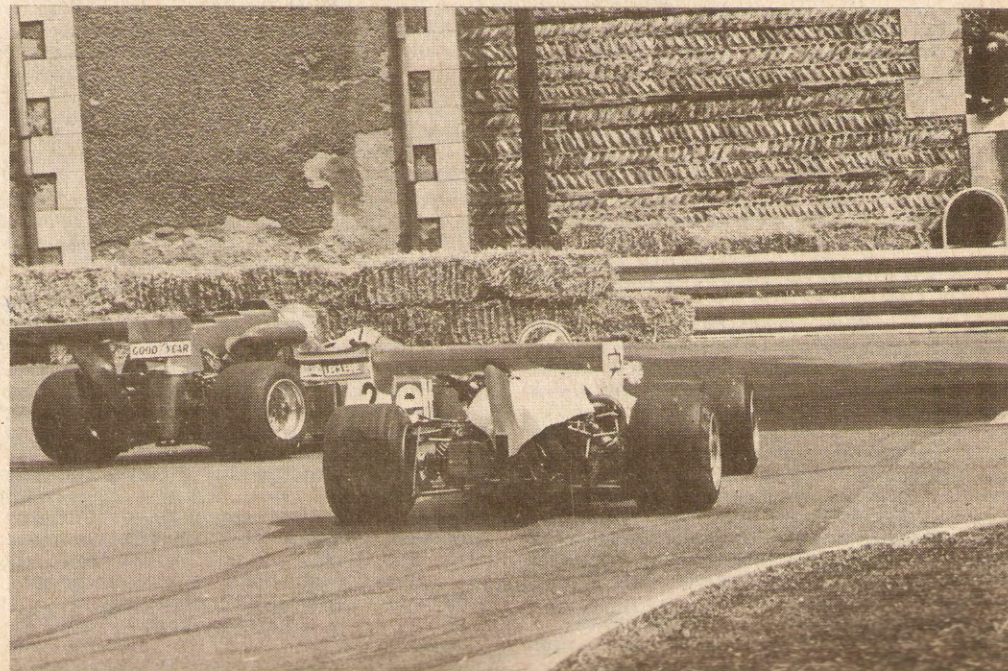
On lap 23 the leading seven were unchanged, although Francia found the handling of his Osella going off and dropped away from Ertl, Bourgoignie and team-mate Truffo. Eventually he retired with a flat rear tyre.

On lap 29 Larrousse's car developed a top end misfire and immediately Tambay closed up, while Serblin and Depailler were not too far back. Suddenly the dice for third looked as if it would be as close as the leaders. At the same time Ertl dropped behind Bourgoignie and Truffo following a moment, although he was destined not to finish anyway. Binder dropped out at this stage with another clutch failure ending an unhappy meeting.

Laffite continued to hound Jabouille, the two of them proving far superior to the rest of the field. Tambay continued to close on Larrousse and came up right behind him on lap 35. It was then that Serblin dived into the pits to have a punctured right front tyre changed, restarting ninth in front of Ertl. Disaster followed quickly.

Six laps later, Tambay, having just passed Larrousse for third, was just diving inside Ertl on the fast fifth gear curve after the pits, when Serblin, a few yards in front, suffered a broken

Michel Leclere struggles with his March as Beltoise comes inside.



wing stay, the March slewed sideways into the barrier and bounced back into the road. Tambay and Ertl hit their brakes and tried to get round the gyrating March. Neither made it. All three were eliminated on the spot, although luckily none of the drivers were hurt and the cars weren't that badly damaged when one considers what could have happened.

Larrousse, who was just behind, managed to survive. As Tambay, said afterwards, 'It's just his luck.'

The shunt allowed Depailler to close up on Larrousse but it failed to deter the two leaders who were by now far into the distance. As Jabouille's fuel tanks lightened he found too much brake bias to the rear and Laffite was well aware of this. With 11 laps to go Jabouille got a little out of shape entering the Station hairpin and Laffite was glued to his gearbox up the hill. Jacques hung 9500 rpm on the BMW in fourth gear, whipped out of the tow into the left hander at the top of the hill and neatly went by under the bridge. There was nothing Jabouille could do and Laffite finished a distant but courageous second.

Depailler took the opportunity to put pressure on Larrousse and the dogged Tyrrell driver forced by the Alpine on lap 53 and ran home a lonely third. Larrousse could offer no challenge, still suffering from his misfire, but he succeeded in keeping a 15s advantage over Leclere in the final stages.

Further back, the crash had elevated Bourgoignie and Truffo onto the leader board. The Belgian was driving reasonably well, although off the pace, and he looked to have the measure of Truffo. Unfortunately, with 20 laps to go, first gear became difficult to select and Truffo took advantage at one of the hairpins. There was nothing Claude could do to redress the situation.

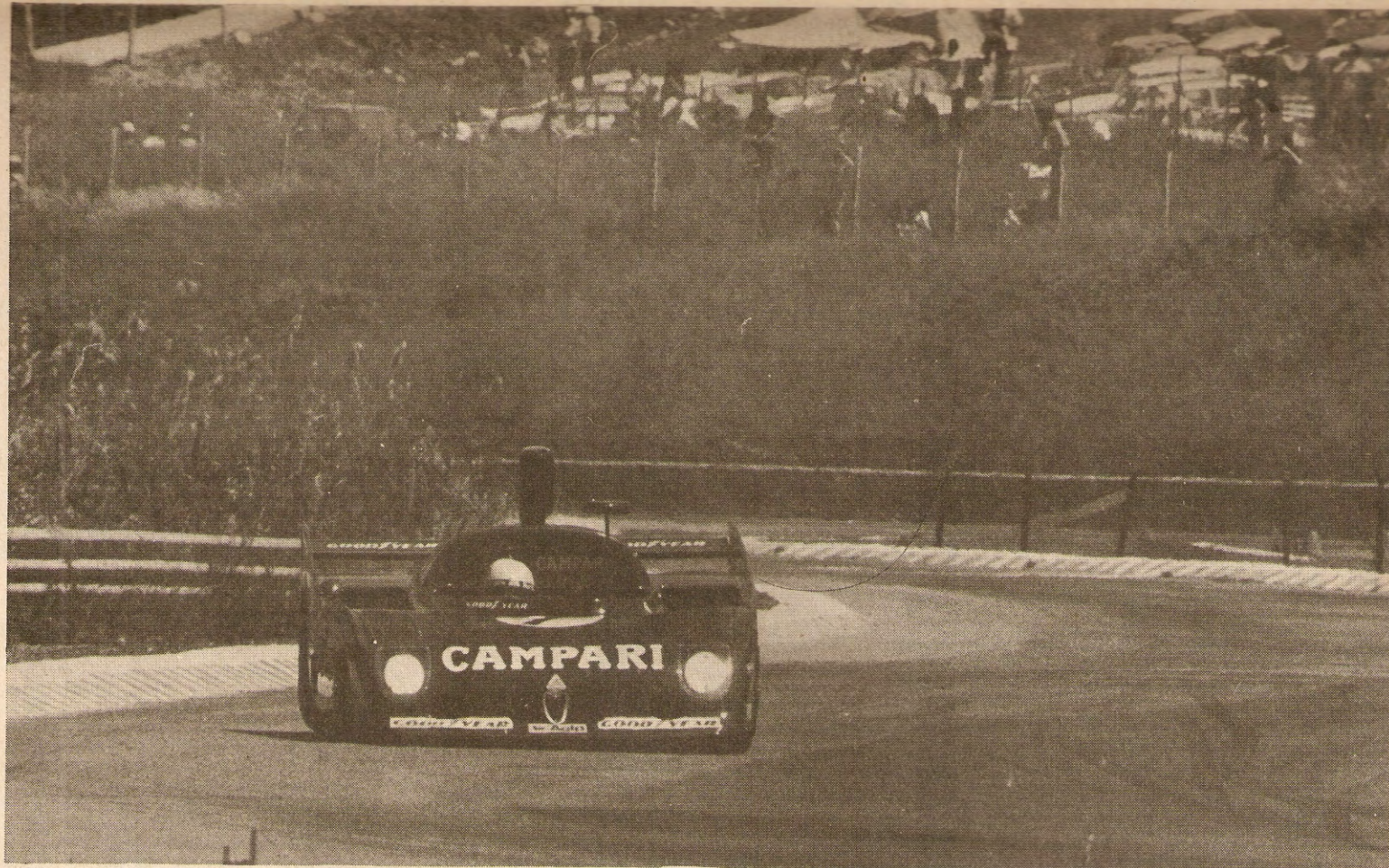
Further back, Kessel, who had suffered a puncture on the line, drove very disappointingly at the back not getting it together at all. It was his most disappointing showing of the year and things don't look good for him in the future.

The final finisher was Colombo, who, with his wrist problem, just drove to finish. Cinotti had been going reasonably well, although behind Bourgoignie and Truffo. He eventually fell off in the Park. Beltoise restarted well back and again didn't prove popular with the crowd. Bochet, after his stop, picked up a puncture after the shunt and retired on the circuit.

This win moves Laffite further ahead in the championship. His nearest challenger is Jabouille and we've just seen what Laffite did to him.

### 35th Grand Prix de Pau May 19, 73 laps European F2 championship, round 5

1. Jacques Laffite (Martini-BMW Mk16), 1h 32m 10.70s, 131.146kph.
  2. Jean-Pierre Jabouille (Elf-Schnitzer-BMW), 1h 32m 27.28s.
  3. Patrick Depailler (March-Schnitzer BMW 752) 1h 33m 7.11s.
  4. Gerard Larrousse (Elf-Schnitzer BMW), 72 laps.
  5. Michel Leclere (March-BMW 752), 72.
  6. Duilio Truffo (Osella-BMW PA2), 72.
  7. Claude Bourgoignie (March-BMW 752), 72; 8. Loris Kessel (March-BMW 742), 69; 9. Alberto Colombo (March-BMW 752), 69; 10. Sandro Cinotti (March-BMW 752), 59, not running; 11. Jean-Pierre Beltoise (Chevron-Chrysler B29), 45.
- Fastest lap: Laffite, 1m 14.68s (record).



Arturo Merzario pressing on, lights ablaze, in his own inimitable style to score yet another win, with Jochen Mass this time, for Alfa Romeo.

## ENNA

# Alfa's boring double

By JEFF HUTCHINSON

Photos by CHRIS MULLEN

As at Spa, the Alfa Romeo team walked off with an unchallenged double victory when Arturo Merzario/Jochen Mass reversed the tables on Henri Pescarolo/Derek Bell to lead home their team mates by one lap at the end of a 207 lap "race."

Not even the vivid imagination of my Grand Prix counterpart Pete Lyons could have seen anything but boredom for this five hours race under a blazing hot Sicilian sun. The nearest of the weak 15 would-be Alfa beaters was 23 laps behind at the finish, that being the Jost/Casoni turbo Porsche 908/3 despite a 25 minute pit stop.

Nine cars managed to make it to the finish with enough laps behind them to be classified, the two Porsche Carrera RSRs driven by Hartwig Betrams/Reine Wisell/Clemens Schickentanz taking fourth and fifth place, one four laps behind the other after an argument with the barrier, while negotiating one of the two very slippery chicanes, which got progressively worse as the sun and tyres ripped the track apart.

It was a race which Alfa deserved to win but which few people will bother to remember. Ian Harrower/Claude Crespin took the 2-litre class windespite finishing a lowly eighth 42 laps behind the winner. The only other British 2-litre entry, the KVG Chevron of John Hine/Ian Grob was running a strong fourth in the opening stages but finally failed to be classified after two separate accidents caused by the slippery surface. Sterling work by the mechanics saw the car running at the end but a total of 65 laps in arrears.

After Mugello and Monza, Italy played host to its third World Championship of Makes race of the season at its farthestmost circuit — the Autodromo Pergusa near Enna, Sicily. From Italy's northern borders it is still something like 1,200 miles drive to the circuit, a task mechanics dread and which seems even less rewarding when faced with Sicily's only permanent circuit upon arrival. It nests in the beautiful scenery of surrounding green hills, which form the sides of a huge bowl. It is protected from the usual pleasant breezes of a Mediterranean island, but not the burning sun, which seems magnified to almost unbearable proportions with little shade in which to seek shelter. Filling almost the entire inner area of the circuit, but for the small paddock and pit area, is the Pergusa lake offering what looks like an attractive escape from the heat, until closer inspection reveals a saddening collection of broken bottles and other assorted rubbish lying a few inches below the surface around the lake's crystal clear perimeter. In the distance the last remaining streaks of snow still linger on the upper slopes of Mount Etna, which almost mockingly

puffs out huge clouds of "steam" which rolls like ice-cream down the inverted 'cone.'

To the driver the circuit offers little more comfort than to his mechanics, for this huge high speed 'oval' broken only by two chicanes at mid-point along each of the two "straights" is hardly a test of skill, but more of concentration for only twelve gearchanges, six down and six up the box are necessary per lap, the rest of the time between the two chicanes spent holding the cars just about flat out and hard in to track edge around the two long fifth gear curves at either end.

A total of 207 laps of the 4.845 kms circuit was the drivers' unenviable task to complete the 1,002.9 kms for the 15th Coppa Florio, a sad World Championship substitute for the outlawed Targa Florio road race just a few kilometres to the North-West.

Add the natural disadvantages of Enna to the poor start/prize money being offered by the AC de Palermo and you are left with only a handful of hard-core championship regulars willing to make the journey. To be more exact 10 cars, the remaining eight made up from the usual collection

of Italian "locals," whose weird collection of pseudonyms are about their only interesting contributions to the race. Names like "Popsy Pop," "Moon," "Amphicar", "King" and Arfe' were about the only things which raised a smile as the small collection of cars gathered for Friday afternoon's 3pm to 6pm practice session, the situation not improving for the similar Saturday timed practice.

## PRACTICE

Sharing the honoured position at the head of the entry list were the Alfa Romeo team using a sledgehammer to crack a nut. The sledgehammer being four cars, two race and two "T" cars, their efforts seeming almost laughable considering their virtual lack of opposition. It was understandable however, for with a win here the Championship will be virtually in their grasp, something they have worked many years to achieve. Everything was as usual with the Alfa Romeo team other than one driver and one car.

The driver was Jochen Mass, who was joining the team in place of Jacques Laffite, who was busy racing F2 at Pau. Mass' usual drive in the Loos entered Mirage was not forthcoming because Loos refused to come for the money he was offered, so Mass took up a seat in the Alfa, a task which he seemed more happy about than driving for Loos, who looks like retaining the German's services for the Nurburgring. Nevertheless, Mass was sharing with Arturo Merzario.

The different car was the Mass/Merzario muletto T car, which arrived on the first day of practice still being finished with the idea of some back to back comparisons with the other cars.

It was an all new latest generation T33TT with the same external appearances, but with a lot of significant changes lurking under the bodywork. The most noticeable difference was the introduction of a completely new gearbox mounted 'conventionally' behind the differential and not in front like the other three cars. The wheel-base was also longer by some 11.6 cm while lighter body panels, and chassis saved around 40 kilos over the other cars, which weighed in around 780 kilos. Weight saving was not the only intention however, for the repositioning of the engine and gearbox units helped move the weight bias away from the front of the car, a problem which has shown up for a long time.

There was no intention to run this car in the race, but merely for Merzario to give it some

shake-down comparison tests with the Goodyear men at hand before, hopefully, running it at the 'Ring should all be well. Bell/Pescarolo were paired in their Spa winning car as usual.

Both the Alfas took the front row of the grid, Merzario driving perhaps unnecessarily hard to set fastest time in practice of 1m 21.76s, the rest of the Alfa men in the mid-1m 22s area.

While the other three were saving their cars against unnecessary strain and taking the two chicanes in second gear Merzario was going down into first to try to squeeze that extra few tenths of a second. Mass was hopeful that Merzario would take things more slowly in the race. During the more slippery second day's practice Merzario almost matched his first day's time with the new T car, although much of the funny feel he complained of at the back turned out to be a loose rear wheel. Mass did most of the second day's practice in their race car, which was plagued with a steadily worsening missfire problem as practice finally ended. The Bell/Pescarolo car was also in problems following its routine engine change on Friday night like the other car. Bell's trouble was low oil pressure, which saw the car spend most of the time in the pits while everything was checked over before coming to the conclusion that it was the actual oil pressure gauge supply line at fault. An upset Bell was just too late to give the car a final few check laps right at the end having driven only one lap on Saturday in the race car. His car was also getting through tyres at a much greater rate than the rest, so following their Monza experiences the team changed all the shock absorbers the night before the race as well.

To check that all was well and the missfire gone on the other car, team boss Willi Kauhsen dug out his crash helmet and gave the cars a shakedown at 5am on race morning, so that should it have been necessary they could have changed an engine before the scheduled 11 am start.

The only other 3-litre prototypes entered were all Porsches. The usual two Porsche 908/3 turbos of Mario Casoni/Reinhold Joest and Herbert Muller/Leo Kinnunen, plus the non-turbo 908/3 for Ernst Kraus/Jurgen Barth. Jost/Casoni were the next quickest car on the grid, 1m 23.88s being their best effort which was not bad compared with the Alfa times. The Jost mechanics worked all night after the first day's practice to modify an ex Donohue 917/30 tail section to fit the 908/3 chassis in order to improve the top speed. It was tried out Saturday briefly and it seemed to work, but the extra down-force was causing the springs to bottom and Jost had no harder ones to fit for the race. He had been unable to take the long right-hander flat out with the new tail but, despite lifting off most of the way around, he was still pulling the same revs at the same point on the

straight that he had been with the original tail. "I think when we get stiffer springs so we can use the new tail properly it will be worth about 400 rpm," said Porsche engineer Norbert Singer.

The second Martini backed Porsche did not arrive until the Saturday morning after troubles getting the gearbox spares they needed after Spa. When they did eventually get out to practice Muller only managed a few laps before the car lost fifth gear again, just like Spa. Both drivers managed to qualify using only four gears, but were well back on the grid, their best time only 1m 37.23s.

Two seconds slower than Joest and completing the second row of the grid was the first of only five 2-litre cars, the Alpine Renault of Lella Lombardi/Marie Claude Beaumont. It was also a very troubled practice session for the two girls for on both days Lella crashed the car because of rear suspension failure. The first day the left side collapsed as she entered the back chicane, the car ending up parked against the barrier with rear suspension and body damage. The upright was also broken and it was not clear what had broken first.

The next day exactly the same thing happened as Lombardi exited the long corner after the pits. Ian Grob was right behind and saw "something drop down and a great shower of sparks." Fortunately Lella was able to bring the car to a stop on the track and when she returned to the pits she reported that a rose joint on the lower link had broken, "the same thing like yesterday," added Lella.

Four tenths slower than the Alpine was the first of the only two English 2-litre entries, the John Hine/Ian Grob Chevron-Hart B31.

Their first day's practice was also cut short soon after the first hour when Grob parked the car with a broken engine. There was a small hole punched in the bottom of the sump, but fortunately Ian had caught it just in time before things really flew apart. The next day all went well, Hine setting the fastest lap almost two seconds faster than Grob.

Beside them on the third row was the Barth/Kraus Porsche 908/3, Kraus one second slower than Hine's best. Italian pairing Carlo Bilotti/Angelini Pettiti headed the fourth row with their 1600cc FVA powered Osella PA3 with a best time of 1m 32.86s, to head their fellow countryman, "Amphicar"/Moreschi driving a 2-litre BDA powered Chevron B26.

The only two GT cars to arrive were the pair of Tebernum Carreras being shared by Reine Wisell/Clemens Schickentanz/Hartwig Bertrams, Schickentanz setting the fastest time of the three to put one car on the fifth row of the grid, the other car a couple of places farther back after Wisell had

gear selection problems with fourth and fifth gears.

Next to Schickentanz it was the 1300 cc BDA powered Chevron B31 of "Bramen"/Gagliardi filling the next place just ahead of the second British 2-litre entry of Ian Harrower/Claude Crespin sharing the Lloyds backed Lola T292 belonging to Tony Birchenough.

The first day they had not been going long before "something went tight" so as a precaution they packed up for the day and set about fitting a replacement Richardson 1930 FVC and checking over the gearbox.

The next day Crespin managed to buzz the engine to 10,500 rpm when he missed a gear, so as a precaution all the valve gear was checked over before completing a few more slow laps to make sure all was okay.

The Wisell Porsche came next with Italian GRD-BDA driver "King" next quickest. Muller/Kinnunen came next with the 1300 CC Chevron - FVC B26 of "Arfe"/Anastasio almost sharing the back row of the grid with "Popsy Pop"/ Gianpaulo Ceraolo's Chevron B23. Instead it was "Pibo"/ Marcello Gallo who had that honour with their 1300cc powered Lola T290.

"Moon"/Brancato fortunately failed to qualify their old-nail 1300cc Abarth which at some 50 seconds slower than the pole car would have formed a very effective mobile chicane as the leaders came up to lap it every other lap!

## RACE

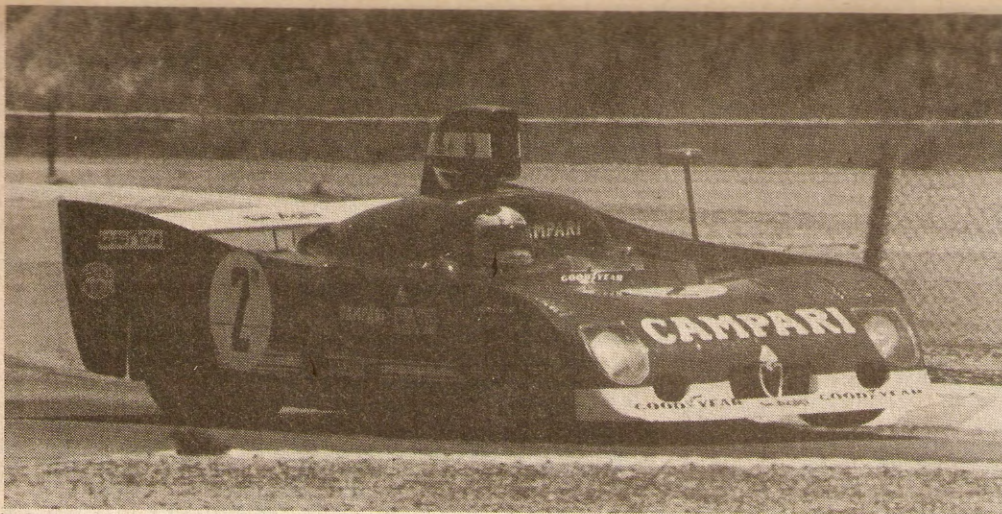
Despite rumours that the organisers would shorten the race to 750 kms because of the chances of having so few finishers the race was dragged out to its full bitter end and even before the flag had dropped the fears seemed well founded.

During a half-hour warm up session before the race the Alpine was out again with yet another broken rear suspension. The mystified Alpine crew chief shrugged his shoulders and said, "I cannot think what is the problem, when we try the car up and down everything is working OK, but obviously we keep missing something." Lella Lombardi will testify to that. She changed and joined Marie Claude Beaumont for a paddle round the lake in a rowing boat.

So the field was already down to 17 starters as the pace car led them around for the warming up lap prior to a standing start. But then it was 16, for Kinnunen peeled off from the grid and went straight to his pit to report that the brand new turbo charger unit fitted the previous night was not working. It was the start of a 40 minute pit

The two Tebernum Porsche Carreras both finished well up after a gruelling race.





Derek Bell/Henri Pescarolo soldiered through the heat for second overall.

stop to change it before joining the race a very definite last place.

Of the cars left it was the two Alfas which pulled comfortably ahead to dominate the race, Merzario leading Bell, who fell about 12 seconds behind before holding the gap pretty much the same all the way through to the first pit stops. "When I tried to close the gap and take the engine revs above 10,500 the water temperature shot up to over 120 degrees, so I backed off and settled down at the place I was," said Bell.

This was still quick enough to pull comfortably ahead of Jost in third place while Hine was holding an easy fourth, but unlike Bell ran into slight problems for trying to go too slowly. "During the first few laps the engine was missing badly because I was only giving a gentle maximum of 8,500 rpm. When I revved it harder to just over 9,000 rpm it cleared and ran perfectly," explained Hine. Not far behind Hine, Kraus was lapping a steady fifth in the normal Porsche 908, the two Tebernum Carreras were lapping nose to tail behind and dicing with a selection of the locals plus Crespin who was slowly pulling his way through.

Just before the first hour Schickentanz got edged out of the chicane by Merzario, the Porsche clouting the barrier and coming straight into the pits for repairs to the battered bodywork which was hurriedly taped up. Up to this point he had been leading Bertram's for the class, but after almost four laps lost the car was destined to finish behind unless the other car had problems, which it didn't.

Crespin also fell foul of Merzario in the far chicane. He lost two laps when Merzario came along side as if to pass, so Crespin backed off, but then so did Merzario. Both cars tried to go through where there was place enough for one, the result being that Crespin spun and stalled the engine only to find that without a clutch he could not re-start. The marshals eventually came to his rescue and he carried on, no mention of their good deed, which should have seen Crespin disqualified for outside assistance, ever reaching the race control in the pits.

By the end of the first hour things were turning out to be as expected. Very boring, however hard your tried to see something exciting happening somewhere. It just wasn't. The two Alfas were pulling further and further ahead, Mass holding his lead over Pesca all the way through to the end of the second hour, both drivers lapping slower than Merzario and not attempting to dice with each other although the gap was still under 30 seconds most of the time.

The end of the second hour saw a change of tyres as well as drivers, Merzario taking two fronts while Pesca took all four, so that after a considerably longer stop Bell rejoined the race only a few yards ahead of Merzario who slipped ahead a couple of laps later to resume the Alfa train of the first hour, only this time Bell was a full lap behind.

It was during the fourth hour that either of the Alfas ran into problems, Mass stopping ten minutes before his scheduled time claiming that there was something amiss with the front left wheel. "It started off wandering soon after the stop," explained Mass, "but then it got worse until in the end it was shaking the wheel and I could see clouds of rubber smoke coming from under the wheel arch. On these fast corners it was very frightening and I am not that brave, so I thought it was better to stop," explained Mass. The problem

was found to be a wheel nut left loose and by the time Merzario re-joined it was the Bell/Pescarolo car leading by a narrow margin. As the helmeted Bell stood sweating in the strong sun of the pit lane he looked happier than he had all the race, for he explained that now Merzario would need an extra fuel stop before the end of the race which was his chance of regaining the lead which he was sure to lose again as soon as Pesca came in for the routine stop in a few minutes. His hopes were soon shattered however, for when Pesca stopped the car was almost two minutes in the pits. The alternator belt had broken which meant a battery change to restart the engine, while the whole motor was also drenched in oil with the "oil temperature gauge going up and down all the time," explained Henri.

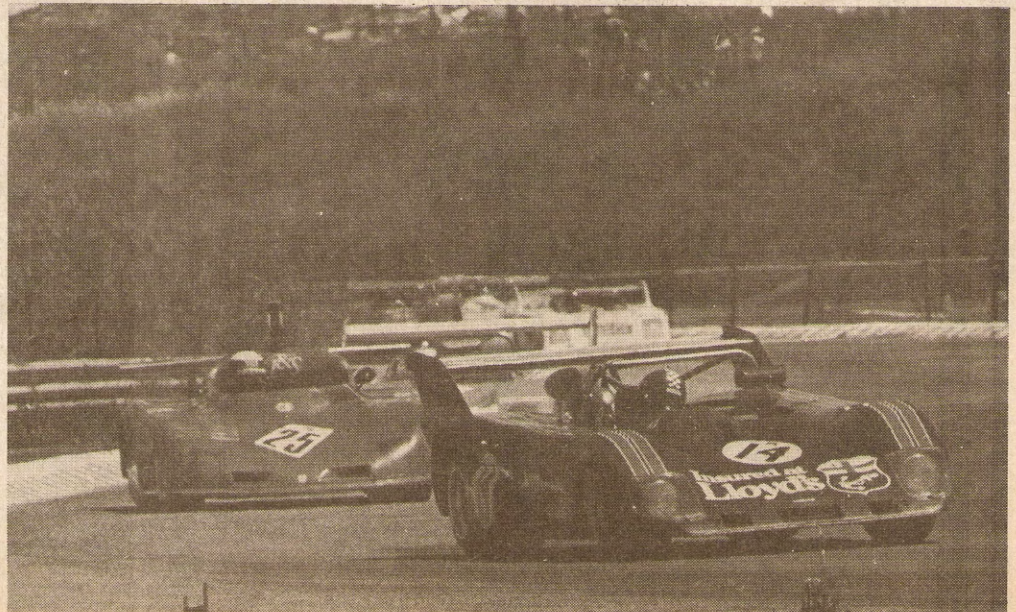
Merzario was back ahead once more, now almost one and a half laps which was plenty to allow for his extra stop which turned out to be a quick ten second 20 litres of fuel only job.

Merzario re-established his one lap advantage as Bell struggle to nurse his car to the finish which he did in the wake of Merzario to make it another formation finish just like Spa.

In the wake of the Alfa victory was the wreckage of their inadequate opponents, the nearest of whom was 23 laps behind at the finish. This was the turbo Porsche 908/3 of Jost Casoni which also spent a long stop (25 mins) in the pits to replace a dead turbo unit, its only problem of the race. Third would have gone to the team's non turbo sister car, but shortly after inheriting third place that also went missing when it stopped for good at the chicane with a broken drive-shaft.

Hopes of Hine/Grob finishing in the top three were soon gone shortly after the first pit stops. Hine handed over to Grob who added only two laps to their comfortable fourth overall placing before getting it all wrong at the chicane and wrecking the front left suspension on the barrier. "As I went through the chicane some how my foot got caught up with the brake and throttle at the time and I slid off," explained Grob after limping the car back to the pits.

The 2-litre class winning Lloyds/DRA Lola of Crespin/Harrower staves off opposition.



The mechanics set about changing and straightening the entire front corner which they did after 60 minutes, Grob re-joining and lapping still quicker than any other 2-litre car despite the makeshift repairs. After a steady second stint it looked as though the car might be back at the head of the 2-litre class by the end after all, but then it was Hine's turn to slide off the road when he got off line at the other Chicane nearest the pits. By this time the hot sun and oil had done its worst on the inadequate Enna tarmac so that if you went too fast or wandered off line a driver had two choices, sticky patches of wet tar or great patches of loose chippings which were both just about as terminal to straight line steering as one another.

Hine slid along the barrier and bent the rear top link and damaged the nose mounting points. By the time it was all patched up and back in the race yet again it was 60 odd laps behind and in the end too far back to be classified.

Although the Crespin/Harrower car kept on the island its troubles were just as distressing, for during the course of the race following Crespin's spin they lost a total of 42 laps over the leading car with a loose low tension wire that managed to come off three times in one lap, a broken injector nozzle which had the car in and out of the pits with a severe misfire for most of the second hour while a puncture cost more time in the closing stages of the race. But it kept going and took eighth place at the end as well as the 2-litre class win for it was the only 2-litre running at the finish although the "Bramen"/Gagliardi car running as a 1600 cc class car took sixth place overall eight laps ahead of the Harrower/Crespin Lola.

As usual, it was the trusty Porsche Carrera which was about the only car to have an absolutely trouble free run, the undamaged example taking fourth place overall just two laps behind the Jost/Casoni turbo car, while its battered team mate still managed to take fifth place despite its further four laps disadvantage.

The Bramen/Gagliardi Chevron B31 had been mixing it with these Porsches early on in the race but an ever growing succession of pit stops to cure a misfire (which they never did) dropped them well back at the end, finishing only just ahead of the Kinnunen/Muller Porsche turbo which went well after its initial problems, but a punctured tyre and some last minute overheating problems slowed Muller in the final stages.

It will hardly go down in history as one of this year's more exciting races, the boredom perhaps overshadowing what was nevertheless a fine effort by the much improved Alfa team, their pit stops at this race finally getting down to the sort of times put up by Matra and Ferrari in the past. Why is it all these things never all happen at once?

#### 15th Coppa Florio, Enna, May 18. World Manufacturers championship round 6

1. Arturo Merzario/Jochen Mass (3.0 Alfa Romeo 33TT12), 5h 5m 25.7s, 197.018 kph.
2. Derek Bell/Henri Pescarolo (3.0 Alfa Romeo 33TT12).
3. Reinhold Joest/Mario Casoni (3.0 Porsche 908/T).
4. Hartwig Bertrams/Reine Wisell (3.0 Porsche Carrera RSR).
5. Clemens Schickentanz/Hartwig Bertrams (3.0 Porsche Carrera RSR).
6. Bramen/Giancarlo Gagliardi (1.6 Chevron B31).
7. Herbert Muller/Leo Kinnunen (3.0 Porsche 908/T); 8. Claude Crespin/Ian Harrower (2.0 Lola-Richardson T294); 9. Anastasio-Arfe (Chevron 26). **Fastest lap:** Merzario/Mass, 1m 24.1s, 207.396 kph.

## Acropolis imminent

### Lancia, Fiat, Opel plans; Morocco outlook

The Acropolis Rally, which starts with a race to determine seeding at Tatoi on Sunday 25th May, boasts a line up including three Lancias (two Stratos for Waldegaard and Pinto, and a Beta coupé for Lampinen). There are two Toyota Corollas; (for Andersson and Warmbold) and three Opel Asconas (for Rohrl, Aaltonen and local dealer Pasmazoglou who won the event driving a Chevrolet in the late fifties). A Renault 17 TS is entered for Jean-Francois Piot; and Rouget's Carrera will also be present. Two Finns are coming, Nittymaki in an Alfa Romeo GTV, and Nelkyla in an RS 2000. Keith Billows' Manchester Liners RS will be there, along with the stalwarts from the Bath MC, Wadman and Hillier, in a Peugeot 304S. Altogether there are 106 starters for this world championship qualifier.

A feature of the event is very tight road timing, and there has been plenty of politics and manoeuvring,

principally by Lancia, to have it eased; presumably to facilitate their tyre changing and service arrangements. This intense pressure on the organisers has been intensified by features in the Italian press decrying the rally as a 'road race.' However Alex Dardoufas of the Automobile Club of Greece, and Clerk of the Course, is adamant that he does not want to change the essential character of the event.

The line-up for the next World championship round, the Moroccan Rally, so far looks like this: there are three Peugeots entered for Makinen, Mikkola and Constan. Three Fiat 124 Spyderys are also in the hunt to be driven by Alen, Darniche and Paganelli. Two Opels are entered for Rohrl and Aaltonen. After this event it appears as though Opel are to drop the trusty Ascona in favour of their 2-litre Kadett. Fiat are also planning something similar and are to pension off the ageing 124 Spyder; probably replacing the marque with a development of the 131.

## Saab's 2-litre.. Rainio's rally.. Alen's Datsun..

It seems that there is now a 2-litre Saab V4 rally engine in existence. The block is made in Finland and the liners are welded into it by a special process. Trollhattan have had this engine, working on fuel injection, in their rallycross cars for some time now but they have never been able to guarantee reliability over large mileages. The Finns however seem to have this problem solved and Tapio Rainio has apparently already won a minor Finnish event using an engine of this type. Also in Finland, Markku Alen has been driving Kallstrom's ex-1000 Lakes 16-valve Violet in local Finnish events. He says the car is great and plans to run it in all future national events bar the 1000 Lakes which he is down to do for Fiat.

● Entries for the 1975 Philips Electrical Rally Points are now flowing into the organisers, MotoStage, though as yet very few Group I entries have been received. More details from — P.O. Box 14, Coleshill, Birmingham, B46 1AT.

## Nordland row gathers pace. Toyota axed?

The original slapstick comedy that surrounded the organisation of the Nordland Rally is threatening to get out of control. The results are apparently still not official following a protest made by a Finnish driver over arrowing on a stage. The organisers are considering excluding Ove Andersson for allegedly forging entries on his time card (an allegation that is extremely hard to believe), and they are also in the process of suing one of Germany's most prominent newspapers who ran a headline after the event proclaiming it as a farce. Meanwhile the organisers are themselves being sued by the principal sponsors for misappropriation of funds and general mismanagement. It sounds as though the whole thing is going to brew up into a very exciting row.

## AC Delco join in with DOT

Great news from DOT is the arrival of a major sponsor for their rallying and racing activities during the remainder of the year. Tony Fall will not of course commit himself to figures, but the sums involved are apparently enough to make great things really possible within the enthusiastic organisation. AC Delco are the company providing the backing and like Opel themselves, are a General Motors owned concern. One imagines that this is about as near as GM can get to active participation in motor sport and the news (announced yesterday (Wednesday) at the foreign car test day at Silverstone), bodes well for the team who returned triumphantly to form with Tony Pond's third overall on the Welsh at the beginning of the month. John Handley's Commodore is also to be supported



Tony Pond — good news.

by AC Delco in the RAC/SO GI championship. The distinctive DOT colour scheme will not change that much as a result of the new deal, but the yellow will turn to white. More details next week.

## 'Musical chairs' now popular

The game of co-drivers' musical chairs which is being played enthusiastically at present, shows no sign of abating. With Andrew Marriott occupying the space formerly filled by David Richards, we learn that the latter has now found himself something of a niche with Ari Vatanen, at least for the Scottish and for Donegal. In Scotland the pair will be using Ari's tired Ascona which is at the present time undergoing a much needed refurbishment session at DOT including the car's first engine rebuild for two years. In Donegal the pair will be seen in a G1 Ascona belonging to DOT secretary, Alec Lobb, and the car will of course be thoroughly checked out before the event.

Nomadic Finnish ace, Pentti Airikkala, having his second drive in the DTV G2 Magnum on the Scottish will be co-driven by Keith Wood following Ron Crellin's return to

Will Sparrow's side. This reshuffle is simply because Nigel Raeburn is unable to spare the time off for the event.

Dan O'Sullivan will be teaming up with Billy Coleman to form an all-Irish equipe for the Scottish, and it now appears that John Davenport will not be seen in the Thomas Motors co-drivers seat again this year.

The return of the "Awful Andys Show" is scheduled for the Scottish where Mr Andrew Marriott will be in the co-driver's seat of Mr Dawson's car. It will be remembered that the last occasion the pair rallied together, they won the GI award on the Welsh. Mr Marriott is also going to be reading the pacenotes in Donegal if all goes well on the Scottish.

In the Skoda camp, Colin Francis' services have been retained for Markku Saaristo on the Scottish.

Caprice award at Cardiff: delighted recipient Markku Saaristo (second from left) celebrates with (l to r) Colin Francis, Jim Porter and Mike Spencer Jones; (photograph copyright Western Mail).



## Yo-ho-ho

Continuing sponsorship for Roger Davies in the "Lone Ranger" Escort seemed bleak until the Welsh, after a spate of non-finishes, Roger won the Western Mail award for the "best Welsh driver." However sponsors are much happier now and apparently it is largely due to the efforts of co-driver Mike Jones who had his first drive with Davies on the Welsh. Much of the promotion that so pleased Louis Marx was in connection with the antics that ensued at time controls and halts where the crew were to be seen sporting fashionable Lone Ranger T-shirts and masks while distributing free yo-yos to children (!) Davies/Jones finished 22nd overall and according to co-driver Roger, the driver was being exhorted to "hold back" all the way.

## Shenstone Stages this Sunday

Rally fun is in the Midlands this weekend with the Shenstone Birmingham Stages, a Triple C round which gets under way at 08.00 from the Post House, Great Barr, and finishes there at 20.00 hours. Most of the scrutineering is scheduled to be undertaken the night before, and there is a parc fermé. There are comparatively few spectator stages but we are able to publish the following information: **SS 4 Coalville** opens at 09.50 129/426118 (entrance to public footpath leading to spectator area). **SS 6 Pakington Park** 10.45 139/210½859 (please take special care when parking). **SS 8 Long Marston** 11.35 151/174482½ (there is a Sunday market taking place here so spectators are advised to advance with care). The top ten are 1, T. Kaby/B. Rainbow (Mini 1293); 2, D.

Oliver/T. Douce (Escort Sport); 3, C. Eveson/J. Wilcox (Mexico); 4, A. Ford/G. Baber (Escort); 5, R. Walker/S. Cross (Escort); 6, J. Lloyd/M. Soanes (Imp); 7, R. Beeby/T. Maskel (Escort RS); 8, D. Jones/R. Roebuck (Escort); 9, I. Jones/R. Ward (Escort); 10, A. Reeves/N. Ward (RS 2000).

Typical of the "action" which abounds down the field, however, is car no. 108, the ex-all-conquering Triumph 2.5 PI which is being steered by its current owner, the gregarious Colleshill gigolo, John Foden. Keeping his enthusiasm within the bounds of feasibility will be none other than Colin Malkin, who will also be responsible for getting Mr Foden to the start of stages.

## Avon Motor Tour gossip

With regulations now out for the Avon Motor Tour of Britain, comes the news that Ford are most unlikely to be entering works cars to defend their one-two victory of last year. This decision is not yet official but it is likely to be so shortly. The reason of course is money, and with several important European rally commitments coming up later in the year, Ford feel that they cannot stretch their budget sufficiently to cover this event. All this means a Roger Clark entry will depend entirely on whether someone will want to sponsor him. Last year's second place man, Gerry Marshall, will be doing the event in a Vauxhall; but a paragraph in the regulations stating

that cars must be homologated before March 31st means that the recently homologated five speed gearbox and twin Dellorto carbs for G1 Vauxhalls cannot be used on Gerry's car. Tony Lanfranchi, who did last year's event in Nicholas Van der Steen's BMW 3.0 CSI will be out again this year but at present he is allegedly undecided whether to enter the Hemi 'Cuda(!) or the Mazda which he uses in the Radio 1 series. He will be taking Peter Bryant with him this year. Both Bernard Unett and Colin Malkin are at present entered in Halesfield Avengers, as is Andrew Dawson in his own example.

## All go on Scottish

After last year's last-minute cancellation, due to a fuel delivery driver strike affecting Central Scotland's Grangemouth Refinery, all fingers are crossed that no similar bolt out of the blue will affect the running of this year's rally. Latest reports indicate that the total of 44 special stages, all forest — no tarmac, are all "on"; the only change being one stage swapped for another in one area. The route is therefore almost exactly as that for last year's aborted event.

As of Tuesday (20th), all the top entries remain without change or drama, except for the deletion of Mike Hibbert, who is without a car. Finn, Ari Vatanen, steps into the vacated 29 spot. Ulsterman Peter Scott constitutes the only other top of the league change, taking over from Dan O'Sullivan in Willie Crawford's newly rebuilt Escort.

● Things are going bump in the night up at Tony Drummond's busy workshops as Tony races against time to have his all-new car ready in time for the Scottish. Giving nothing away about his new sponsor, Tony just says: "It's a good one" and we should have the news next week. Tony's car is on the blocks at the moment in primer, ready to take the new colours.

The impressive Drummond engine-shop is taking Tony's time at the moment (you can hear one of his "screamers" miles off) and his new unit is expected to produce a reliable 230 bhp with the emphasis on torque over a useable rev-band. Tony's famous hotch-potch of parts is being discarded in favour of genuine works bits in all the right places. The new car should certainly be one to lookout for on the Scottish.

● Once again, John Davenport will be producing a set of pace notes for the Circuit of Donegal on a commercial basis. John will be visiting Donegal immediately after the Scottish so that the notes will be completely up to date and will be available during the following week.

The notes will be priced at £15 per set including postage and packing and will be obtainable from: Donegal Notes, P.O. Box 14, Colleshill, Birmingham, B46 1AT.

Payment should be sent with the order and cheques made payable to MotoMail. Davenport notes will also be available later in the year for the 1975 Castrol Manx Rally.

● Good news from the north west is that Shell are again to sponsor the seventh Tour of Mull which will take place on October 11/12th and is now to be renamed the Shellsport Tour of Mull. There will in consequence be an increase in prizemoney and additional assistance to official marshalls. Regulations will be available in July and the format will be much the same as in previous years with an afternoon section of forty stages and private roads followed by a night section containing a mixture of tarmac and loose stages.

● Chris Sclater at last seems to be getting a little more of the support he so justly deserves. His recent association with Janspeed and Peter Russek Publications continues for the Scottish, and there is further help being provided for this event by Weir, the Datsun dealers of Clydebank and Bishopbriggs. Goodyear are also assisting.

● Chairman of the International Rally Drivers' Club — none other than our Brian Culcheth — is now a member of the RAC Rallies committee and attended his first meeting last month.

## Saab in Hessen

The Hessen Rally (ECR coeff 2) starts tomorrow from Kirchein in central Germany near Kassel. It is a 23-hour event including 180 stage miles. Starting at number 1 are Achim Warmbold/John Davenport in the Alpine A310, and behind them is the Saab 99 of Stig Blomqvist. At 3 is Smolej's Opel Ascona. Because Achim has to race at Tatoi on Sunday morning to determine the seeding for the Acropolis, the pair have hired a private plane for the seven hour flight to Greece and it will be taking off just minutes after the finish of the rally which is scheduled at 16.30 on Saturday afternoon.

● The Esso rally repair centre on the Scottish rally will be based at the Four Seasons Service Station and Forge, Aviemore, and apart from fuel there will be ramp, welding and service facilities available. Either arc or gas welding can be undertaken and there is cutting and recovery equipment too. This service is intended mainly for private entrants whose service crews perhaps do not have the level of facilities as the more prominent teams. Both the service station and the Forge are run by Tom McKenzie. Tel Aviemore 232 (SS) or 302 (F).

● We have been informed that Arthur Jasper is now at the Shaftesbury Avenue Heart Hospital and he can be contacted there on 01-836-2711.

## Castrol Canadian rally championship—the overall positions

In the fifth round of the Castrol Canadian National Championship Rally Series, the Trillium Rally in Oshawa, Ontario, was won by Jean-Paul Perusse and John Belleflour in an ex-works Fiat 124 Abarth. Their score was 68 minutes 38 seconds of lateness over the route composed of 20 selectives. Second place, and only 42 seconds behind, were current

Canadian Rally Champions Walter Boyce and Robin Edwards in a Toyota Celica. Third went to Americans Bob Hourihan and Doug Shepherd in a Volvo 142. The next event in the Championship will be later this month in Steinbach, Manitoba, in the form of the Trail of the Bison Rally. With the Championship almost half completed the National Standings are:

**Drivers:** Jean-Paul Perusse 60; Bob Hourihan\* 34; Gary Neil 31; Randy Black 30; Walter Boyce 25; **Co-Drivers:** John Belleflour 60; Doug Shepherd\* 34; Jim Ramsey 31; Robin Edwards 25; Tom Burgess 25; **Manufacturers:** Fiat 75; Datsun 66; Volvo 47; Toyota 41.

(\*Americans are not eligible for Canadian Championship points.)

Perusse leads Buffum at Mosport Park, the Trillium Rally's opening stage. Cars did three laps at one minute intervals.



## Hello Hunsbruck

The International AVD/STH Hunsbruck Rallye, based on Idar Oberrhein, is hoping to attract some British entries. To be held over the weekend of August 9/10th, the rally was last year voted "1974 German Rally of the Year". Clerk of the Course, Henning Wunsch, has asked David Booth to co-ordinate British entries. David's address is 67 Ludsen Grove, Thame, Oxon OX9 3BY. Telephone: Thame 3845. As an inducement STH are offering free entries and free hotel accommodation for two persons from Friday to Saturday for British crews.

The rally will consist of 220 miles of special stages, which sound to be of a very exciting nature. To quote from an information translation... "tyres with noblets are not allowed and you must not use more than seven tyres totally... 50 percent of the routes are on loose but fairly good quality. Most of the tarmac routes are a little bit like those in Ireland. Very small roads with nice crests to do some big jumps... there is no penalization driving on open roads. That's the same as RAC Rally... the rally party begins at 21.00 hrs. That's a nice thing for socialising."

Both Russell Brookes and Brian Evans are reported to be considering entries. Regulations will be available from the beginning of June — contact David Booth.

● Lurking at the back of Adlards Rallysport Centre at Clapham at present is none other than MEV 36J, Billy Coleman's famous car which has been owned for some weeks by Fernando Lezama, a Spanish rally champion. The car was seen briefly on the Rallye Nordland, but a damaging roll on that event is the reason for its return here. Apparently after being rebuilt, MEV is to be entered by the Spaniard in several ECR rounds before making another trip to Adlards for a Mk 2 shell.

● Described as "bigger, brighter and better than last year's"... comes the new IRDC Yearbook. Editor, Richard Wooldridge, has gathered more than 40 hitherto unpublished photographs, to illustrate more than 30 articles by well known rally writers. The yearbook will also include the latest up-date of the IRDC's most useful directory, edited by Rodney Spokes. The new book should be on sale by Scottish Rallytime (free to members) and the cost will be the same as last year at £2.10.

● Martin Whale would like it known that he has limited numbers of copies of the regs for the forthcoming 24 hours of Ypres (coefficient 2 ECR, June 27-29) and that a 10 per cent reduction in entry fee is available to IRDC members. Martin can be contacted at No 9 Common Close, Shrivensham, Swindon. The telephone number is Shrivensham 782935.

● As Eddy Waring might say... and now for the Mini Monte. Dukeries MC will be running their popular night navigation event of that name over the night of June 7/8th. Under new organisation this year, the event commences at 11pm from Workshop and finished after 120 miles of head scratching motoring. A closed event, the Mini Monte will only be open to members of certain clubs in the organising area.

## Latest ECR positions after 14 rounds

The next rounds of the European Championship are as follows: 15/18th May: YU Rally (coeff 2); 23/25th May: Hessen Rally (coeff 2); 29/31st May: OEASC Rally — (Austria), (coeff 2); 30th May/3rd June: Four Regions, Pavia (coeff 1); 30/31st May: Alpin (F), (coeff 3); 1/3rd June: Scottish (coeff 3). After this batch there are no more counters until 19th June.

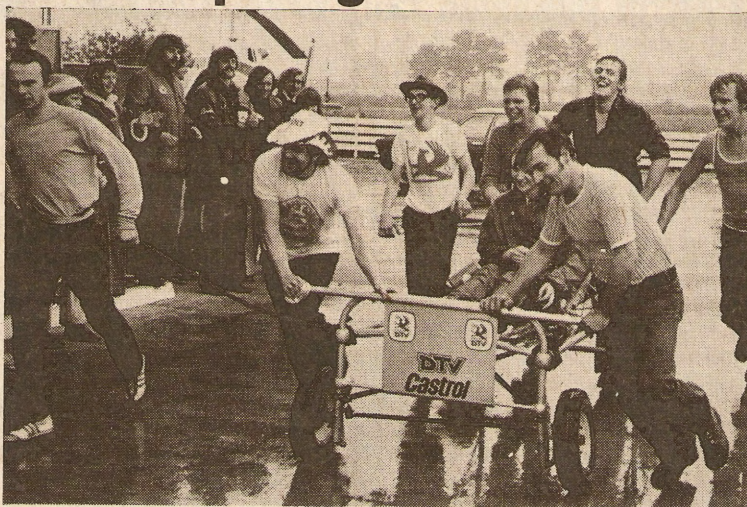
### Positions after rounds 13 and 14 (Welsh and Lucien Bianchi)

1, Maurizio Verini	Fiat 124 Abarth	200 (I)
2, Simo Lampinen	Finnish Saab	120 (SF)
3, Amilcare Ballestrieri	Alfetta GT	108 (I)
4, Billy Coleman	Ford Escort RS1600	85 (EIR)
5, Stig Blomqvist	Swedish Saab	80 (S)
6, Jari Vilkas	Finnish Saab	68 (SF)
7, Kyosti Hamalainen	Avenger	64 (SF)
= 8, Fulvio Baccheli	Fiat 124 Abarth	60 (I)
= 8, Roger Clark	Ford Escort RS1800	60 (GB)
10, Chris Sclater	Datsun Violet 2-cam	54 (GB)
= 11, Andrzej Jaroszewicz	Fiat 124 Abarth	50 (PL)
= 11, Des McCartney	Porsche Carrera	50 (GB)
= 13, Nigel Rockey	Ford Escort RS1600	45 (GB)
= 13, Leo Pittoni	Alfetta GT	45 (I)
= 13, Juan Carlos Pradera	Renault Alpine	45 (E)
16, Pentti Airikkala	Magnum Coupe	44 (SF)
= 17, Russell Brookes	Escort RS2000 and RS1800	40 (GB)
= 17, Ove Andersson	Toyota Corolla	40 (S)
= 17, Jean-Louis Clarr	Opel Ascona	40 (F)
= 17, Jacques Henry	Renault Alpine	40 (F)

### Leading Lady (only lady to score)

Michel Mouton Renault Alpine

## DTV in epic fightback on beds



Powering home in second place after a prolonged pit stop go the DTV crew.

After the rallying rigours of the last few weekends there was light relief in Warwickshire last weekend with a form of competition which is not unknown in student rag weeks, but which has so far escaped the notice of major national rally teams. Held in torrential rain and with an entry list boasting five crews including DTV; Broadspeed's works at Southam was the start venue for a closely-fought 'bed race'. The race actually involved pushing the beds, and their unfortunate contents, an innocent young girl in each case,

over a six mile course with unscheduled pit stops for suitable refreshment. It was here that the event was won and lost, for an error of strategy on behalf of DTV meant that they lost too much time in the 'pits' and were overhauled by the speedy local crew, the "White Hart Honkies," who took the prize by a tense 23 seconds. Our technical observer reports that Broadspeed had the most technically advanced bed while the "Honkies" were running "demon" 19in wheels. He described the event as "absolutely hilarious!"

## BRIEFLY...

● About a dozen active motoring clubs in and around the Cotswolds have recently formed an alliance known as the Cotswold Motor Sport Group, and at the Annual General Meeting of the Association of West Midland Motor Clubs, it was agreed that the Group would be recognised as a sub-centre of that association.

Although a popular area for rallying, until now the Cotswolds have not been geographically represented by the existing associations, and the local clubs are of the opinion that if the sport is to be preserved in its present form then there must be much more co-operation between clubs using the area.

The Group claim that because of over-use, and in certain instances irresponsible action by a few clubs already some established venues are in jeopardy of being permanently lost to the sport.

Clubs intending to promote motor sport in the area would do well to contact the Group who will be most pleased to help and advise on the facilities and problems of the area.

The Secretary is John Williams, The Old Barn, Stratton, Cirencester, Glos.

● Running at number 65 on the Scottish Rally will be the Escort RS of David Bell and Derek Brader from Lincoln. The car is entered by Louth Motor Club and money raised by the Club has helped to finance this entry. It was originally intended to enter a full club team on the Scottish but due to business pressures and other car problems only this crew finally entered. Since finishing third on the Gold Star Series last year, the car has been re-shelled by David Bell and has competed on only one event this year, the Tour of Lincs, where he finished 14th after a minor problem with the gearbox. The service crews will be comprised of Louth Motor Club members.

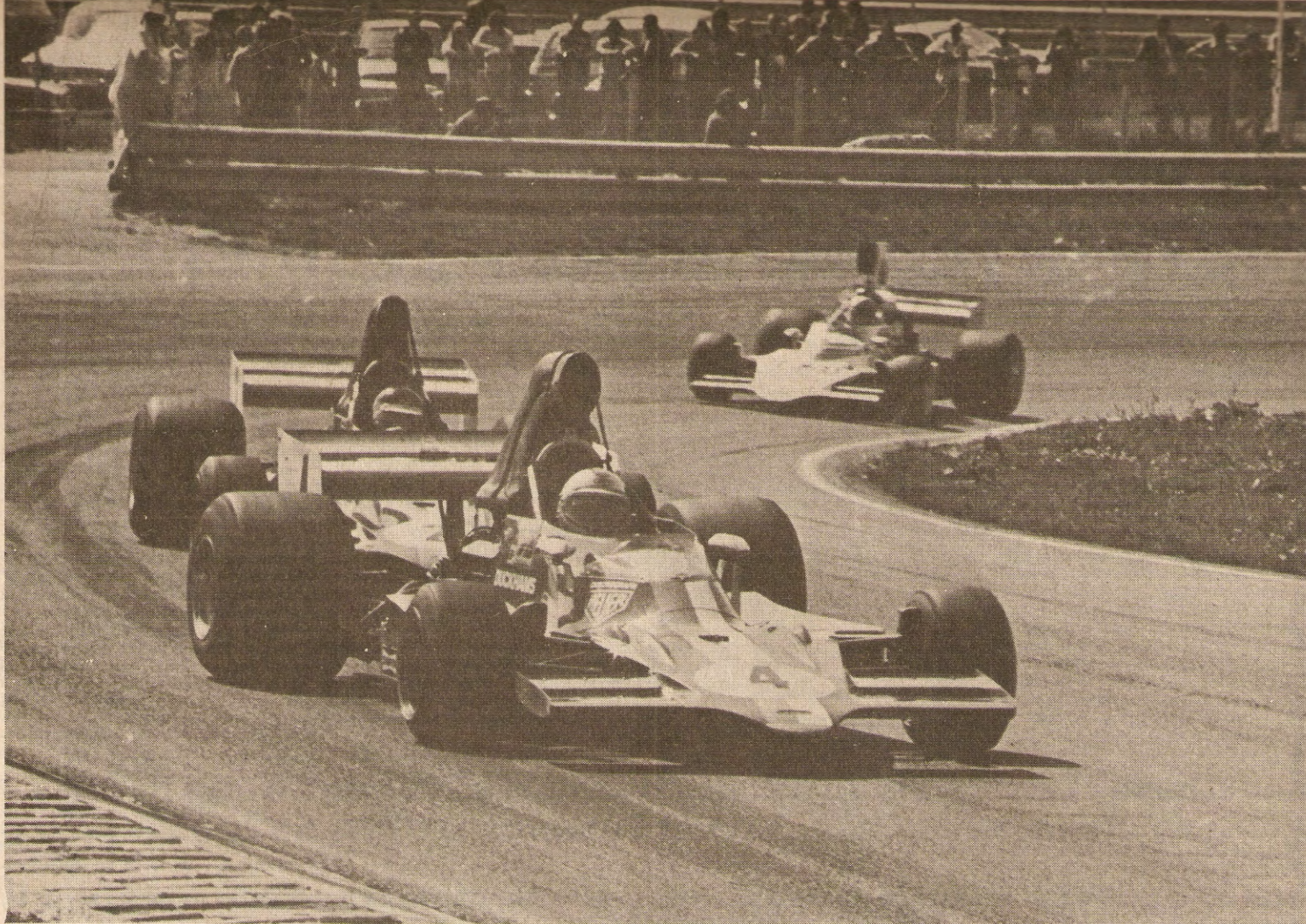
● We have recently been informed by Langrop Engineering of an error in the special stage times printed for the Tour of Lincs. Fastest time on SS3 should apparently have been credited to Robin Langford/Graham Freeman in their Fiat 124 ST. The pair were also third fastest on SS 12. The car itself makes quite an interesting addition to the rally championship. It was built up over last winter in G2 1600 form by Langrop, and finished 15th overall on the Lincs, its third outing. At present the team have their eyes on the Scottish where they are hoping for success in the G2 1600 class. It will be both the team and the car's first 'long' rally.

● A team of three Russian Lada 1500s in Group 1 trim have been entered by the Greek Concessionaries, M/S Mamidakis Ltd., of Athens who will be running the team.

The number one car is crewed by Alan Lawley from Cambridge, who for the past five years has rallied Saabs, partnered with John Stathatos, the globetrotting, freelance journalist who drove a Lada 1200 on the World Cup Rally — and finished! Greek crews will be driving the other two cars.

● According to the *Western Mail*, one of the spectator stages on the Welsh was visited by more than 20,000 spectators.





Teddy Pilette leads Peter Gethin before the Belgian slid wide on the oil. Richard Scott follows.

## ZANDVOORT

# Gethin heads VDS 1-2

By BOB CONSTANDUROS

Photos by MIKE HODGES

After his convincing win at Zolder at the last round of the Shellsport European F5000 championship, Peter Gethin took a rather luckier win at Zandvoort last Monday under the sunny skies of the Dutch circuit before an estimated 30,000 crowd. It was rather luckier, for at one time during the 30-lap race, there were six cars dicing for the lead, making one of the most exciting spectacles seen in F5000 for some time. But then some of the old problems of F5000 reared again. Ian Ashley blew up, David Purley's bellhousing bolts sheared, Guy Edwards' high tension lead came adrift, leaving just Teddy Pilette leading Gethin with Richard Scott close behind. Scott couldn't close the gap, but Pilette just slid wide on some spilt oil, and Gethin nipped through to make it a VDS one-two. It was certainly a healthier F5000 race than of late.

## ENTRY AND PRACTICE

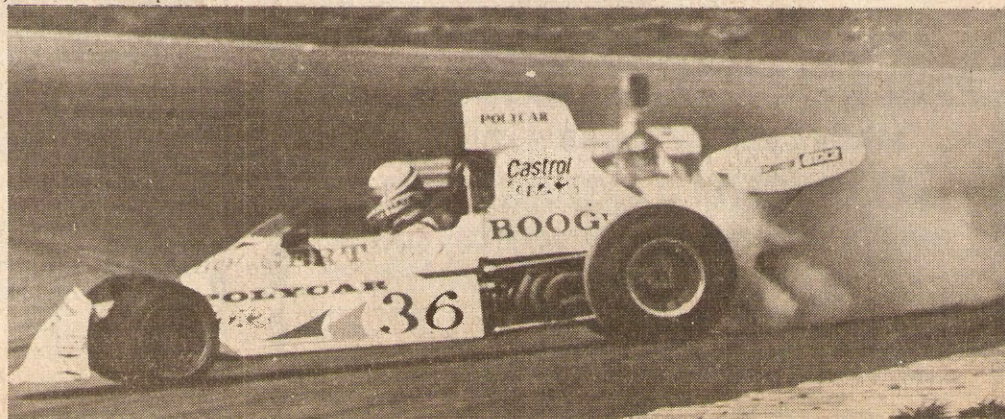
There were some nineteen cars for this seventh round of the Shellsport championship at Zandvoort, to be run on their Whitsun Bank Holiday. As seems customary with the hospitable F5000 meetings organised overseas, a certain amount of private practice was allowed on the preceding Friday, and it was on this day that the field lost one of its competitors when Roelof Wunderink, driving Tony Dean's Chevron B24 for this race only on his home ground, had either a tyre deflate, puncture, or a wheel break, and went off on the 140 mph Tunnel Oost. He hit the catch fencing which stopped the car successfully, but sadly the wire inflicted quite severe facial injuries and concussion. Dean's Chevron was scrap.

Official practice got underway on Saturday under wet skies at first, which cleared up for the second one-hour session. To give some idea as to what the drivers were aiming for, Bob Evans held the lap record at 1m 23.3s. Ian Ashley set the fastest time of the weekend in the Richard Oaten Racing Lola T330 with Fewkes power. Ashley tried his T400 in the wet, but found it lacking in straight line speed, important at Zandvoort, and elected to run the older car. The T400's suspension has now been modified and it was easier for

Ashley not to have to sort it during the only dry session.

Beside him on the front row, 0.3s slower, was David Purley's LEC sponsored Chevron-Cosworth B30. Purley's time was a real credit to the driver, for it was set early in practice, before a bolt came out of the bottom wishbone which caused the

*Naughty Boy. Hayje spins at Tarzan after running in fifth place. The mortality rate meant that he still finished in that position.*



Bognor Regis driver to have a very hairy spin. It naturally called a halt to his practice.

Guy Edwards in the Encyclopaedia Britannica Lola T332 now has Whitehurst power in his engine, and after running in his new engine in practice, set a 1m 24.1s for the next position on the grid. Guy felt the car lacked a little straight line power, but was very happy with the handling.

Beside Edwards was Teddy Pilette in the first of the Van der Straten Lola T400s. Both cars suffered somewhat from twitchy handling through the fast curves, and there really hadn't been sufficient time to sort them out. Pilette's time was 1m 24.2s.

Heading row three was Alan Jones in the Thursdays Club Chevron B28, having only his second F5000 race to learn the circuit for the Grand Prix. Jones had brake problems with the Chevron, in that the brake system kept losing pressure. The braking system was changed on Sunday. Jones was 0.1s behind Pilette. Sharing this row three with the Australian was Boy Hayje, setting a 1m 24.6s in his home F5000 race driving Toine Hezemans' ex-Hesketh March with Cosworth power. The team did a little roll bar sorting only before the race, and Hayje again

seemed to be driving sensibly. Row four saw the welcome return of the smiling Dane, Tom Belso, now with Marlboro sponsorship for a couple of races. Belso has the oldest T330 in existence, so his 1m 24.9s in front of many fancied runners was a credit to him. Alongside him was Peter Gethin in the second VDS Lola T400 on 1m 25.1s.

Way back on row six was Richard Scott in the Durex Lola T400. The team are trying everything they can to improve the handling, and it was this that set them back on Saturday, trying different roll bars, springs, pick-up points, etc. This obviously didn't work, so the set-up was changed back again to Zolder spec for the race. Tony Dean shared the row in his Cinderella's night club sponsored Chevron B28, but changed the crown-wheel and two hub bearings for the race.

Damien Magee was having his first outing within the Goodhews sponsored Thursdays/Fridays team, his Chevron B24/28 being the Fridays car, a night club in Southampton. The Irishman had big problems with his RES engine, and another was fitted for the race after his 1m 25.7s. Beside him was Gordon Spice in his Lola T332 supported by Chris Reed, the car now in British racing green. Spice set a 1m 25.7s too, and despite throwing a couple of treads, was happy with the car.

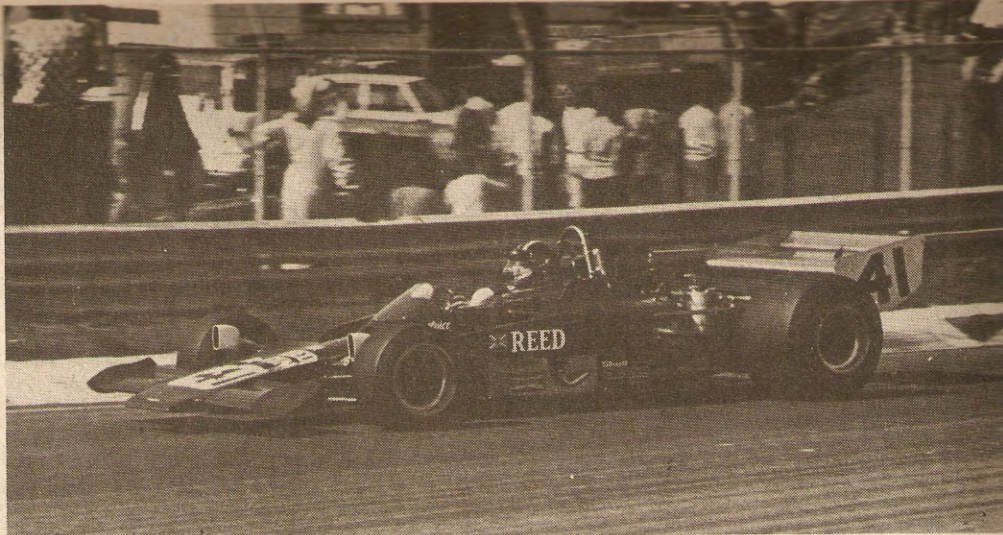
Completing the grid, some 1.5s slower, was Leen Verhoeven in the Lola, Chris Featherstone's McRae (1m 30.7s), Brian Robinson's McLaren (1m 30.8s), Mick Hill's March (1m 31.3s) and Bill Wood, forsaking his home Croft to set a 1m 32.9s in his Trojan T101. Brian McGuire was considerably troubled during practice with sticking throttle slides in his RES engine, and he had 'flu, so that when he only set a 1m 40.3s, he decided to call it a day and go home.

## RACE

After the rather overcast rest day on Sunday, Monday dawned bright and clear which was to last throughout the day, and as the grid formed up under these blue skies, the field lost another runner when an upright pin broke in Bill Wood's Trojan which sent the car skating along on the upright. The start was delayed while the Trojan was removed.

At the start, it wasn't surprising to see Ashley nip into his quick lead, followed by Pilette, Purley and Edwards snapping at his heels and the rest behind. By lap two, Boy Hayje was up to fifth in front of Belso, with Gethin and Scott following. Already the two Thursdays/Fridays cars were in trouble, Magee pitting early on with overheating, traced eventually to another cracked head, and Jones was in even earlier with his brake problems unsolved.

By lap three, Ashley was closely followed by Pilette looking for a way past with the order the same behind, but Hayje, on the next lap closed



Gordon Spice drove steadily into fourth position.

everyone up when trying to take Edwards at Tarzan. He spun the March, so that by lap five, Ashley led Pilette, Purley and Edwards, then a small gap to Gethin and Scott, both of whom had come up well from their grid positions, with Belso just hanging on. Dean and Spice led the rest. On lap eight, the whole of this first six were covered by a mere 2.8s, six growling F5000s making a real race of it.

This exciting spectacle continued for four laps until coming down the main straight, there was a huge cloud of smoke from Ashley's leading Lola, a big end bolt being suspected of ruining the Fewkes/Chevrolet. Then a lap later, both Purley, who'd slowly dropped back from his third place in the dicing bunch, pitted with the whole rear end hanging off due to the shearing of the bellhousing bolts. Dean pitted, too, with the rear end covered in oil, a rocker gasket cover having broken.

So now it was just Pilette, still fractionally in front of Gethin, Edwards and Scott. Belso led Spice for another three laps, until on lap 16, the accessory king was through into fifth place. And then Belso pitted with the belt driving the petrol pump off the cogs, so now the recovered Boy Hayje, driving with real determination and the sort of slides not often seen in F5000, was up to sixth. Verhoeven was the only other car on the same lap.

On lap eighteen, Edwards began to drop back fractionally, losing his place to Scott, who quickly caught up with the leading two VDS cars who were left. The three T400s were running absolutely nose to tail, and at Hunzrug, it seemed that Scott had enough left to challenge Pilette and Gethin easily. But on other parts of the circuit, the

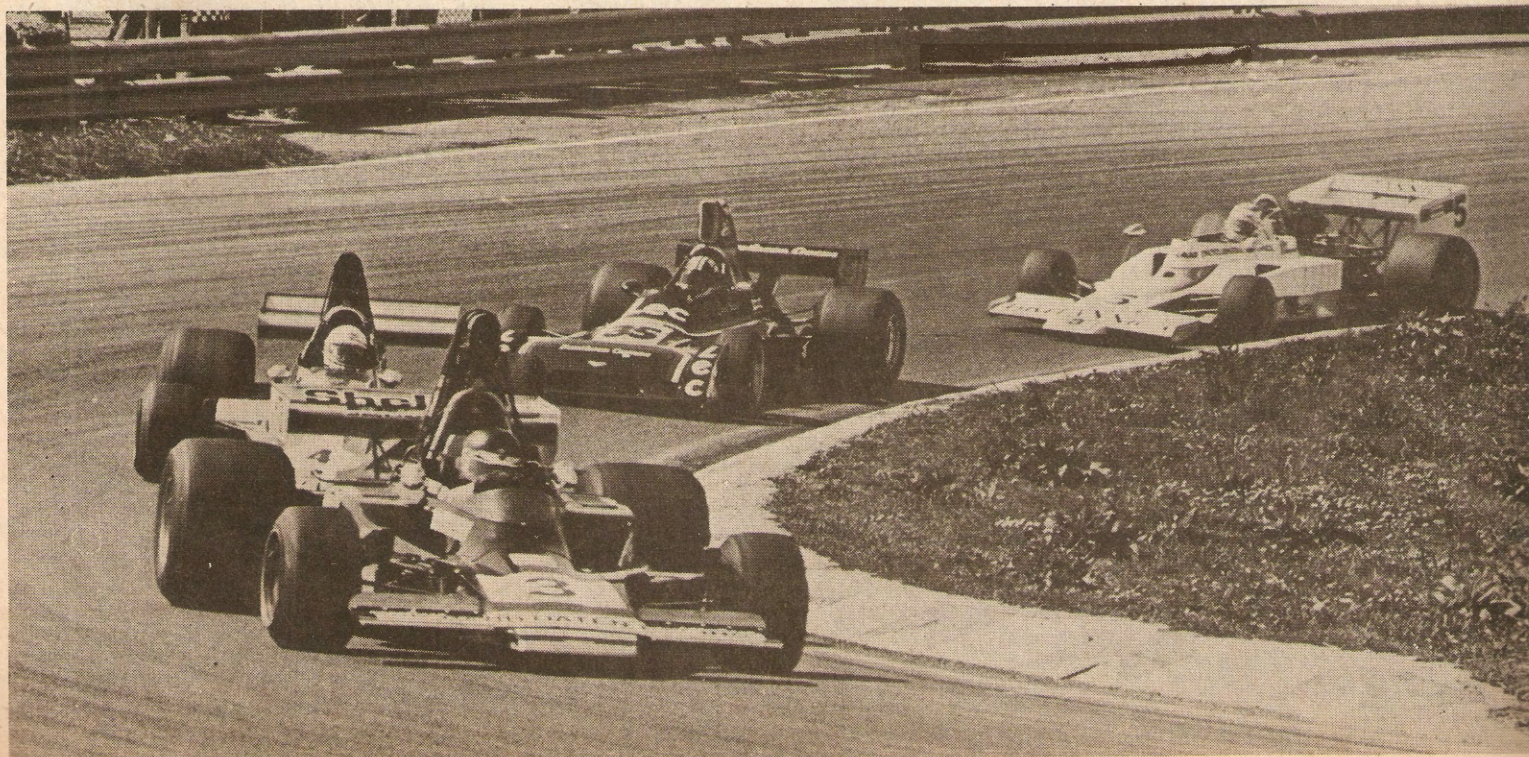
Durex car was losing out, and Scott couldn't do much about it.

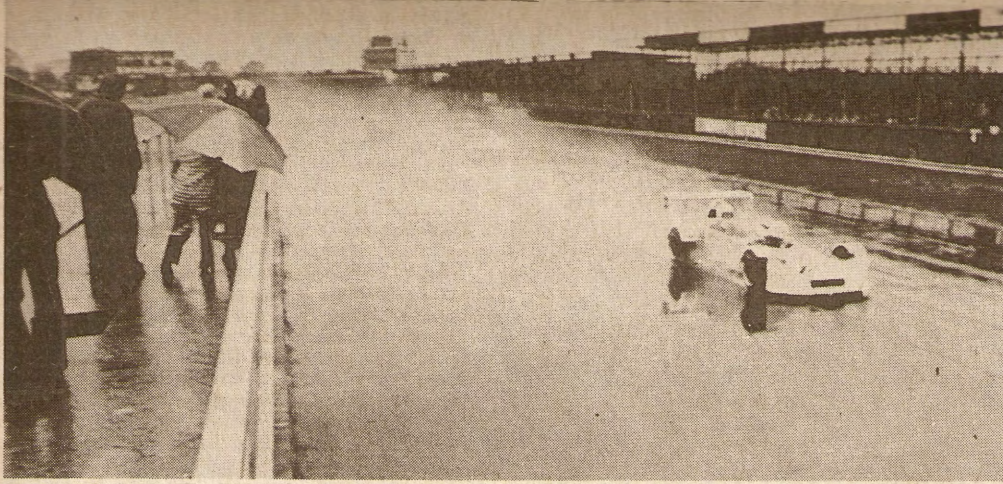
On lap twenty, Dean came out again, and quickly spread another thin stream of oil around the track. All around the track the leaders sought different ways around the corners avoiding the slick, and on lap 25, Pilette found the wrong way at Hunzrug and Gethin found the right one, pulled alongside out of the sharp left-hander, and was through to the lead. At the same time, Guy Edwards pitted after an excellent drive, for the high tension lead had come loose which was causing cutting out and his subsequent slowing. But once this was fixed, he toiled on to the end. In the closing laps, although the leading two kept well together, Scott was a little further back, about 1.5s, and that's how they finished. The Reed racing Lola of Spice finished fourth, some way behind, but holding at bay Hayje's March after a good drive by the Dutchman yet again, the only other unlapped runner. Verhoeven, on his home circuit, was next from Robinson and Featherstone, who finished in the points yet again. Edwards was the final qualified finisher, three laps down on the leaders.

### Shellport European F5000 championship, round 7 Zandvoort, Holland, May 19, 30 laps, 127.86 kms.

1. Peter Gethin (Lola-Chevrolet/Morand T400), 30 laps;
  2. Teddy Pilette (Lola-Chevrolet/Morand T400), 30 laps;
  3. Richard Scott (Lola-Chevrolet/Whitehurst T400), 30 laps;
  4. Gordon Spice (Lola-Chevrolet/Fewkes T332), 30 laps;
  5. Boy Hayje (March-Ford/Cosworth HH1), 30 laps;
  6. Leen Verhoeven (Lola-Chevrolet/Fewkes T330), 29 laps;
  7. Brian Robinson (McLaren-Chevrolet/Morand/Close M19), 28 laps;
  8. Chris Featherstone (McRae-Chevrolet/Morand GM1), 28 laps;
  9. Guy Edwards (Lola-Chevrolet/Whitehurst T332), 27 laps; no other qualifiers. No times or speeds given.
- Fastest lap:** Scott, 1m 24s, 181.111 kph.

Early laps: Ian Ashley heads Teddy Pilette, David Purley and Guy Edwards. Only Pilette was to complete the distance.





**SILVERSTONE**

*Sid Marler floats past the pits.*

## Champagne Charlies succeed

One of the best of the old-time Clubbies in existence is the 750 Motor Club's Six Hour Relay Race. Not the most popular of events with circuit organisers and extremely arduous for the marshals, it's future has looked uncertain in recent years, although much improved support has been forthcoming in the last two events. Last Saturday's event showed up in dramatic detail the real dangers inherent in this type of event if there are serious shunts; it proved impossible to clear wrecks while the race was going on and the foul wet conditions and tremendous variation in motor cars in poor visibility involved the drivers in fraught and frightening driving.

The Stewards of the meeting stopped the race after two and a half hours for a consultation with the Team Managers and shortly afterwards announced that the competition had closed and that awards would be presented on handicap and scratch positions as at the two and a half hour stage. The most remarkable feature of the Team Manager and Stewards meeting was that there were no grievances and only three teams announced that they felt that they must retire whether or not the event continued; the Tricentrol Supersports Team who, nevertheless, had been in the lead after the first hour, the GT40 Team who had a much reduced number of runners and couldn't hazard such valuable cars in such conditions, and the HSCC Team which was reduced to two extremely hairy Lister Chevrolets and Bob Owen's tricky T65 Maserati — also far too valuable to be sacrificed on such a soggy altar.

Many of the drivers had privately expressed

extreme doubts about the conditions, particularly those of the Clubmen's cars, who were suffering from exposure after about 15 laps at a time.

Even though it must have been the Clubmen's drivers who suffered worst, it was a team of Clubmen's cars which won on scratch. These were the redoubtable Champagne Charlies of predominantly Northern extraction whose team of Mallocks wrested the lead from the Tricentrol supersports team when Ken Shipley's FF engine Mk11B passed 'De General' himself, Peter Evans (in answer to which insult another shipment of Asian gentlemen may be expected to arrive in any boat, any day in Bradford!)

Geoff Lambert of the Champagne Charlies had lost them some time when he left the track and hit the Armco in his Mk14B, only sustaining minor damage until, while Geoff was returning the sash to his team, Nigel Carey's Porsche 911 which had just taken over the scratch lead lost it and parked on top of the hitherto mildly damaged U2 and reduced it to scrap.

First on Handicap at the end of the first hour had been the Squadra Alfa team managed by Michael Lindsay and Jon Dooley's MacInnes Amcron Alfased forged on for a solid 90 minutes followed then by Leo Bertorelli's Chartcastle similar car which ran steadily for an hour until the meeting was stopped. The conditions suited these cars almost better than any others. Their steady driving took them to the major handicap award, the Huntland Trophy, despite the fact that the extremely keen Woolbridge Motor Club had taken the Handicap lead for a while during the second hour. They finished third eventually on both

handicap and on scratch through the efforts of Win Percy's rapid Celica, Colin Pook's hairily conducted Mexico and Peter Taylor's Europa. Team Manager Colin Rolls had sent out Ron Harrison's 911S Porsche just before the race ended and he only got three laps.

Team Topmix's team of 1000cc Minis, under Rod Blanchard's keen eye, won the Class A handicap award, the Comma Oil Trophy although they hadn't a representative at the prizegiving. The extremely smart Middlesex Polytechnic Libra Morgans team won the over 1300 Prod and Modsports class, Ron Wells having driven the first hour in his 4/4, Bill Hopkins the second hour in his Plus 8 and Charles Morgan was in the middle of his stint when the race finished. As no team was allowed to win two Trophies the Tricentrol Supersports team gained the Class D award, a reward for having continued under the frightening conditions.

The 750 Valvoline Oil team took the Class C cup despite some problems. Dave Hines used his Adamas as a high-speed lawnmower but didn't hit anything, Mike Bott had the centre of a brake drum break out but the rest of the team, Mike Peck, Dick Hartle and Tony Tobias all soldiered on in one of the best prepared and most reliable 750 teams in the event's history.

The Aston Martin Owners Club was one of the most disappointed at the early finish as their sole two cars, Richard Williams in John Goate's DB4GT and Peter Foster and Ian Moss sharing the same DB4, had been pounding on relentlessly and looked like securing a position from sheer doggedness. The Porche Club Team 911 had been in a strong position before losing Nigel Carey's car, the well-drenched HSCC Climax team had been reduced to the three Lola Mk1s of Mike Ostroumoff, Richard Loveday and Rupert Glydon with Ralph Canby's pretty Elite after Mike Gue's Elite collapsed it's suspension on the very first lap of the event, losing the team a lot of ground.

The valiant Cobra team from the ACOC was soldiering on despite chronic misting up problems. Brewster Righter's left-hooker going steadily on on big SP tyres, replaced at times by the Hon Amschel Rothschild's TJ fuel-injected Cobra and Nick Green's successful white Cobra, although they had had a big set-back when Martin Hilton's Cobra hit the Armco hard at Cope, the driver breaking his collar-bone and the car afterwards being used as a parking place by several others, including Peter Cabrol's Alfa TZ1.

The HSCC Frazer Nash team had been full of enthusiasm and confidence, despite the conditions, until the HSCC's Touring Secretary Rob Mansfield had a big adventure and shortened his Targa Florio Frazer Nash at Cope.

Fourth on Handicap was the doughty Cemian team, Ed Reeve's Midget doing the first stint, running unblown for this event. Malcolm Ridge's Porsche Speedster had put in some good times but John Trace had substituted a Vauxhall Magnum for his Courier and only Jerry Trace and Dick Weymouth had Couriers out.

Second on Handicap was the happy team from the MG Car Club Triple M register and they positively declared that they liked the conditions, as well they might — they probably were nearer their dry weather times than anyone else!

Bob Blagnall's Keber Tyre team of Renault 5TLs finished fifth on handicap and all appeared present and correct at the finish, in marked contrast to the unhappy team Anglemog who had at least two sadly bent Morgans to show for their efforts.

It does seem a pity that more awards weren't available for handicap places and it would be a great step forward if this event could be raised in status again to that which it enjoyed 10 years ago. To do this, however, it needs a great deal of trade support and much more easily identifiable teams to make it worthy of spectator interest. An anomaly in these days of semi-professionalism in club racing, the six hours still gets good support and in good conditions is a fabulous event.

There could be no quarrelling with the decision to stop the event as there was no sign of the light but steady rain ceasing, there were growing and hazardous collection of cars around the circuit and also it was found that the track surface at Becketts was beginning to break up, leaving large stones on the track.

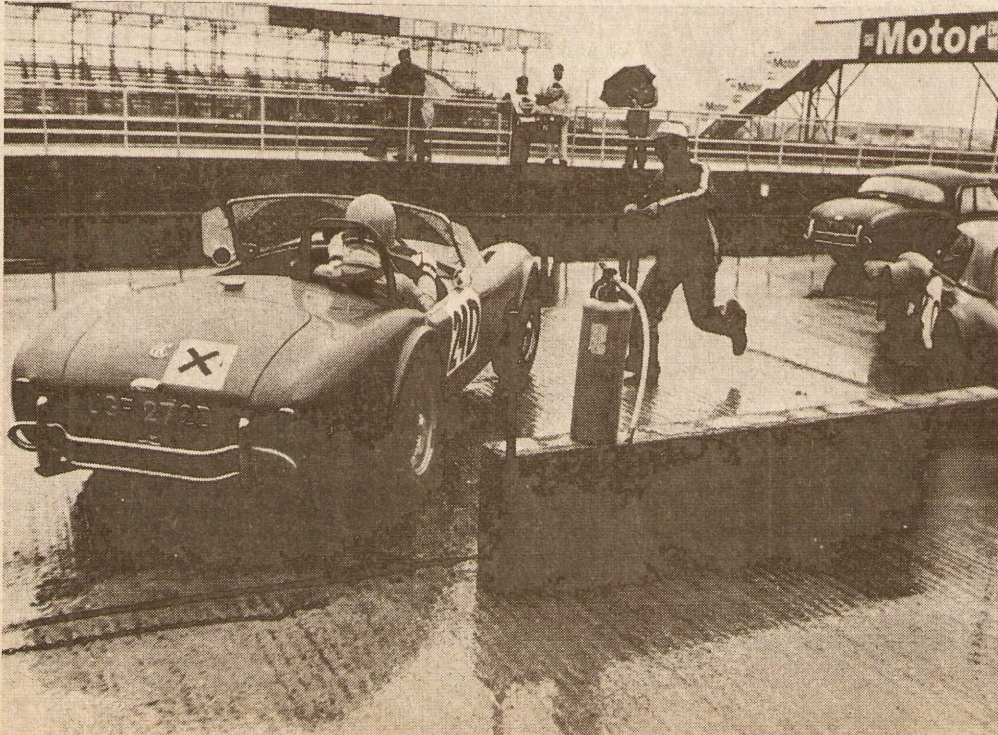
### ROBIN REW

**Six Hour Trophy (Scratch winners):** Champagne Charlies Clubmen's cars, 103 laps. **Huntland Trophy (Frist handicap):** Squadra Alfa, 96. **Class winners:** Team Topmix, 94 laps; Middlesex Polytechnic Libre Morgans, 102; Valvoline Oils 750s, 80; Tricentrol Clubmen's Supersports, 89.

**Andreasson Racing Trophy:** MG Car Club MMM Register, 88; **Dents Trophy:** Valvoline Oil 750s.

**Dunlop Leader awards:** Tricentrol Clubmen's Supersports; Squadra Alfa; Porsche 911; Woolbridge; Champagne Charlies.

ACOC team.— Amschel Rothschild takes the sash from Brewster Righter.





Opening race and Ian Smith (Mazda) has the first corner from Eddie Labinjoh's Alfa Romeo 2000 GTV.

## KNOCKHILL

# Chris Amon is the catalyst

The first race meeting at Knockhill last Saturday was graced with perfect weather, and with the track in prime condition, it was obvious after practice that speeds would be high. After a tape-cutting ceremony, by Chris Amon in the Talon F5000 car, to officially open the circuit, the meeting was run most expeditiously by Lothian Car Club. Honours for the five event programme went to Eddie Labinjoh in the Fisher Alfa Romeo 2000 GTV, Peter Morrison taking the Formula Ford event and Bill Coull streaking away in his 2.3 Viva in the Special Saloons race. While Iain McLaren (Chevron B26/31) set fastest lap in the Modsports and GT race, he was no match for the flying Saltyres Chevron B25, immaculately piloted by Andrew Jeffrey, who kept ahead of Norman Dickson in the Dickson Motors March 74B, and set the fastest lap of the day. Chris Amon demonstrated the Talon and appeared impressed with the circuit which has certainly been transformed, by Denys Dobbie, from a bare moor.

The opening event, for Production saloons, saw the renewal of Ingliston rivalries as Ian Smith in the John Brown Team Zippo Mazda RX3 coupe harried by Eddie Labinjoh in Fisher's Alfa-Romeo 2000 GTV led the small field off, Tom Meldrum (Zippo Mexico) holding a lonely third. He was comfortably ahead of the battle between the other

Mazda of Chris Jones and the Capri of Andrew Small, the latter getting ahead after seven laps to be hustled unsuccessfully thereafter by Jones.

The second event, a 15 lap Formula Ford sortie, found a much larger grid led off from pole by Stu Lawson in the McDonald Shand Ecurie Ecosse Hawke DL12 from Neil Williamson in the new A. S. Shiels (Housing) Van Diemen RF75, Pete Morrison (Crossle 25F), Geo Franchitti (Hawke DL12), John McGilvray (Crossle 25F) and Duncan Hall (Hawke DL12). Next time around, however, Lawson, who had successfully tested and approved of the catch fences in practice, had a front tyre deflate and headed into those at the Hairpin, Williamson assuming leader until he dropped four places with a nonsense on the back of the circuit, letting Morrison take command, from Franchitti, who next spun down to sixth at the Hairpin. This elevated Duncan Hall and Dave Steadman in the McDonald Shand Van Diemen RF75. Williamson recovered and tigered through to second by the flag as McGilvray held on to fifth place from Clive Reeves who thumped his Mallock U2 in an attempt to get more power out of the Hairpin.

An assorted field of Modsports and GT cars set off for 12 laps from which Iain McLaren streaked away from the rest, his Chevron B26/31 now free of clutch troubles, after fitting a torquey Hart

motor of 1972 vintage. Sandy Watson, after holding a secure second place throughout, had a driveshaft break on his Gryphon C73/74 letting an inspired Eric Liddell through in the Jencot Healey, some way ahead of Andy Smith (ASM Elan), who won a race long barney with R. Inch in the Dalgleish Baillie Insurance Mallock U2. John Kirk (Davrian) had eventually to give best to the Fisher Spyder driven by Eddie Labinjoh while Jim Baird (Chevron B23) got ahead of Ken Allen (Clan Crusader) and Ian Gardner (Davrian) with Reg Forrester-Smith (Ginetta G4) heading the tail-enders.

With Niven's Boss Capri not yet ready, a large grid of Special Saloons was led off by Bill Coull in the ex-Graeme Walker Viva 2300, who proceeded to show Ian Forrest (Forrest Imp) the way around, tailed by Jim Pinkerton (Mini), but Bob Caig in his immaculate Escort had to relinquish fourth to the pressure of Bob Snelson in the Euroscot Fiat 128. Mike Shakespeare was next along in the Zippo Stiletto with A. Ritchie the only other finisher. Many of the other cars were sounding unhappy on this fast circuit, the most unhappy being Colin Richardson who cartwheeled his Imp at the tricky Rifle Butts corner when a rear wheel departed.

The final event, a 20 lap affair, found the McLaren Chevron on the back row of the grid, not having practised for this event due to the rush to free the clutch after practice, leaving Andrew Jeffrey (Chevron B25) and Norman Dickson (March 74B) to command the race in that order, the pair lapping everyone else, including McLaren, who pushed up to third after one lap and eased off due to fading brakes later in the race. Peter McNaughton (Chevron B23) held a lonely fourth with the enterprising Eric Liddell keeping the Jencot Healey in fifth place, after getting past Eddie Labinjoh in the Radio Forth Fisher Spyder.

**BILL HENDERSON**

**Production Saloons (10 laps):** 1, Eddie Labinjoh (Alfa Romeo 2000 GTV), 12m 32.4s, 61.67 mph; 2, Ian Smith (Mazda RX3 Coupe), 12m 36.4s; 3, Tom Meldrum (Escort Mexico), 12m 52.8s; 4, Andrew Small (Ford Capri), 13m 00.0s. **Over £1689:** 1, Labinjoh; 2, Meldrum; 3, Small. **Fastest lap:** Labinjoh, 73.8s, 62.93 mph. **Up to £1699:** 1, Smith; 2, Chris Jones (Mazda RX3 Coupe); 3, Tom Irvine (Honda Civic). **Fastest lap:** Smith, 73.8s, 62.93 mph.

**Formula Ford (15 laps):** 1, Peter Morrison (Crossle 25F), 15m 49.8s, 73.28 mph; 2, Neil Williamson (Van Diemen RF75), 15m 54.0s; 3, Duncan Hall (Hawke DL12), 15m 54.2s; 4, Dave Steadman (Van Diemen RF75), 16m 2.0s. **Fastest lap:** Morrison and Hall, 62.0s, 74.82 mph.

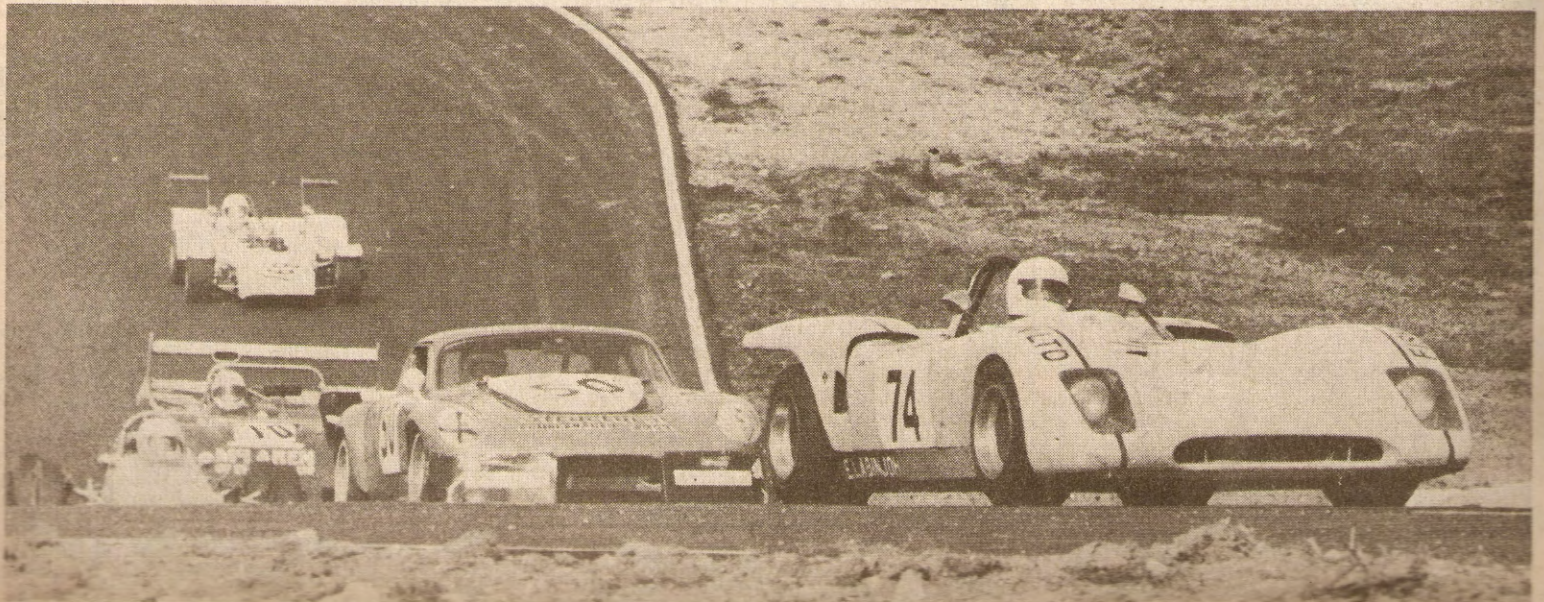
**Modsports and GT (12 laps):** 1, Iain McLaren (Chevron B26/31), 11m 25.4s, 81.24 mph; 2, Eric Liddell (Jensen Healey), 12m 22.0s; 3, Andrew Smith (Lotus Elan), 11m 38.4s (11 laps); 4, R. Inch (Mallock U2 X1B), 11m 39.0s (11 laps); 5, Ed Labinjoh (Fisher Spyder) 11m 48.0s (11 laps). **Modsports up to 1300 cc:** 1, John Kirk (Davrian) 11m 50.2s (11 laps); 2, Ken Allen (Clan Crusader), 12m 01.0s; 3, Ian Gardner (Davrian) 12m 3.4s. **Fastest lap:** Kirk, 62.2s, 74.58 mph. **Modsports over 1300 cc:** 1, Liddell; 2, Smith; 3, Donald Hall (Lotus Elan). **Fastest lap:** Liddell, 60.4s, 76.8 mph. **GT cars:** 1, McLaren; 2, Inch; 3, Labinjoh. **Fastest lap:** McLaren, 55.6s, 83.46 mph.

**Special Saloons (15 laps):** 1, Bill Coull (2.3 Viva), 16m 43.2s, 69.38 mph; 2, Ian Forrest (Forrest Imp), 16m 48.8s; 3, Jim Pinkerton (Mini), 16m 53.2s; 4, Bob Snelson (Fiat 128), 17m 33.2s. **Up to 1000 cc:** 1, Forrest; 2, Mike Shakespeare (Sunbeam Stiletto); 3, A. Ritchie. **Fastest lap:** Forrest, 65.8s, 70.50 mph. **Over 1001 cc:** 1, Coull; 2, Pinkerton; 3, Snelson. **Fastest lap:** Coull, 65.0s, 71.34 mph.

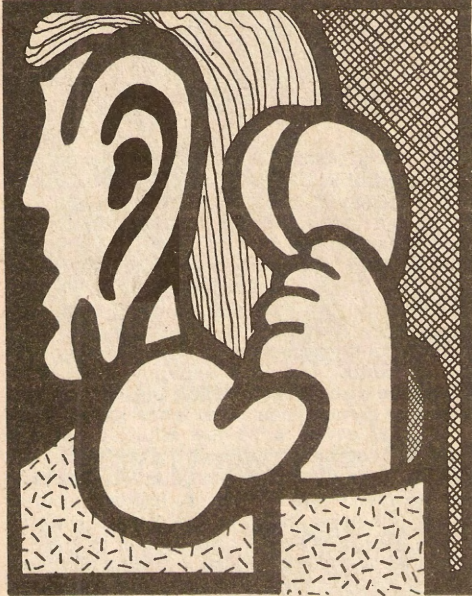
**Formula Libre (20 laps):** 1, Andrew Jeffrey (1930 Chevron B25), 18m 05.2s, 85.52 mph; 2, Norman Dickson (1600 March T4B), 18m 07.2s; 3, Iain McLaren, 18m 55.2s (19 laps); 4, Peter MacNaughton (Chevron B23), 18m 18.2s (18 laps); 5, Eric Liddell (Jensen Healey) 18m 42.4s (18 laps); 6, Eddie Labinjoh (Fisher Spyder), 19m 02.2s (18 laps). **Fastest lap:** Jeffrey, 52.6s, 88.20 mph.

All fastest laps establish new circuit records.

The Libre field climb up to Rifle Range corner, led by Labinjoh, John Kirk (Davrian), John McGilvray and Iain McLaren.



# PRIVATE EAR



NICK BRITTAN

## Amazing Monaco

Monaco in Grand Prix week is like Hampton Court maze. Streets are closed, barriers erected, shops closed, one way systems instituted and the touring pedestrian takes second place to the big money business of The Race. The regulars all have their own trick routes that take them from one viewing point to the next and back to the press room via the more generous trade hospitality units.

To know the trick routes which avoid the Everest-like back streets is to be In. And being In at Monaco is very important. Nobody is more In at Monaco than Jackie Stewart. Retirement has not slowed his pace. In between his inevitable business meetings he does his pieces for radio and TV, flits in and out of the more exclusive and fashionable parties and provides the link whereby the People at the Palace get to meet the more ordinary drivers.

Transport for him this year was a sleek red Honda on which he zapped from rendezvous to rendezvous. He appeared in the almost mandatory uniform of grey flannels, striped shirt and yachting jacket complete with a none too discreet gold Rolex hanging from his left wrist.

It was even suggested that his commercial connections with Rolex prompted him to have his tailor cut his left sleeve an inch shorter than his right. Not true he assures me.

But it was his cord cap that got him into trouble.

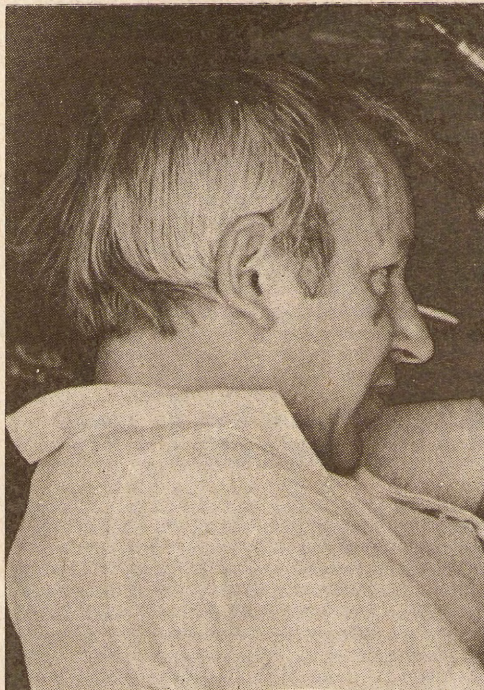
... the famous cord cap copped it.



A red faced JYS was stopped by the Monagasque fuzz and given a large French language roasting for not wearing his crash hat. Enter later one JYS still in natty blazer astride his bike but now complete with familiar tartan banded lid.

But the man who took the ultimate prize for the trick routes was French TV news cameraman Hubert Piernet. With a fist full of francs he'd spent two days on recon in the Principality. On race day he tripped round like the elusive pimpinel - into the back doors of private houses appearing seconds later on balconies, through side doors of hotels, over fences onto conveniently placed chairs (20 francs), off down obscure alleyways and always appearing at prized viewing points. With one hand-held camera he was, according to his director, worth four regular camera crews.

## Surtees' dissertation



A stronger case than politics from John Surtees.

The BBC TV transmission of the Monaco GP came to you courtesy of John Surtees. It was a very earnest proud and patriotic John Surtees who stood beside John Watson's car on the first day of practice. He stepped aside and revealed the nine inch high slogan on its flanks - *Keep Britain in Europe* it said.

Within the hour the BBC's Director General had issued an edict saying if the slogan doesn't come off there will be no transmission in Britain. It's not that the Beeb is for Britain getting out of the market but it seems that they blanch at presenting only one side of the argument.

John conceded the point, "in the interests of the sport," and the slogan came off. Later that evening after a hilarious and impromptu wine guzzling contest (which he won) John treated his dozen table guests to a dissertation which convinced all present that it was a matter of strong conviction and no mere publicity gimmick. In fact, he made a stronger case for staying in than many full time politicians who appear bleating on your goggle box.

## Elf's two lap trips

Each year at Monaco, Elf produce their grand film spectacular - a collection of movie and computer controlled split screen slides which make Frankenstein's Grand Prix film look like Uncle Albert's home movie. This year from their fleet of camera cars driven by JYS, Patrick Depailler and AUTOSPORTS columnist Jody Scheckter. They produced a series of filmed two laps trips around the famous circuit. Cameras on the cars pointed ahead at the track, into the car and from inside the car across the driver's shoulder.

Listening to the drivers' commentaries as they eased the road cars around the tight tricky armco-lined circuit was an education. But most edifying was Scheckter. While the other two seemed to struggle to make the words keep up with the picture, Jody produced a cool calm walking pace narration. He told as much, and in many cases more, than the others about the

technique of pacing himself through the Principality. His cool, deliberate and economic commentary is obviously a mirror of the way he thinks at the wheel of his Elf Tyrrell. Strangely, one suspects, he would make an ideal instructor.

Watching Scheckter watch his own film was also edifying. His cool disinterest disappeared as Monaco was replaced on the screen by a film of jalopy racing on an American figure of eight circuit. Cars somersaulted, spun, crashed, fell over, avoided each other and did everything including fall in half and turn themselves inside out. Beaming he enquired aloud, "I wonder if Ken would build me a car for that?"

## Bespoke Brian

It seems that my recent comment on Brian Henton, likening him to an unmade bed, is having its effects. He appeared at Monaco looking a part picture of sartorial elegance. A new pair of freshly pressed trousers. He threatens to go the whole hog and buy a suit in time for the British Grand Prix.

## Mass didn't miss...

Not even hardened and blase team managers, intent on their duties in the pits, could resist a sneaking over-the-shoulder glance at the pit plops of the weekend. Tall, elegant, arrogant, aloof and disturbingly beautiful she poured herself into a different set of clothes and patrolled the pits every day. Nobody knew her name - but a name was surplus to requirements. She was *the bird* of the weekend.

The big question was who would swag her away?

The post race Gala Ball would provide the answer and the settlement of all the side bets. To a fanfare of nods, winks and nudges the spectacular almost theatrically timed entrance was made. To Jochen Mass went the Ornithological Entrapment Award of the weekend.

## Ladies chatter

Divina Galica is having a hard time overcoming her reputation as a crasher. But it would seem that some of her fellow distaff wheelers enjoy fostering this reputation. Example of conversation from a mid grider in the Ladies Renault race, "Oh Divina was second fastest in practice but then in the final laps she stuffed in into the Armco at Casino." In fact she'd parked it quietly and without contact when an oil line blew.

Similar conversation post race, while the ladies lapped at their saucers of milk. "I see Divina threw herself at the Armco on the first corner." In fact a newsreel film revealed that she'd been forcibly assisted from the back. I'm surprised they manage to get their Nomex gloves on over those claws.

## Slumming in style

We all have our own ideas of economy. For Alexander Hesketh it's giving up his yacht in the harbour and his attendant helicopter and Rolls. An economic belt tightening exercise for the portly Lord. He drove down in his own motor-home and, spurning the comfort of a hotel room, slept in it. His companion for the weekend was Tom Benson, proprietor of Knightsbridge's plushiest and most costly eatery - Parkes. I suppose if you're going to slum it it's nice to have your own personal cordon bleu cook on hand.

## Brise comment

Listening to both sides of an incident story is always good value. Tony Brise made spectacular progress from the back of the Formula 3 grid in the final and came all the way up past 14 people to challenge Alex Ribeiro for the lead. They came together at Mirabeau. Ribeiro's version - "he drove into the side of me." Brise when asked for an account of the accident - "Ribeiro left his brains in the pits."

## Tyrrell comment

Prior to the F3 race Ken Tyrrell, observing Brise on the back row said, "If he gets through and passes Larry Perkins for the lead I'll give him a contract tonight." Ken declared no contest when Perkins coasted to a halt.

## Quote of the week

Tyler Alexander of McLaren on the phone after watching the final burst of activity during Indy qualifying. Tyres chunked, engines flew apart, cars hit the wall. "Dunkirk had nothing on this place."

comparatively slow activity began to pick up as everybody struggled for their final set-up. Johncock was again faster than anybody else, pushing his Wildcat around at just over 193 mph so that he was fastest man on four of the five practice days. Foyt practiced both of his cars and managed almost identical speeds in the 192 mph bracket just ahead of Dallenbach. It was on Friday that Bobby Unser finally began to find the right balance so that he too was able to get above 190 mph. Tom Sneva and Mike Mosley were both over 188 mph as was Rutherford who was still unable to strike the right combination with his McLaren.

Al Unser decided on Friday to change to his Eagle for qualifying as he had been unable to get the Parnelli around much faster than 184 mph. Nobody seemed to know where the trouble with the Parnelli stemmed from for after making steady progress with the car Unser suddenly felt a strange indecisiveness in the chassis. He was extremely pleased with the performance of the Cosworth and felt that the car had immense potential but by the same token there was insufficient time to get it properly sorted. After the team had decided to concentrate on the Eagle they discovered that they had been given the wrong tyre combination and suspected that might have had something to do with the sudden change in the Parnelli's handling. Along with Unser's change to the Eagle it was decided that Mario Andretti would try the Parnelli when he returned from Monaco.

## QUALIFYING

This year, with the energy crisis fading somewhat into the background of the American conscience, the qualifying procedure reverted to its former double weekend format as opposed to the two single days of last year. Only those people who qualified on Saturday of last weekend would be able to fill front row places. Sunday qualifiers and those from this coming weekend would fill the grid in order behind the first day qualifiers.

Saturday dawned perfectly clear and warm, the best day of the week in fact. Foyt had drawn fifth place in the qualifying lineup having been preceded by Loquasto, Karl, Bigelow and Parsons, one of whom had been particularly fast. A.J. had experienced some minor engine troubles in the morning practice and when he went out for his four laps these problems showed up again. Foyt did one lap with the engine popping on the overrun, slowed down on his next lap and came in. His first lap had been just over 189 mph which was slower than any of the serious laps he had done all week. The new Coyote went straight back to its garage.

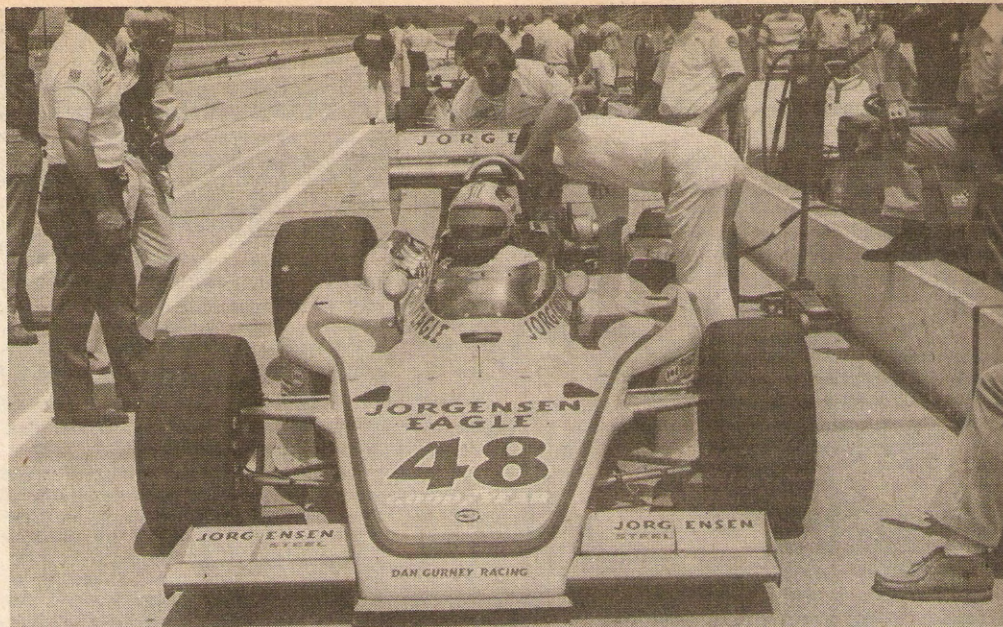
Jimmy Caruthers followed Foyt's aborted effort and managed a smooth 185.615 run which left him the fastest car to that point. But right after that Mike Mosley came out and driving his yellow Eagle exceptionally well he came very close to the 188 mph mark so that he now was the fastest qualifier.

About fifteen minutes later Tom Sneva brought the Norton McLaren out and became the first qualifier to break the 190 mph barrier. The Penske driver put in four very consistent laps and in fact was faster than he had been all week. Sneva was followed by Pancho Carter who had a disappointing run with an understeering car and was only able to manage a 183.449 mph average.

Next out was Johnny Rutherford who earlier in the day had come the closest he had yet been to getting above 190 mph. But just before his run he had decided to make a last minute change which proved to be damaging. Rutherford was visibly struggling with the usually smooth and precise McLaren and on three of his four laps he had to work very hard to keep the car away from the wall on the exit from turn one. His average was just under 186 mph — hardly what the team had been hoping for.

Johnny explained that the car had been understeering "like a bitch" and that he had gone the wrong way with his last minute change. Later that evening the team sat in their garage planning the week ahead of them. They decided to practice the next day while designer Gordon Coppuck was still at Indianapolis and could help them in finding the balance that had thus far eluded them. Tyler Alexander suggested that last year the car had worked just perfectly with the tyre combination then offered but this year there seemed to be something wrong. Rutherford, reflecting the approach of a former McLaren driver said, "She'll be right."

Bobby Allison followed Rutherford on to the track and was very nearly as quick as the works McLaren and very pleased about it too. He was



Dan Gurney's crew work on Bobby Unser's third quickest Eagle.

followed by Al Unser who struggled a bit with his Eagle which he only began to practice on Friday and yet came within a hair of matching Rutherford's performance.

Two more slower cars qualified next, then it was the turn of Bobby Unser and Gordon Johncock. Driving his blue Eagle with his renowned combination of smooth aggressiveness Unser pushed his way well into the 190 mph bracket and with two laps of more than 191 he was able to sustain an average of 191.073 mph for the fastest time yet. Then came Johncock and with his Wildcat working perfectly he was able to pip Unser by just over half a second for an average of 191.652. Now it seemed that there were just two other men who might be able to take the infamous Indianapolis pole but with the midday sun pushing track temperatures to more than 130 degrees neither A. J. Foyt nor Wally Dallenbach were interested in making their runs. They were waiting for later in the afternoon.

In fact so was everybody else who had yet to qualify because suddenly there was nobody in the line and after a while the track was opened for practice. This gave Foyt and Lloyd Ruby a chance to do some laps, Foyt to check his engine and Ruby to make sure he avoided the same mistakes as Rutherford as well as checking things after an early morning engine failure.

It was more than two hours later before anybody decided that it was time to qualify and sure enough it was Foyt and Dallenbach who took up places at the head of the short line. This time there was no hint of hesitation in Foyt's engine and his first lap was almost a full second faster than anybody else had managed (over 195 mph in fact). He found the car beginning to oversteer however and subsequently slowed down a little although he was still able to lap at more than 193 mph so that his average held at 193.976 mph, more than two mph faster than his pole position average of last year.

As A.J. climbed from his car Dallenbach rolled down the pitlane and Foyt anxiously watched the dayglo red Wildcat pass by. Dallenbach got going in fine style ("I barely lifted through the first turn.") But as he shot into the third turn the car

belched out a few quick puffs of blue smoke and Dallenbach shut off as soon as he could and coasted into the pits. His engine had burned a piston and there was no chance of him getting out again before the end of the day.

About an hour after Dallenbach's misfortune Lloyd Ruby came out with the Allied Polymer McLaren. He had managed to put in almost forty laps during the mid-afternoon practice and the McLaren team were confident that their second car should work fairly well. They were right.

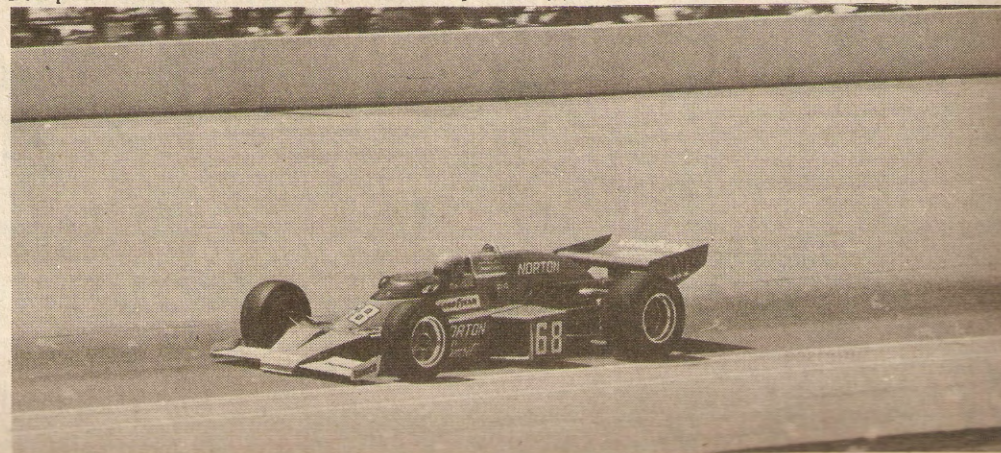
Ruby drove very clearly and felt comfortable enough to ease back just a hair over his last two laps. Nevertheless he averaged nearly 187 mph and beat his teammate's four lap time by a full second. The veteran Texan who has experienced so much bad luck in recent year's rolled down the pitlane visibly beaming from behind his goggles.

Following Ruby on to the track was Salt Walther and despite never having run his McLaren with the "pop-off" valve in place he turned a very good 185.701 mph average, very nearly as fast as Rutherford. After Walther's effort one more car qualified and that brought the first day to an end. It left three different chassis and engine combinations on the front row, a cheering sight in a comparatively thin and uninspiring field.

On Sunday Wally Dallenbach was able to qualify comfortably after an evening engine change. It turned out the reason for the failure was a clogged fuel filter but with this problem cured Dallenbach was able to run three fast, clean laps before throttling back for a comfortable last lap. Despite this Dallenbach managed a 190.648 mph average which was faster than all save the front row trio even though it left him back in 23rd place, just like Johnny Rutherford's situation last year.

Five other cars also qualified on Sunday, so after seven days of practice and qualifying at Indianapolis 28 of the 33 places in the field have been filled. The only remaining "ace" to qualify is Mario Andretti while the other places will be filled by second-rate combinations. Other than for the handful of cars and drivers at the front of the grid it is not a very encouraging field for both Indianapolis and USAC.

Best placed McLaren was the Penske Norton Spirit entry for Tom Sneve who was fourth.





## Photo finish — almost

Monaco—I finished seventh and lost third place by just three inches. That makes it sound like a photo finish doesn't it. But it wasn't quite like that. The three inches that cost me the third place and championship points was three inches of misplacement on my part at Mirabeau. I made a plain honest mistake. There was a piece of kerb and a piece of Armco and I knew it was there — I'd seen it in practice and earmarked it as a hazard. In the race I slid the back of the car just three inches off my normal line and gashed the tyre. And from being a pretty comfortable third I dropped one lap behind to seventh.

Monaco really is the sort of place you measure in inches and hundredths of a second. Other less demanding circuits can be measured by the metre and the full second. Monaco is all precision and concentration. One little mistake, one little relaxation of concentration can turn you from a racing driver into a pedestrian.

Just how much of a fight the whole weekend was is told by the times and the grid places. That

there were only 18 places on the grid instead of 25 made us all a little more competitive right from day one. Niki did the near-impossible and posted a time 0.9s better than anyone else for pole position but the next eleven places on the grid were covered by 0.86 seconds. I guess if you're quick you could snap your fingers twice in that time. Try it. Snap - snap. That's how close eleven of us were.

**"Funnily enough it always seems to be the team managers who try hard to wind their driver up for the last tenth of a second on the track who do the worst job with pit stops."**

In the last ten minutes of practice I was bumped from the second row back to the fourth because people were honing their times up by hundredths of a second. It really was super competitive.

The GP became almost two races — there was the wet part and then the dry part. The only man who stayed constant in both was Niki. And it really was a Ferrari weekend. The smooth low and mid-range power of the 12-cylinder motor really suits that circuit. In the wet it's easier to get the smooth power to work. But that should not detract from Niki's performance. He got out front, worked under pressure and stayed there all the way.

Pit stops mattered and points were won and lost in the pits. Ferrari, because of their sportscar experience, were super smooth. McLaren got Emerson in and out in double quick time. We all came in for tyres and he was fifth coming in and second to go out. He was stationary for 25 seconds, Niki for about 30 and Ronnie Peterson for a minute and a half. We were just under 40 seconds. Somebody said that it's a shame that the pit crews aren't as well practised and as competitive as the drivers. The wide difference in times certainly shows that some people take pit stops more seriously than others.

Funnily enough it always seems to be the team managers who try hard to wind their driver up for the last tenth of a second on the track who do the worst job with pit stops.

You can imagine how frustrating it can be for a driver who has been working to earn a tenth here and a tenth there all the way round to sit in his car and watch the time tick away in minutes.

We started in the wet and going into the chicane I collected a biff up the back from Regga and then managed to avoid Jarier having his own accident and from seventh on the grid I came round in fourth place which was quite satisfying. Except that had I not been busy keeping out of Jarier's way I think I might have been closer to the leading group of three.

James Hunt was the first to change on to dry tyres as the sun came through and he came zapping past me like he'd just discovered horsepower. It was obvious that we were losing up to ten seconds a lap being on the wrong tyres.

After the change I came out in fourth place, passed Carlos Pace and then had my annoying misjudgement. I came down into the waterfront chicane with the puncture and put the brakes on and the car went up like a dog on three legs. Both front brakes locked and I went gracefully up the escape road. From then on I was history — one lap behind in seventh place and that was it.

**"... I don't think it had much to do with giving the drivers and mechanics a free day, more a matter of a hoteliers' plot to screw an extra day's bill out of us."**

On the social side the weekend was more successful. The revamped programme of practice gave us a free day on Saturday, I don't think it had much to do with giving the drivers and mechanics a free day, more a matter of a hoteliers' plot to screw an extra day's bill out of us. Anyway, we took advantage of it and played a little tennis at the Sporting Club and devoted some time to working on a film that we're making for television. There was the usual round of yacht parties and the rather special invitation to the party at the Rainier's palace on the hill. I'm not very accomplished as a celebrity spotter but I did meet David Niven, Edsel, Ford, Evel Kneivil and a famous retired Scottish racing driver whose name escapes me. Niven really is a very funny man and if you haven't read his book *"The Moon's a Balloon"* you should. Better still you should have heard some of the stories he told us that his publishers wouldn't let him include in the book.

Next stop Belgium in the hunt for some more of those elusive championship points.

Jody Scheckter's second pit stop after he hit a kerb and lost third place.





After recent disappointments Alex Ribeiro was literally jumping for joy after his BP F3 win on Sunday (left). Arguments raged throughout the F3 field, here Tyrrell and Arnott (19) come together.

## BRANDS HATCH

# Ribeiro marches through

By IAN PHILLIPS

Photos by GERRY STREAM

The fourth round of the BP Super Visco Formula 3 championship fully justified its top of the bill position at the BARC SW Centre's meeting at Brands Hatch last Sunday. The capacity grid provided an absorbing and closely fought race with Brazilian Alex Ribeiro scoring his first win of the year in his works March-Toyota. Although he started from pole position his team mate, Swede Gunnar Nilsson, led initially until engine problems and physical exhaustion dropped him back to second (he was under doctors orders not to race at all). Patrick Neve took third place in his Safir to maintain his championship lead, although Nilsson has narrowed it to two points. Ian Taylor took fourth in the works GRD-Holbay having challenged Nilsson powerfully for the lead until engine problems intervened. Four nationalities, three makes of car and engine in the first four just confirms the true flavour of F3.

Whereas the F3 race had reserves for it, the Southern Organs Atlantic field was a sad looking affair with just 10 cars. Tony Brise, of course, made it all look too easy in the works Modus and won as he liked. (It is rumoured that he was asked by FAI to make a race of it, but still nobody could touch him). The highlight of the race was the debut of Tom Wheatcroft's Mike Philbeam - penned Wheatcroft R18. Richard Morgan was second quickest in practice and led the first lap until engine problems dropped him back.

The most notable winner of the other seven smoothly run races was Jim Walsh who looked most impressive while taking maximum British Air Ferries FF points.

Although over 30 people tried to enter the fourth round of the BP Super Visco F3 championship, the grid was limited to 20 starters and only 25 entries were taken. Among those not accepted were the Ralts of the Perkins Bros; such is the strength of the Formula now. Of those that did get a chance to qualify Danny Sullivan couldn't make it as his Modus was not repaired from Monaco, while Robert Joubert is rumoured to have forsaken the class for Canadian FA.

Practice was held on a virtually dry circuit and all the leading runners were on Goodyears, although spares of the G53s were difficult to come by. Alex Ribeiro annexed pole position in the works March with a time of 47.0s which equalled Brian Henton's lap record. His Monaco damage was little more than superficial, bodywork only, and Alex was really pleased with his efforts. Patrick Neve was next, .2s slower, in Ray Jessop's Safir-Pinto. Understeer was Patrick's biggest problem and worn tyres (irreplaceable at the meeting) didn't help, nor did the Pinto's notorious

lack of bhp. Nevertheless the championship leader was well placed. The next three were all on the same time, 47.4s. Richard Hawkins managed it first in the Ratcliffe Springs March-Toyota, although he too complained of excessive understeer. Ian Taylor, having missed Monaco, was back again in the works GRD fitted this time with a 2-litre Holbay twin-cam. Ian set his time early on before calling it a day for a fresh engine to be installed. Ever since Holbay's announcement that they were to produce a 2-litre twin came other F3 contenders otherwise committed, have been watching over their shoulders for it to arrive. Okay so Taylor wasn't on pole but he knew, and so did most of the others, that he was at last on terms in this department. Gunnar Nilsson was anxious to make up for his Monaco disappointment in his works March-Toyota but almost didn't arrive at all. He had been confined to bed for three days prior to the race with a virus infection and his temperature of 102 degrees meant that his doctor said no way could he race. However, he decided to give it a try. He nearly wished he hadn't though as, after quickly setting his time and beginning to feel good, he sailed into the bank by the paddock access road having lost it out of bottom bend. Luckily no structural damage was incurred and he took up his position on the grid with no further drama.

Pierre Dieudonne (B&O March-BMW) was continuing to show improved form and was the first of four drivers to notch up 47.8 s. The others were Ingo Hoffman (March-Nova), Stephen South (Ray -Toyota) and Mick Jones (March-Holbay). Chris Barnett (March-BMW) was the first of two on 48.2 s although he non-started eventually. Herve Regout (B&O March-BMW) equalled it despite, like team mate Dieudonne, clutch trouble.

Tony Rouff (Ehrich) and Mike Tyrrell (GRD) both did 48.4 s. Tyrrell was in the ex-Ribeiro car hired out by Brian Henton, used at Monaco by Derek Cook, fitted with his own Neil Brown twin-cam and works loaned bodywork. His new GRD will be ready next month. Bob Arnott's March-Brown was next on 48.8s "everything" being wrong he claimed. However sponsorship from Led Zeppelin's Swansong Records will mean some testing shortly and, he hopes, improved performances. Doug Bassett (GRD-Pinto) was next on 49.0 s followed by Ken Silverstone (March 49.2 s), Pete Clark (Modus/49.4 s), Graham Hamilton (March/51.2 s), Roger Hurst (GRD/51.6 s), Mike Wrigley (Royale/51.6 s), Dyffed Roberts (March/no time given), Rupert Keegan (March/53.0 s) and Fritz Stehlin (Modus/53.4s). The last three were among the

non-qualifiers although Barnett's abstention let Roberts in. He was in trouble as the motor loaned to Dick Parsons at Monaco had not been returned so he was using a hack. Keegan had a severe case of clutch slip while Stehlin was having his first outing and was finding his feet slowly.

The field did two warming up laps, the second being a dummy grid type manoeuvre. It was Neve from the middle of the front row who got the jump at the start and was followed through by an eager Nilsson. It's not quite like old times — they all got through Paddock. Out of Bottom Bend they all came, fanning out along the straight and Nilsson charged up the inside boldly slipping past Neve through Kidney. Taylor went with him and, eventually, so did Ribeiro although there was much banging of wheels and many dangerous looking moments. So from Kidney to the startline Neve dropped down to fourth ahead of South, Hawkins, Hoffmann, Dieudonne, Rouff, Tyrrell, Bassett and Regout.

Nilsson and Taylor really started to set the pace and opened out a shade in the next few laps, Taylor really piling on the pressure especially round Clearways. By lap four Ribeiro was up with them and attempting to pass. However, he didn't have to wait long and on lap seven he took over at Paddock from Taylor, who then dropped back with engine problems. The two works Marches were dicing again.

Cynics waited for the crunch to come, but it wasn't to be, although Alex looked over the limit on occasions. His moral sponsor was obviously at Brands this week and, on lap 10, Nilsson's oil pressure began to flutter so he had to let Ribeiro through. Gunner hung on as best he dared but there were five seconds in it at the end, although both shared a new lap record with eventual third place man Neve. Nilsson pulled off right after the finish with oil pouring out of the car and was joined in the *parc ferme* by Ian Taylor, whose engine went on the final run-in, which allowed Neve into third place. Hawkins made it three in the dead car park when he coasted in dragging his nose after having understeered off at Clearways on the penultimate lap, having dived with Neve most of the way. South managed to nip ahead of him and take fifth having disposed of the attentions of Rouff. The latter then fell in with Hoffman and Dieudonne and held seventh until the penultimate lap when the Belgian nudged him from behind at Druids which spun him down to tenth. Hoffman was seventh and Dieudonne eighth although the time keepers could not separate him from Arnott, who had dived with Tyrrell for a long time, the latter taking eleventh spot.

The meeting opened with the first of two non-championship FF races. Such was the entry for the British Air Ferries championship event that of the 60-odd who practised, the fastest 20 went into the main race and the second 20 into this event. David Wills' Elden was on pole and appeared to make the best start but then fluffed the up-change. David McClelland, from the middle of the front row, took advantage in his Nike and for the full eight laps was never challenged again. Songhurst's Royale held second for five laps





John Homewood and Ray Calcutt during their early laps saloon dice.

before Tony Halliwell (Merlyn) took over. He promptly spun at Druids and upset most of those following who emerged in the order Peter Owles, Ted Whitbourn, Wills, Dave Lee, Paul Smith, Songhurst, Don Smith and fast lap man John Peters, all covered by under three seconds.

The big 1151 to 2000cc Miller Modsports classes were out next for a 10-lap thrash. John Evans made the best start but pole man Richard Jenvey took only until Clearways on the second tour to get in front and there he stayed. Evans had few further problems having left Robin Gray's Morgan in third place, the undisputed big class winner. Ian Clark's Elan was initially third but half lost it at Bottom Bend on lap two, dropping to fifth behind Terry Smith. The latter spun at Paddock on lap four and didn't restart so Clark took a comfortable fourth.

Your actual FF aces were out for event three in a death or glory battle for BAF points. Well they got as far as Druids without mishap which isn't too bad. Anyway the leaders seemed unaffected as Mike Blanchet came round tailed by Jim Walsh, Geoff Lees, Rick Morris, Richard Eyre, Eddie Cheever and others. Front row man Frank Bayes was missing having shunted his new Image for the second time as was Peter White's Royale.

Walsh led for most of lap two before Blanchet took over once more. The diminutive Jersey man wasn't in luck this time and he lost his Crossle at Clearways on lap five, Lees going half off in sympathy. This left Walsh's Hawke with a good lead which his unflustered driving deserved and he held it all the way. Morris took advantage of the incident also to make it a Hawke one-two while Eyre's Harliquin Wallpaper Javelin notched up another good placing just 2.2s behind. Lees came back with determination but could get no closer than .6s with a rather subdued Blanchet a further .8s back, dead heating on time with Canadian Rod Bremner. Cheever, also from across the Pond, was heavily involved until the third lap when he spun into the bank at Clearways.

The remaining two Miller Modsports classes were next up. Poleman Andy Fraser got away slowly and it was Roger Andreasson's Datsun which had the advantage for the first couple of laps before the Marcos slipped through at Paddock and pulled away to an easy win. Well it looked easy until it coasted to a halt at Bottom Bend on the slowing down lap with no drive left. The car had been vibrating badly for a couple of laps and Fraser had slowed a little to allow for it. Andreasson couldn't relax at all though for just one second behind raged a mighty battle for the small class. Barry Wood's Ginetta had it all the way... until the line that is, when Ian Hall's Mini Jem slipped ahead, Wood pulling off immediately with a blown head gasket. Andrew Bailey's Sprite shared the same time as Wood and Hall.

Just 10 Formula Atlantic cars came out for the 20-lap Southern Organs race. Poor prize money was the reason. But, so we're told, Atlantic is cheaper than F3, which has only half the prize money, yet they were oversubscribed. Sorry we're being catty, irresponsible and immature again...

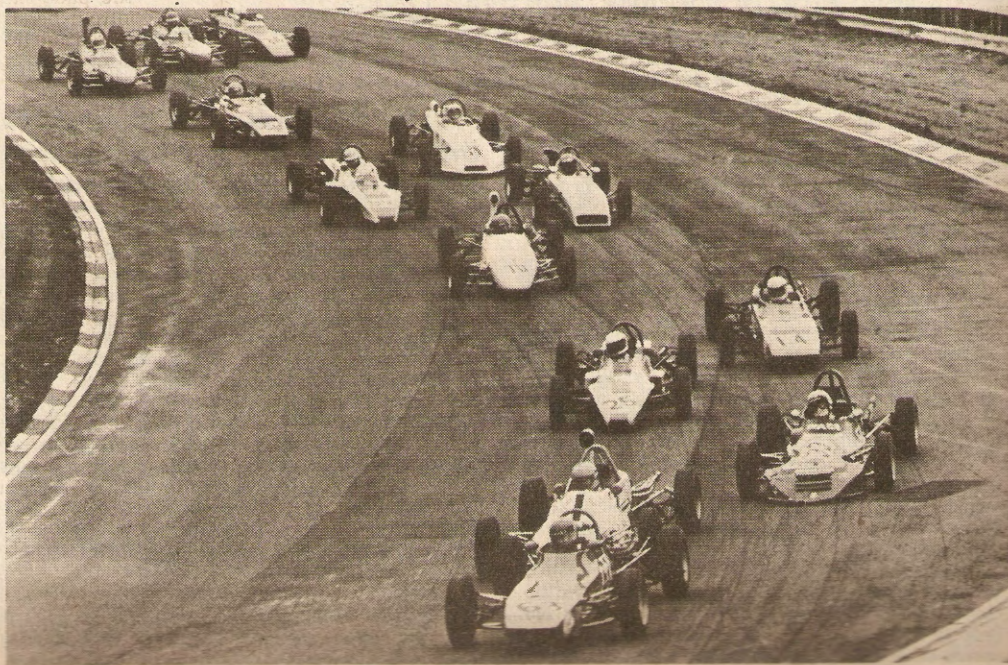
"No I don't mind leading races easily from start to finish, it's quite enjoyable really," said Tony Brise after putting the works Modus on pole by a clear 1.6s on a damp track. Second quickest was

Richard Morgan in the all new Wheatcroft (see P&P). He'd only had one day's testing with the car at Snetterton but got under the lap record and felt it was already better than the Chevron (it's a good 150lb lighter for a start). The car looked remarkably stable but unfortunately the engine was as flat as a pancake out of corners so little could be learned other than it is obviously very promising. Ted Wentz was next up on 49.8s in the Wella Lola which was little changed this week.

Brise may enjoy leading from start to finish but just for once he didn't quite manage it, but from lap two to 20 is the next best thing. Morgan it was who made the best start and gave the Wheatcroft a glorious opening lap before Brise displayed his and the Modus' mastery. Morgan worked really hard to keep his new car in second place but it was not to be. The engine fluffed more and more round corners and lacked 500 revs on the straight so that Wentz was able to slip by easily on lap 11. Val Musetti was really flying, having got past a very wide Alo Lawler, and soon reeled in Morgan but before he was able to get by the Wheatcroft retired with a broken nose splitter. "Fancy not finishing our first race," said a philosophical Tom Wheatcroft at the end. Musetti's great drive nearly netted him second place in fact held by Wentz, who was suffering a peculiar handling disability "like something's broken in the subframe," he just managed to hold on.

The Kent Messenger saloons followed and provided some uninspiring racing. Ray Calcutt led initially in his Imp but after four laps of pressure John Homewood's similar car took over and strolled away. Brian Prebble completed the Chrysler hatrick by demoting John Schneider's Mini at the same time.

Mike Blanchet, Jim Walsh and Frank Bayes leads the FFs round Paddock.



Bill Cowling scored an easy win in the F1300 championship race his Navajo finishing 12.2s ahead of Brian Cocks' Elva which dead heated on time with Bill Cooper's Aquila after a hard-fought race. Second place, in fact, was hotly disputed throughout with John Allan and Barry Kelleher having owned it at some stage. The latter fell off, while Allen was sixth behind Mike Roberts and Philip Lloyd.

The meeting ended as it began with a non-championship FF race, this time for the third fastest 20. Poleman Freddie Jacks led the first couple of laps before Doug Wood (Elden) took over and eased his way to a five-second win. Second place was the scene of more stirring stuff and Mike Ford (Lola) claimed it on only the last lap just pipping Mark Syms' Merlyn by .4s. Jacks was fourth while Keith Hamilton had a .4s advantage over Cliff Davies in fifth place.

**BP Super Visco Formula 3 championship round 4, 20 laps**

- 1, Alex Ribeiro (March-Toyota 753), 15m 47.2s, 94.26 mph;
- 2, Gunnar Nilsson (March-Toyota 753), 15m 52.0s;
- 3, Patrick Neve (Safir-Holbay Pinto RJO3), 15m 54.2s;
- 4, Ian Taylor (GRD-Holbay TC375), 15 57.8s;
- 5, Stephen South (Ray-Toyota), 16m 2.4s;
- 6, Richard Hawkins (March-Toyota 743), 16m 3.6s;
- 7, Ingo Hoffman (March-Novamotor 753), 16m 7.4s; 8, Pierre Dieudonne (March-BMW 753), 16m 16.0s; 9, Bob Arnott (March-Brown 743), 16 16.0s; 10, Tony Rouff (Enrich-Vegantune), 16m 22.0s. **Fast lap:** Ribeiro, Nilsson and Neve, 46.6s, 95.79 mph (record).

**Formula Ford race A (8 laps):** 1, David McClelland (Nike-WRA Mk10), 7m 27.2s, 79.86 mph; 2, Peter Owles (Merlyn-Rowland MkX1A), 7m 33.8s; 3, Ted Whitbourn (Merlyn-Minister MkX1A/17), 7m 34.4s; 4, David Wills (Elden-Piper Mk10), 7m 34.6s. **Fastest lap:** John Peters (Jomic-Stanspeed), 53.4s, 83.60 mph.

**Miller Organs Modified Sports cars, 1151 to 2000cc and over 3000cc (10 laps) overall:** 1, Richard Jenvey (1.6 Lotus Elan), 9m 3.4s, 82.14 mph; 2, John Evans (1.8 Lotus Elan), 9m 8.2s; 3, Robin Gray (3.5 Morgan +8), 9m 20.8s. **1151-2000cc:** 1, Jenvey; 2, Evans; 3, Ian Clark (1.6 Lotus Elan). **Fastest lap:** Jenvey, 52.6s, 84.87 mph. **Over 3000cc:** 1, Gray, 79.60 mph; 2, William Langley (5.3 Jaguar E V12); no other finishers. **Fastest lap:** Gray, 53.6s, 83.28 mph (equals record).

**British Air Ferris FF championship round (10 laps):** 1, Jim Walsh (Hawke-Scholar DL12), 9m 3.8s, 82.09 mph; 2, Rick Morris (Hawke-Scholar DL12), 9m 7.2s; 3, Richard Eyre (Javelin-Minister JL2), 9m 9.4s; 4, Geoff Lees (Royale-Minister RP21), 9m 10.0s; 5, Mike Blanchet (Crossle-Minister 30F), 9m 10.8s; 6, Rod Bremner (Crossle-Rowland 25F), 9m 10.8s. **Fastest lap:** Eyre and Bremner (52.6s, 84.87 mph).

**Miller Organs Modified Sports car championship round, up to 1150cc and 2001 to 3000cc (10 laps) overall:** 1, Andy Fraser (3.0 Marcos), 9m 18.6s, 79.92 mph; 2, Roger Andreasson (2.5 Datsun 2402), 9m 31.8s; 3, Ian Hall (1.1 Mini Jem Mk2), 9m 32.6s; 4, Barry Wood (1.1 Ginetta G15), 9m 32.6s. **Up to 1150cc:** 1, Hall, 77.96 mph; 2, Wood; 3, Andrew Bailey (1.1 A-H Sprite). **Fastest lap:** Bailey, 55.58s, 80 mph. **2001-3000cc:** 1, Fraser; 2, Andreasson; 3, Ed Stephens (3.0 TVR Tuscan). **Fastest lap:** Fraser, 54.4s, 82.06 mph.

**Southern Organs Formula Atlantic Championship race (20 laps):** 1, Tony Brise (Modus-Nicholson M1), 15m 21.2s, 96.92 mph; 2, Ted Wentz (Lola-Swindon T.360), 15m 28.2s; 3, Val Musetti (March-Nicholson 74B), 15m 29.4s; 4, Peter Wardle (Surtees-Swindon TS15), 15m 30.2s; 5, Alo Lawler (Chevron-Nicholson B29), 15m 43.0s; 6, John Nicholson (Lola-Nicholson T360B), 15m 58.0s. **Fastest lap:** Brise, 44.6s, 100.89 mph.

**Kent Messenger Special Saloon championship round (10 laps):** 1, John Homewood (1.0 Sunbeam Imp), 9m 20.6s, 79.63 mph; 2, Ray Calcutt (1.0 Hillman Imp), 9m 21.6s; 3, Brian Prebble (1.0 Hillman Imp), 9m 32.8s; 4, John Schneider (1.0 Mini), 9m 34.4s. **Fastest lap:** Calcutt, 55.0s, 81.16 mph.

**National F1300 championship round (10laps):** 1, Bill Cowling (Navajo-Ford), 8m 58.2s, 82.94 mph; 2, Brian Cocks (Elva-Ford Mk2), 9m 10.4s; 3, Bill Cooper (Aquila-Ford), 9m 10.4s; 4, Mike Roberts (Navajo-Ford Mk3), 9m 14.6s. **Fastest lap:** Cowling, 52.4s, 85.19 mph (record).

**Formula Ford race B (1; laps):** 1, Doug Wood (Elden-Scholar Mk10), 7m 28.6s, 79.61 mph; 2, Mike Ford (Lola-Holbay T342), 7m 33.0s; 3, Mark Syms (Merlyn-Longman Mk20), 7m 33.4s; 4, Freddie Jacks (Merlyn-Rowland Mk20), 7m 33.4s. **Fastest lap:** Wood, 54.2s, 82.36 mph.



## INTERVIEW

# Hesketh at the crossroads?

by BARRIE GILL

Few motor racing rumours have caused the genuine British enthusiast as much concern as the recurring National newspaper stories that the Hesketh team will be forced to withdraw from Grand Prix racing through lack of finances.

One notoriously inaccurate gossip columnist has maintained a running attack on the team — even to the length of reporting that Lord Hesketh drove to Monaco "In a lorry — and slept in the trailer."

Barrie Gill talked to Lord Hesketh at Monaco, to find out what the team's current position is.

*Lora Hesketh, last year your team arrived here with two yachts, one helicopter, one Rolls Royce, and held some of the most lavish parties ever seen at Monaco.*

*This year the trappings have gone. You personally drove the Motor-Home here and, in fact, you are sleeping in it. Many of the National Press will undoubtedly see this as further "evidence" that the team is in financial trouble. What is the true situation?*

I think that everyone in Britain this year is going to find things tougher this year than in any other year — no matter what business they are in. And we are certainly finding it harder to race in 1975 than we did in 1973 and 1974. The team are finding it hard and, personally, it is obviously more difficult for me to be in a position to keep the team running. But we mustn't be downhearted simply because it is tougher. We know that 1973 and 1974 were comparatively easy, and we have a saying in the Hesketh team that "When the going gets tough — the tough get going."

I certainly don't intend to see Hesketh Racing come to a grinding halt when, for the first time in our history, we are in a position this year to have a go for the World Championship. Realistically rather than just hopefully.

*Do you think perhaps that in building your own car so soon you over-extended your resources?*

I think that the only reason it may look as if we extended our resources too far is that we suffered from tremendous unreliability last year.

This was because the whole team was a new team. We had never built a car before. Very few people in the team had even worked in a shop where a car had been built before and, as a result, we paid that price. But we now have a very conventional car which is very competitive.

The new car — when it comes out — will be the first Hesketh which, hopefully, will show the results of a lot of money spent on research and development. In fact we have spent rather more on this "R and B" than any other team in racing — which is possibly one of the reasons why we are finding it tough to survive at the moment.

Hopefully this extra investment — which was put in last year and throughout the winter in terms of computer-time, wind-tunnel technology and various other forms of research — will pay dividends when the new car appears.

*How expensive is it to build a car?*

Well, the new car — which should appear within the next two months — is a very expensive car indeed. Particularly if you add up the pounds and pence which were spent on the research which

went into it. But it is impossible to measure its cost because the cost will, of course, drop by half when the second new car is built, and again by a third when the third new car is built.

So, if the car proves to be enormously successful and if other people wish to buy our cars — because nothing would make the team or myself prouder than to see people respecting our technology to such an extent that they were willing to purchase our cars rather than build their own — it could become a relatively cheap car.

But the first one I think is probably a very expensive car.

*Can you quantify "very expensive"?*

I think it's very hard to put a figure on it at this moment because it isn't finished yet — but probably something in the order of £80,000 has gone into the development of it.

I know that sounds like an enormous amount of money. But what we've spent it on is such items as the rubber suspension, which is incorporated into the present car, and a lot of exciting new theories and real pieces of hardware which, hopefully, will be seen in the family motorist's car not in 20 years time but in five years time.

**"When the going gets tough — the tough get going."**

**"I want to build the best car in the world — not to find the best hamburger bar in the world."**

*There've been enormous changes in the Hesketh team, haven't there: Instead of being a one-car outfit, playing hard and working hard, you had three cars entered at Monaco and you are now developing a car that you have to sell just like March do and Brabham did. Did you know when you started two years ago that your involvement was going to develop so enormously?*

No, I certainly had no conception when we first began that we would be in this position now. But I think we have got to be in this position if we are going to win, and if we are going to have a new British World Champion. In my opinion, we will only win if we are technologically superior to the opposition. And we cannot achieve this by merely developing new cars which are copies of other people's cars and running at the same stage of the art as they are. We can only do it completely and totally by achieving a break-through, which will give us a superiority which will be impossible for anyone to copy overnight.

Gill and Le Patron get down to it.

*What about the gloomy headlines we are seeing now, proclaiming that either the Hesketh car wins a Grand Prix or it stops racing? What is your side of the story?*

My side of the story is very simple. We would never have got anywhere like as far as we have if I had started issuing ultimatums to any mechanic, any team manager or any driver — because no-one would work for me if I ran a team like that! It's a ridiculous supposition. Some people said we were going to finish if we didn't win in Spain. Well, we're still here.

Of course we have a cash problem. Most teams made their budget plans in December, and we are suffering a rate of inflation which we never anticipated.

*What steps are you taking to cope with inflation?* We have cut back. Everyone here seems to be surprised because we haven't a yacht here; because the helicopter isn't here — and because I drove the motor-home here and am sleeping in it instead of staying in some lofty hotel. This may amaze some people, but I think our more ardent and knowledgeable supporters realise that the reason I am in racing is because I want to build the best car in the world, and not because I want to find where the best hamburger bar in the world is.

It may have come as a nasty shock to some people, but anyone who knows what Hesketh Racing is all about will know that we are committed — and I am personally committed — to seeing that James Hunt becomes the next British World Champion, and not just to have fun and games.

When times are good, then we can have the fun and games. But right now everything and every spare penny that is available must go into the car and not into workers' playtime.

*What is the single greatest asset that Hesketh Racing possesses that sets it apart from other teams and makes all this investment and effort so worthwhile?*

If you had to sum it up in one phrase, then that phrase would be "Team Spirit." Plus the fact that the philosophy behind the Hesketh Racing is rather different to most other racing teams.

It isn't run as a commercially sponsored car. It is run as an unofficial, all-British entry. That's what it's all about.

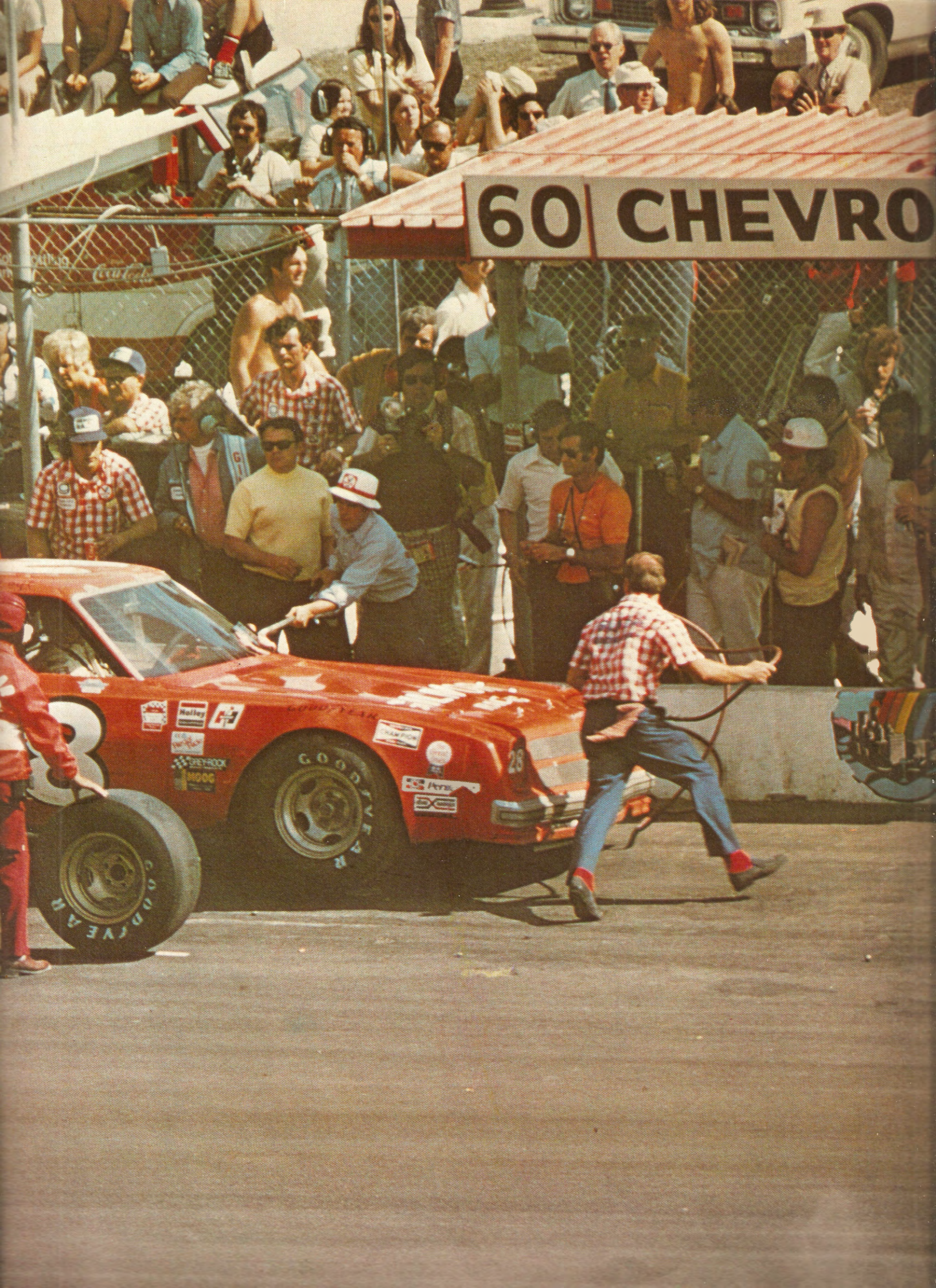
Everyone who works for the team is British. Our driver is British — and that's what we're here for. But it has cost a lot of money. If the right type of sponsor came along now — the sort of person you thought you could work with — would you be prepared to accept help?

If we were given a choice, we would like to find a British manufacturing and exporting company with whom we would be able to continue with exactly the same philosophy we have employed to date — to show the British flag, to beat our foreign rivals whenever we can, and to show the world that whatever they may read about the United Kingdom, it is still the best country in the world and that its manufacturers are still the best in the world!

If we could have an arrangement like this, I am quite sure that both ourselves and the manufacturer — and the people who work both for Hesketh Racing and that company — would benefit.

28 CHEVROLET 28





60 CHEVRO

3

Mobil 1  
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GOODYEAR

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DC

## BRANDS HATCH

It's Fordsport day at Brands Hatch again, organized by the BRSCC (HQ), and that means fun and games all round and some good racing. Included in the programme of events is a ShellSport Evening News Celebrity race and yes, we journalists have another chance to prove, or disprove, our ability. Words will get us nowhere, this is the real thing. Your favourite magazine will be represented by last November's hero Chris Wittipaldi who hopes, but doesn't count on, support from Editor Phillips. However, the latter being something of a whiskey fancier though he may forget his retirement plans just one more time.

On the lighter side their will be rounds of the *Penthouse Escort*, Lec Clubmen's Supersports, APG FF2000 and Tricentrol Super saloon championships.

All the usual racer-would-be-far-better-journalists will be around including Mike Freeman, Nick Weir, John Waterman, Bruce, Tony Dron, Steve Thompson (Escorts); Geoff Friswell, Frank Sytner, Creighton Brown, Noel Stanbury, Barry Foley, Nick Adams (Clubmen's); Syd Fox, Damien Magee, Bernard Vermilio, Ian Taylor (FF2000s); Dave Brodie, Martin Birrane, Ian Richardson, Arthur Collier, Gerry Marshall, Dare Devil Divi and Alec Poole (Super Saloons). Also on the programme is an Evening News non-championship FF event.

Racing starts at 2.30pm.

## THRUXTON

The BARC headquarters have another of their major international meetings at Thruxton on Monday, this time with F50000 topping the bill, although the best racing will probably come from the BP Super Visco F3 championship race. One of the big questions posed by the meeting is will the outright lap record fall to the big V8 and V6 powered single seaters? If so will it break the magic 120 mph barrier? The record currently stands to Vern Schuppan's Lola at 1m 11s, 119.46 mph, which was equalled at Easter by the F2 cars of Brian Henton and Jacques Laffite. Schuppan is, of course, in the F5000 line-up and among the other 22 entries are Ian Ashley, Peter Gethin, Teddy Pilette, Derek Bell, Damien Magee, Richard Scott, David Purley, Guy Edwards, Chris Amon, Tom Bello and Alan Rollinson.

The BARC run BP F3 championship is really keeping everyone on their toes with some excellent racing among varied cars, drivers and engines. The championship, after just four rounds, is already being hotly contested and Monday's race promises to be really good. Swede Gunnar Nilsson, winner of the opening round at Thruxton, leads the entry in his works March although he can expect stiff opposition from Patrick Neve (Safir), Alex Ribeiro (March), Larry and Terry Perkins (Ralts), Danny Sullivan (Modus), Ian Taylor and Mike Tyrrell (GRDs), Richard Hawkins, Herve Regout and Pierre Dieudonne (Marches) and Stephen South (Ray).

A special invitation sports car race adds variety to the programme with Alain de Cadenet's Le Mans Lola heading the line up. Also included

are John Jordan's CanAm McLaren and the 2-litres of Martin Raymond, John Cole, John Lepp and Iain McLaren.

The programme is completed by a round of the Forward Trust Special Saloon Car championship.

As well as the racing there will be a full scale air display with helicopter rotorbatics, free fall parachutists and so on.

Practice begins at 9.30am and the racing at 2.15.

## SILVERSTONE

It's National Organs Day at Silverstone on Monday with a further round of the Southern Organs RAC Touring Car Championship topping the bill at the BRDC organised meeting. This is the first time the GI boys have raced on the club circuit and some exciting racing is expected.

Richard Lloyd will be hoping to keep his Camaro on the island this time in an effort to keep his advantage over Stuart Graham's similar car. Eight other Camaros and one Hemicuda will be joining in the battle. The Ford/Opel argument will rage once more in the same race with Gordon Spice trying to hold off Peter Hanson, Shaun Jackson and John Handley.

The smaller classes will have their own race with Andy Rouse's Piranha Dolomite heading the total of six BL entries ranged against Whizzo Williams' Mazda and Alan Foster's RS2000. Win Percy will be looking for another class win in the Samuri Toyota, supported by Rex Greenslade, although Jenny Birrell and Bernard Unett (Avengers) and Stan Clark's Alfa will be doing their utmost to break the domination.

Altogether the BRDC have amassed 230 entries for their nine race programme which includes a round of the European Formula Vee championship, two heats and a final of the Brush Fusegear FF championship plus rounds of the Tricentrol Clubmen's (eight reserves in this one), Jaybrand *Formule Libre* and Oldham and Crowther Thoroughbred Sports Car championships.

Racing starts at 2pm.

## SNETTERTON

The BRSCC are in charge for the Allied Polymer championship races at Snetterton on Monday. Naturally enough the APG FF2000 championship has another round at this meeting with the entry being the same as at Brands Hatch the day before.

The most entertainment is bound to come from the Radio I Production Saloons which once again has a packed entry. All the usual people are entered for this two part event including Derrick Brunt, Bob Ridgard, Mike Smith, Rod Birley, Gerry Marshall, Jeff Allam, Bob Saunders, Jock Robertson, Cosy Powell, Jean-Pierre Aux, Peter Jopp, Tony Stubbs and Simon Watson.

There is a round of the Reliant 750 championship which marks the debut of one Tony Tobias in the ex-championship winning DNC Mk3. Tim Stock, Peter Baldwin and John Homewood head the BRSCC Special Saloon championship race entry, while there is a full entry for the non-championship FF race.

Although not racing, Noel Edmonds will be on hand to help with the entertainment.

Racing begins at 2.15pm.

## OULTON PARK

The John Player Formula Atlantic circus visits Oulton Park on Monday to star in the North Western Centre of the BRSCC meeting. As is now traditional at this meeting a SPARKS charity race will provide variety to the programme while other attractions include a traction engine rally and a funfair.

The Formula Atlantic cars, given the right conditions, are expected to claim the circuit's outright record which simultaneously will mark the first 100 mph lap of the new shorter circuit. Tony Brise, of course, heads the entry list while other notables include Jim Crawford, Ray Mallock, Ted Wentz, Richard Morgan, Cyd Williams and Matt Spitzley.

The SPARKS race includes members of the nobility male and female, soccer stars Rodney Marsh and Mike Doyle, Rugby men David Duckham and Budge Rogers sports presenter Stuart Hall and DJ Roger 'Twiggy' Day.

Nick Whiting and Divina Galica top the Simoniz Special Saloon list and John Morrison and Peter White the SuperVee contenders. Other races are for Classic Sports Cars and non-championship FFs.

Racing starts at 2pm.

## MALLORY PARK

There are seven races on the card for the BRSCC (Midland) Monday meeting at Mallory Park. Three of the races will cater for Formula Fords trying to sort themselves out into the twenty only places on the final grid for National Organs points. All the regular names line-up here. The Midland Centre's own Special Saloon championship has turned out to be very popular and the second round of the series has twice as many entries as the first. Major contenders here include the Minis of Martin Edwards and Don Hardman and Ray Calcutt's Imp. Only two of the current four joint leaders, Freddy Heaney and George Champion are entered so the situation should tighten immensely.

The meeting also sees another round of the BRSCC Modsports championship with plenty of E types, Midgets Sprites and Elans entered.

Racing starts at 2.30pm.

## CADWELL PARK

The beautiful Cadwell Park circuit near Louth in Lincolnshire has a unique meeting on Sunday organised by the Lincoln MC&CC, being a combined motor cycle and car meeting. The bikes have the circuit from 8am to 2pm and the cars from 3 until 8pm. Each race will be over 12 laps of the 1.5 mile circuit.

Two of the races will cater for Formula Fords with Peter Harrington, Glenn Eagling and Eddie Jordan heading the line up. The *Libre* event will see a clash between Bill Burley's FSV Royale, Richard Wallinger's FA GRD and Les Aylott's venerable Ardua. Tony Sugden heads the Super Saloon entry and in one race they will compete against rally cars, another first for Cadwell.

Racing starts at 6pm.

● The MG Car Club are running their 25th meeting at Silverstone on Saturday. Closed to Club the 12 event meeting is well over-subscribed with 336 having been accepted and many others turned away. As one would expect the races cater for mostly MGs of varying ages.

Racing starts at 12.30pm.

## RUFFORTH

The Rufforth airfield circuit comes into use again on Saturday with a BRSCC (N) run meeting. Among the races are rounds of the DC Cook (Datsun) Prodsports, Tate FF, Troy Tyre & Auto Special saloon, BRSCC (N) *Libre* and Champagne Clubmen championships. The entry list contains all the top northern drivers including Chris Meek, Rod Gretton, John Britten, Kelvin Hesketh, Mick Starkey, John Simpson, Tony Dean, Tim Wood, John Holroyd, Ray Edge, Ken Shipley and Max Payne.

Racing starts at 2pm.

## LLANDOW

Wales' only racing circuit, Llandow, has another of its entertaining BRSCC (SW) promotions on Monday. The *Penthouse Escorts* are the main attraction although the Renault 5 boys will undoubtedly provide the destruction derby antics. Steve Thompson, Tony Dron, Nick Weir ans all the other regular Escorteers will be out as will all the usual Renault boys.

The local FF and Special saloon championships will go one round further and leading names include Terry Richards, Bryan Sharp, Tony Broster and Ian Moore (FFs); Dave McLoy, John Routley and Alan Parfitt (saloons).

Other races include Pole Positions Clubmen's, BRSCC Prod Sports and a *Libre* event.

Racing starts at 2pm.

## CASTLE COMBE

THE Hagley and District LCC are promoting their Evered Trophy Meeting at Castle Combe on Monday. The Trophy race is the main event of the day and will be a round of the Monosposto championship. Among the entries in this very entertaining class of racing are Trevor Scarratt (Brabham), Alan Bailey (Viking), Jack Heaton-Rudd (Monoposto Special), Brian Toft (Anco) and David Ensor (Lotus).

There will be two races for VSCC members in Fraser Nash and GN cars of all types, while more modern machinery will be catered for in championship rounds for Mini Se7ens, Super Vscs F1300s, Miglia Minis and Formula 4. Its all low cost orientated and promises to be good fun.

Racing starts at 2pm.

## LYDDEN

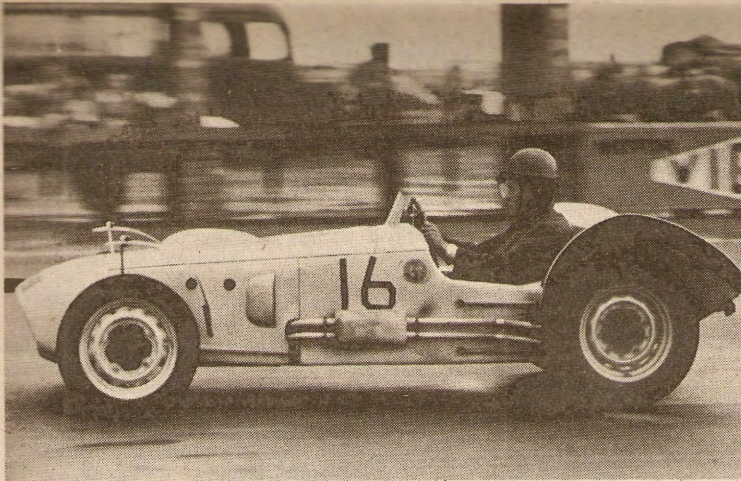
The pleasant Kentish venue at Lydden will have a varied programme on Monday consisting of five car races, four banger races and a couple of kart events. The races will cater for Formula Fords, FVs, Modsports, Saloons and *Libre* cars. Among the FF men entered are Len Fletcher, Paul Sleeman, Paul Dadson Richard Maile and John Waters.

Racing begins at 2pm.

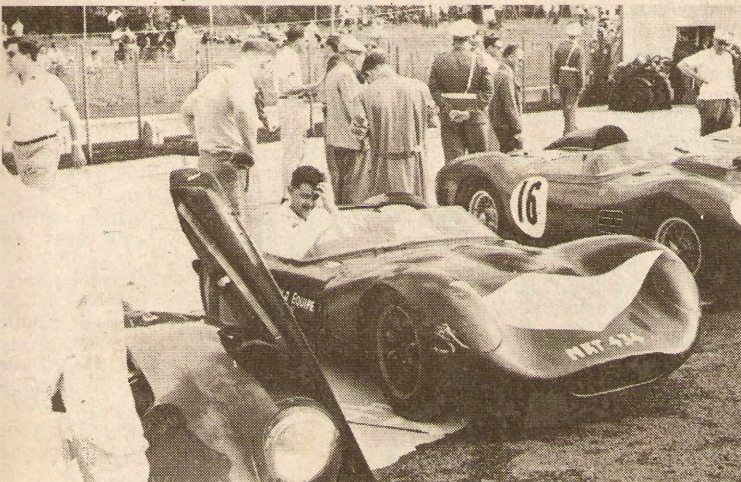
## CROFT

There is a meeting at Croft on Monday, organised by the BARC (Yorkshire centre) but they were unable to furnish us with any details. Likely races are for FFs, *Libre* cars, Modsports, Clubmen's and saloons.

Racing starts at 2pm.



Eric Broadley in his first ever car, the Lola-Ford 1172 Special in 1956 (above). Illustrious company for the Lola Mk1 at the Nurburgring in 1959 (below).



# Lola's 1000 cars

The completion of Lola's 1000th car recently, one of the hundred and seventy T340/2s that they've built, was another exceptional milestone in the history of Britain's largest race car manufacturer. It's a history that has spanned nearly eighteen years since the formation of Lola Cars Ltd. Eric Broadley was of course the originator, building an 1172 car in 1955, which became a winner in 1957. For 1958, Eric and his cousin Graham built their own sports racer, the Mk 1 Lola, of which 35 were built, and of which an incredible 22 are still in existence and still racing.

It was the Mk 1 which initiated Lola Cars Ltd, for so many replicas were asked for that the car company was formed at the end of 1958 and by the end of 1959, they had premises in Bob Rushbrook's Garage in Bromley, Kent, and Rushbrook became the second director of Lola Cars Ltd.

Two years later, the company produced their first Formula One car, the Mk 4 which was driven with some success by John Surtees, a man who was to aid the fortunes of Lola considerably. Although the Mk 4 was never to win a Grand Prix, it did well, and Lola cars continued running in Grand Prix races for a couple of years.

One of the famous stories was the Lola GT. Powered by the Ford 4.2 engine, it transpired to be just what Ford themselves wanted to do, and although ultimately Broadley had nothing to do with the GT40, it was Lola's initial development which helped the long time classic on its way.

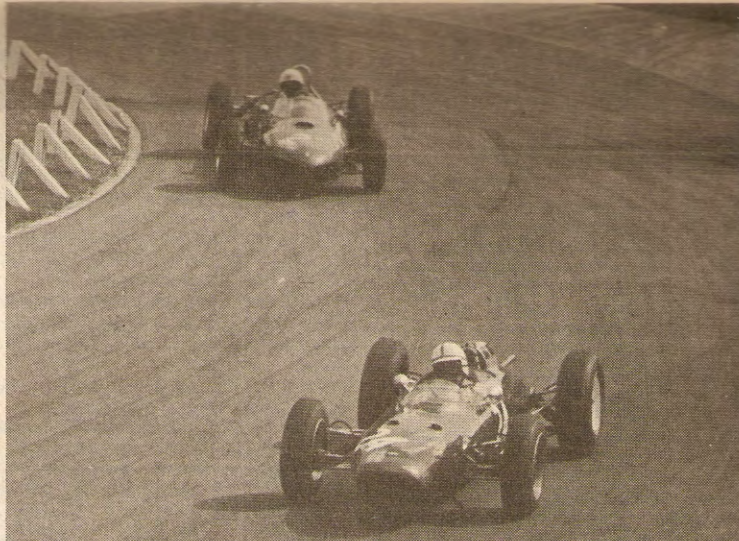
Broadley's answer, at that point, was to design another classic, the Lola T70. During its five years, the T70 not only won many sports car races in this country, but won races as a GT and also the CanAm championship in 1966.

The year also saw another first for Britain. John Mecom financed a three-car team of Lola T90s for Graham Hill and Jackie Stewart at Indianapolis using 2-speed Hewlands instead of the ZFs of the previous year. It looked like being an incredible one-two for Lolas until Stewart blew up, but Graham Hill scored an outright victory which will go down in the annals of history.

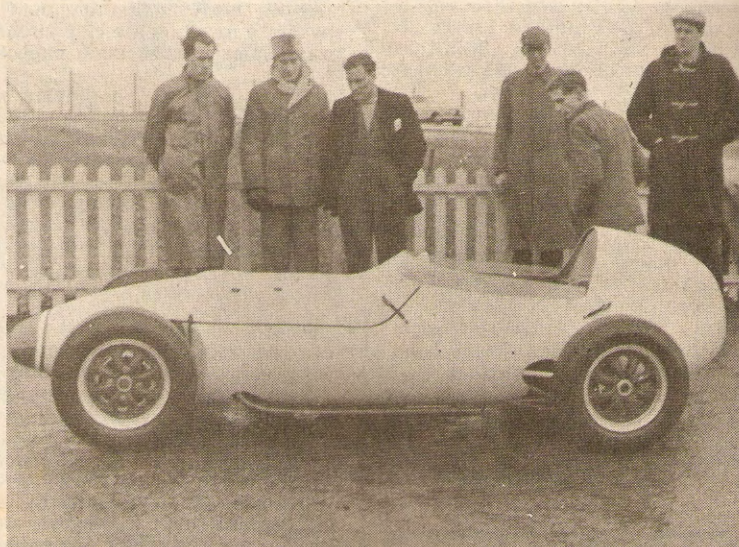
The following year Lola became involved with both Honda and BMW for Formula One and Formula Two respectively. In both cases, the chassis were termed Honda or BMW, although Lola had their own names. Each car scored successes. The following year, the T140 made its appearance in Formula A/5000 racing, to be shortly replaced by the T190 and the T300. This latter had many successes in the hands of Frank Gardner, who was the Lola test driver. The car was in effect a Formula 2 chassis with F5000 power and adaptations, and the first of Lola's F5000 successes.

In 1970, Lola returned to the small sports car market with their T210 whose successor for the following year, the T212, gave Lolas the European 2-litre championship and Helmut Marko the drivers' championship. Two years later, the T291 won the drivers' championship for Chris Craft, and the constructors' championship for Lola.

Last year, Lolas affirmed their position at the head of F5000 with wins in both the United States F5000 championship and the European version for Brian Redman and Bob Evans respectively. Last year also their return to Formula One with the Graham Hill/Embassy team, and Lolas winning the club STP Formula Ford championship with Patrick Neve. And it is with Formula Ford that Lolas complete their first thousand cars: here's to their next grand.



John Surtees in the F1 Lola-Coimax leads Phil Hill's Ferrari at Aintree in 1962.

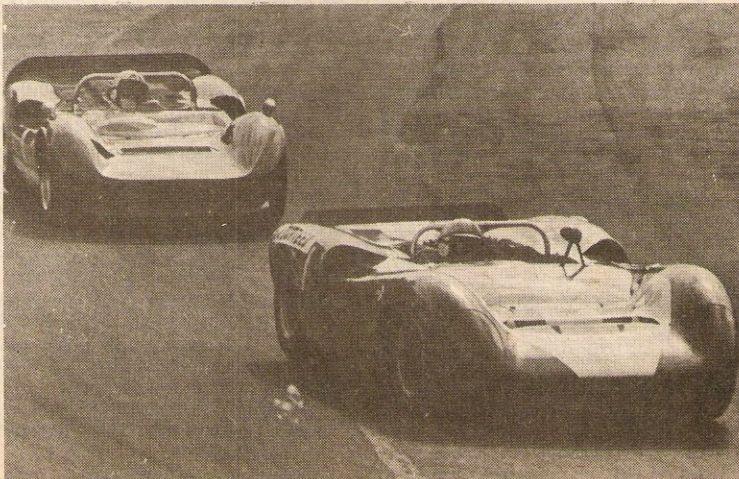


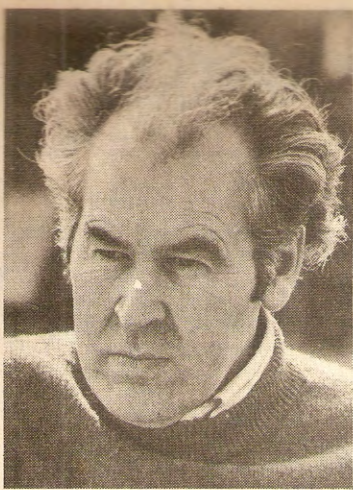
The Lola Mk2 Formula Junior at Silverstone in 1961.



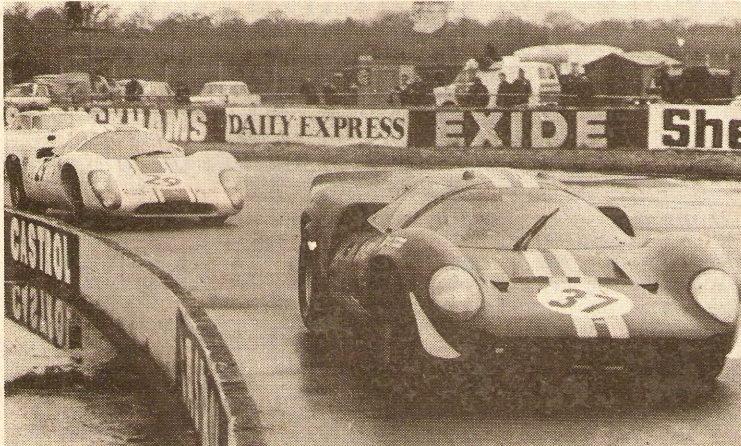
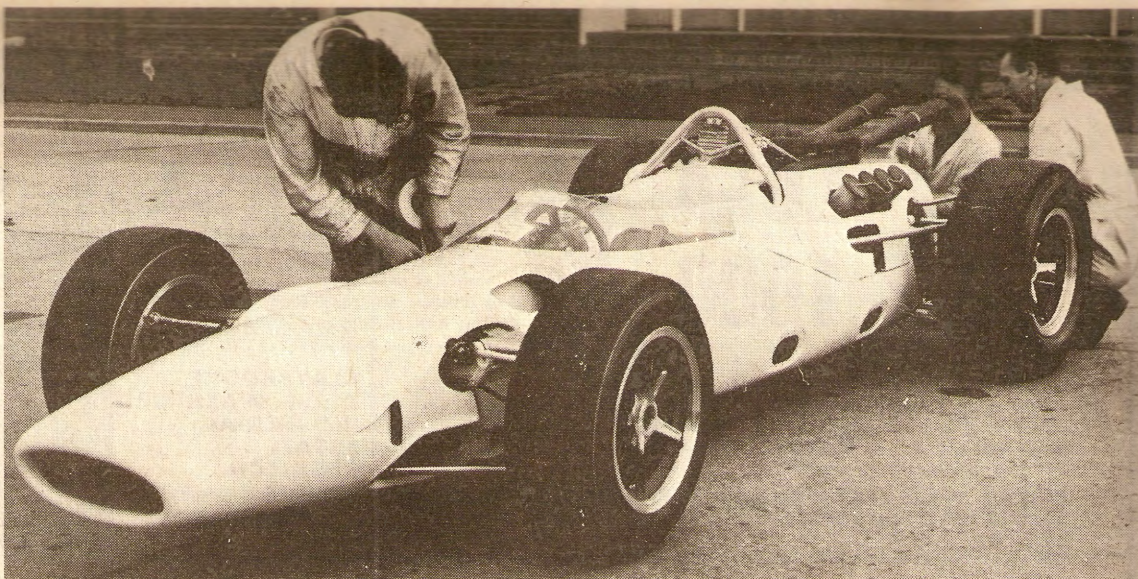
The Lola GT at Brands Hatch in 1964—it was the forerunner of the Ford GT40.

John Surtees scored many successes in the T70 Mk2 including the 1966 CanAm series.

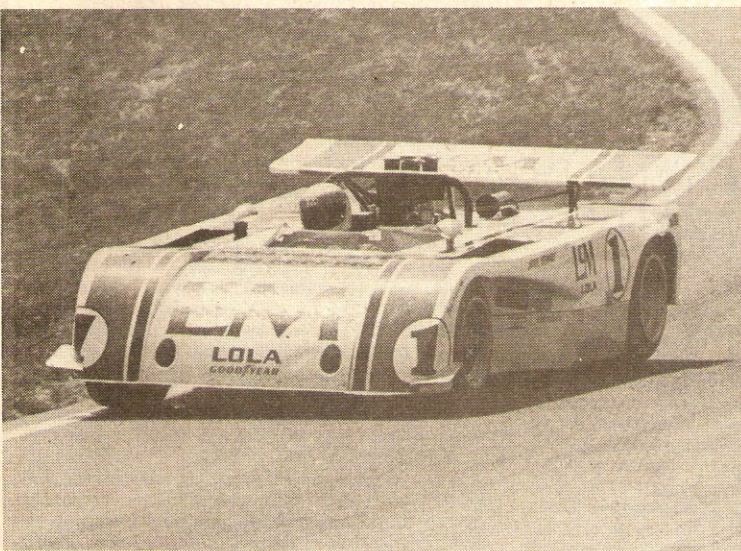




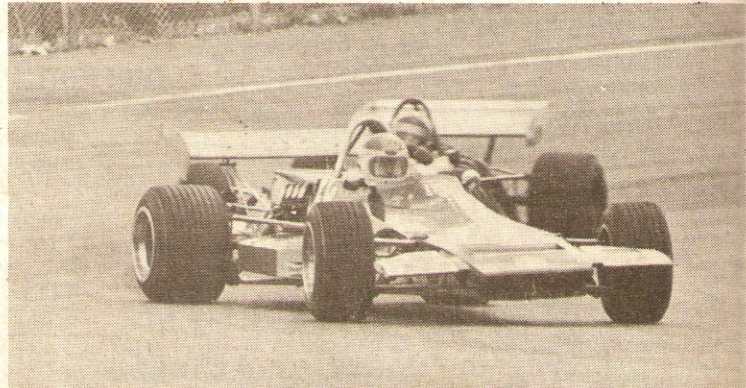
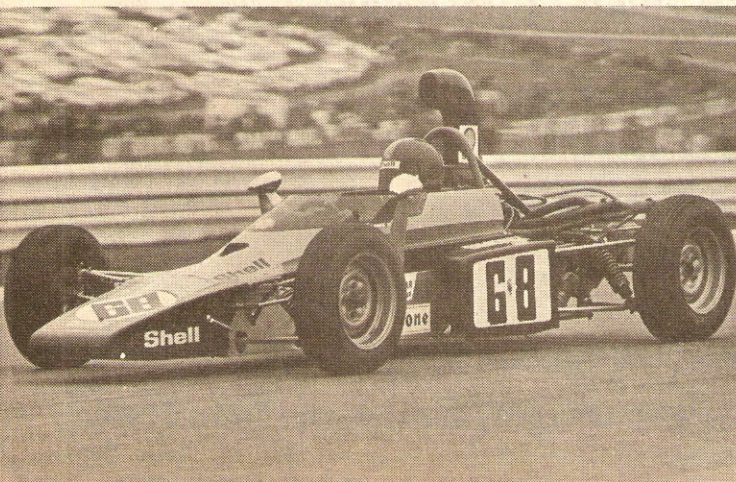
Eric Broadley – the creator of Lolas (above). The most famous Lola victory was at Indy with Graham Hill in the T90 in 1966 (left).



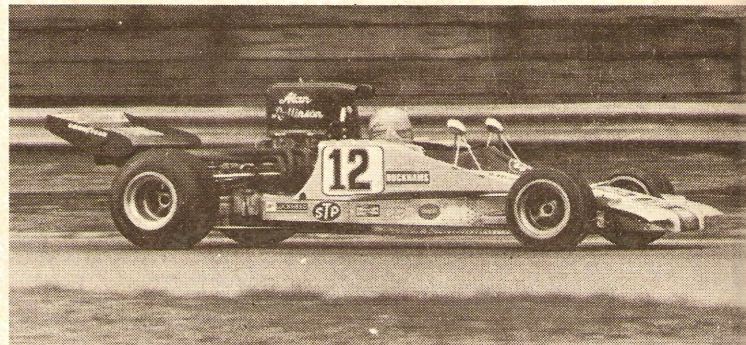
The beautiful and successful T70 Mk3Bs at Silverstone.



Jackie Stewart in the very fast but rather unreliable CanAm T260 (above). Patrick Neve in the successful T340 FF car (below).



The unsuccessful F2 T240 (above) became the F5000 T300 (below) and a large number of wins and customers.



Type no.	Description	Year	Number made
Broadley's Special	1172 Clubmen's	1957	1
Mk 1	1100 Sports	1957/8/9	35
Mk1A	1500 Sports	1960	1
Mk 2	Mainly F3	1960	29
Mk 3	Formula Junior	1961	11
Mk 4	Formula One	1962	4
Mk 5/5A	Formula Junior	1962/3	9
Mk 6	GT powered by Ford	1963	3
GT	GT powered by Ford or Chevrolet	1964	4
T53	F3	1964	1
T54/5	F2	1964	7
T60/61/62	F2	1965/6	12
T70/Mk 2	Can Am	1965/6	47
T70 Mk 3	G4 GT	1967	25
T70 Mk 3B	G4 GT	1968	16
T80	USAC	1965	3
T90/92	USAC	1966/7	6
T100/2	F2	1966/7	9
T120	Hillclimber	1967	1
T130	Honda powered F1	1967	1
T140/2	F5000	1968/9	45
T150/2/3/4	USAC	1968/9	7
T160/2/3/4/5	Can Am	1968/9/70	25
T180	Honda powered F1	1968	1
T190/2	F5000	1969/70	20
T200/2/4	Formula Ford	1970/2	120
T210/212	2 litre sports	1970/1	38
T220/2	Can-Am	1970/1	9
T240/2	Formula B	1971/2	17
T250/2	Formula Super Vee	1971/2	59
T260	Can Am	1971	2
T270	USAC	1972	5
T280/2	3 litre sports	1972/3	6
T290/2/4	2 litre sports	1972/3/4	77
T300	F5000	1972	15
T310	Can Am	1972	2
T320/2/4	Formula Super Vee	1973/4	63
T330/2	F5000	1972/3/4	53
T340/2	FF	1973/4/5	170
T350	F3	1975	1
T360	Formula Atlantic	1974/5	16
T370	F1	1973/4	3
T380	3 litre sports	1975	1
T390	2 litre sports	1975	2
T400	F5000	1974/5	15
T410	Formula Super Renault	1974/5	8

## Lyons is best

I would like to take this opportunity to compliment your magazine on the wonderful Grand Prix reports written by Pete Lyons.

I think we are very lucky to have Pete on this side of the Atlantic. No other writer at this time gives the atmosphere and feeling to the Grand Prix scene as he does. He works terribly hard to attain accuracy, which is not at all easy in reporting motor racing.

His coverage of the 'Spanish Grand Prix weekend gave a truly sensitive and vivid picture to the reader of "the tragic saga in Spain".

People speak openly to Pete Lyons because they respect him as a writer. He gets more 'honest' answers than any other writer I know. For this reason alone his reports are the most comprehensive, interesting and amusing that I read.

Many congratulations.

VAUD, SWITZERLAND

JACKIE STEWART

## Driver's view

After so much controversy about 'the Barcelona incident', may I outline another driver's view of driver responsibility.

There are two issues involved in any decision 'to drive or not to drive' and they concern firstly the safety of the driver and secondly that of the crowd and track officials. Often, as at Barcelona, they cannot easily be separated. Taking the latter first a driver should be permitted not to race if he considers track conditions to be such that any incident (and they happen in motor racing) may result in a spectator fatality. In other words he should have the right to avoid a manslaughter charge and the mental distress and endless litigation that would accompany it. To this extent Fittipaldi's decision was as permissible at Barcelona as it would have been at other of the more primitive European circuits, like Vila Real, where the crowd risk is high.

This however should not obscure the fact that there are certain other circuits - of which Spa and Rouen are perhaps the most notable in Europe - where, although the driver risk is above average, the crowd risk is minimal. In these cases the modern Grand Prix driver should get on with his job. He is a highly paid sportsman comparable in some ways to a top industrial executive. Both achieve their positions through preference and ability, which is why they become highly paid. When the latter gentleman falls short he is replaced, and so it is in any other professional sporting category. The Grand Prix star must perform and if he becomes over obsessed with his own skin he should consider alternative employment.

Lastly on a different note, as one who has in the past always driven for enjoyment and in 1975 does so to represent an industrial sponsor, I deplore the gradual closure of the major European road circuits, especially those like Clermont Ferrand which are brought about by the impossible economics imposed upon them by the various official racing bodies including drivers.

BILLINGSHURST, SUSSEX

MARTIN RAYMOND

## First GPDA views

Perhaps this is an apt time to reprint a letter published in AUTOSPORT 9th March, 1972, concerning circuit safety as stated by Stirling Moss as President of the GPDA in 1963:

"The GPDA was formed for the general betterment of motor racing. I'm President at the moment, so I think I can say with authority that it is no part of a trade union. I think that idea would finish racing off in a big hurry. I mean that there's nothing militant about the GPDA, we would never

go on strike, that sort of thing. What we try to do, we try to induce promoters to improve the circuits, make them safer, mainly for the spectator." (Stommelen may raise eyebrows here) "We do not advocate taking out trees, for instance" (Oulton Park) "eliminating things that make for interest. We don't want spin off zones and that sort of thing. We do like circuits like Laguna Seca in California, which is a difficult circuit, a dangerous circuit, it's definitely not a club circuit, but we like it. We like the natural hazards. We'd like to race around Hyde Park or Central Park without any changes at all in the topography. We accept the hazards, as at Monaco, of hitting a building or going over a drop, after all it's no fun gambling with matchsticks."

For the ten millionth time, 'how times change'.

STONEY STANTON, LEICS

CHRIS BLOCKLEY

## Handshake for Emerson

Having only just read Pete Lyons' report on the saddening Spanish Grand Prix (up to the end of section sub-titled Politics) I feel compelled to voice my thoughts.

First I must say that my hand was out-stretched with Pete Lyons towards our Emerson. I've shaken hands with him once before and would have gladly done so again to show him that someone was in total agreement with him. Emerson believed the circuit unsafe in terms of the modern sport he participates in. No one can ignore the blatantly bad condition of the Spanish safety precautions. They were obviously inadequate. The driver I have above all followed since Brands 1970, apart from the one and only Jochen Rindt, has not lessened himself in my eyes. Had Stewart or Jochen been present in Barcelona they would have taken the same action I'm sure because they were the best, as Emerson is now, and hence the ones who need to set the example.

I'm confident now that whatever official body replaces the CSI it will prevent any further races taking place on unprepared circuits by stiffening their approach.

However, even if the safety precautions were up to standard the accident that hospitalised Rolf Stommelen and several spectators, and killed four may still have happened, maybe to a lesser extent, we cannot be sure until we are certain what the wingless machine actually hit. Will this mean an end to this circuit? It obviously is a very good circuit, very captivating as Pete suggests before the hell began, and I think that it should be used again in two years' time; so long as the safety requirements are as wanted. If the Spaniards are unable to erect them properly then may I volunteer myself to help in such installations as I'm sure many followers would.

Spectators are always in a position to be harmed by the man-made stallions, more so at circuits like Montjuich, but they know that they are taking a risk and all accept this. I would rather be harmed by Lella Lombardi on top of me than a knife in the back at a soccer match! I can accept the risks of the sport itself, if I didn't I wouldn't be going to Zolder, Zandvoort, Silverstone, and Monza this year. So too if the drivers do not wish to race despite competitive and monetary urges they should not do so. Emerson did not want to take the risks, and neither did many others but only three had the guts enough to leave the temple. I praise Emerson, Wilson and Arturo (who knows what it's like to be the wrong side of the barrier - Jarama 1974).

GRANTHAM, Lincs

PATT MACKIE

## Brands bales

While normally I spend my time racing cars myself, I decided last Sunday to visit Brands Hatch, to remind myself what it all looks like from

the other side of the catch fence. I was, unfortunately, rather disturbed by what I saw.

At the end of last season I competed at the first meeting that saw the public appearance of the glass fibre safety bale, which was much heralded as a great safety aid (although a somewhat costly one we hear). Upon arrival I noted that these devices had been built up into rather an impressive looking wall between the track and the sleepers, at Paddock Bend. It was though, with dismay, that I saw that rather than place the bales in the area around the dip where 90% of the accidents occur at this location, they were in fact a good way further up the hill, and 'out of harms way' so to speak. On this occasion, I assumed, they had been placed with merely a lack of thought, and trusted that these excellent devices would be placed more sensibly in future. It is therefore with regret that I noted last Sunday that the bales were not in fact to be seen in front of the Armco and sleepers, but in an untidy and expensive heap on top of the bank!

It is most regrettable that I had to witness a series of incidents that would have been a good deal less severe had the bales been in the place they were designed to be in. During the Renault 5 race in particular when, in two separate incidents, cars were rolled into or against the unyielding sleepers, and certainly during the second accident which was one of great force and severity, I can only believe that whatever injuries the driver received they could have been considerably less severe had the car made contact with a rather more compliant construction prior to hitting wood and metal.

It is to my mind then quite beyond reason that, as club drivers, we should be expected to follow the whims of the chosen few of our sport, in what is supposed to be the search for greater safety. When a real development comes along which can certainly make an accident less severe and financially crippling for those involved, nobody bothers to use it.

Walking away from Paddock last Sunday as the ambulance drove away one could only ask the question, why?

GUILDFORD, SURREY

NICHOLAS GREEN

## Moral victor — no such thing

One thing that has recently started appearing in your columns is the term "moral victor". James Hunt was, according to your magazine, the "moral victor" at this year's Trophy Race, as was Hans Stuck at the recent F2 event at the Nurburgring. I would be interested to know how you define the annoying term to which I am referring. As far as I can make out, it seems to translate to "the man who showed a little speed in practice and perhaps led the race for a few laps - especially if that race was held in the driver's native country".

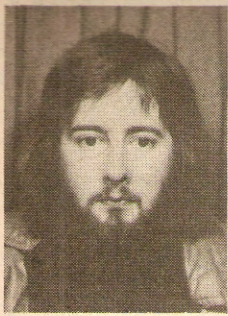
I admit that it would have been very satisfying and exciting to have seen James maintain his speed and take the flag, but his engine just happened to blow up and put him out of the race. To call James the "moral victor", merely because he gained pole and led for 25 out of 40 laps was ridiculous and, I feel, unjustifiable. To win a motor race, one must have a car that is still in one piece at the end of the event (I intend no disrespect towards Lord Hesketh), and a car with a blown motor gets one nowhere. You went so far as to refer to Jean-Pierre Jarier as the "moral victor" in Argentina simply because he was extremely fast in practice. He deserves every credit for this feat, but, as he hardly moved from the starting grid in the race (through no fault of his own) he should not be called the "moral victor".

Motor racing is a man's sport and you really must stop shedding tears when your favourite whizz-kid blows an engine or strips a crown wheel, sad though it be. If the winner of a Grand Prix always turned out to be the man who led into the first corner the whole scene would become very boring indeed.

WINCHESTER, HANTS

J. TRIVES





"So, with only the rich, the supported, the foolish and the crooked in with a chance . . . and their increased participation bringing about the one day event — what significance is there in the price of an hotel room?"

By IAN SADLER

## Post House syndrome: for better or worse?

Arriving by car at Grimsby can only ever be something of an anticlimax. The spring sunshine which highlighted the fresh Lincolnshire panorama minutes earlier, only appeared to act like a powerful flashlight beaming into a dark and forgotten basement — illuminating only the dusty and dirty surfaces.

Grimsby is perhaps not expected to be anything more on the surface. Its dusty shell is that of a functional, working, town. The North Sea serves Grimsby and Grimsby serves the North Sea.

In that light, Grimsby had to be the functional choice of venue for the third Castrol/AUTOSPORT rally, the Bass Charrington Tour of Lincs. Lincolnshire and Louth MC really have no alternative in their largely agricultural county.

Decidedly low-rise and sprawling, Grimsby, viewed through the windscreen that Friday evening, looked somehow unreal, and only the sight of rough brick gable-ends reminded one that this was a town of real folks, and not an elaborate filmset. The only oases were two hotels — the Crest and the Humber Royal — plus scrutineering; the venue being in the large and functional premises of Ford dealers, Hartford Motors.

Sadly, for most of the rally participants, their only environment apart from their cars that weekend would be just those oases — the "Post House" regimen. As with most sprint weekend special stage rallies, the host town received little benefit from the influx of noisy rally cars. Perhaps too much money is, too often, going into too few pockets.

Ironically, the single venue nature of motor racing often allows time for much more character to etch-into the most lethargic memory and senses. You know you have been to Silverstone for the weekend, or Oulton Park, or Le Mans . . . but rallying, taking place so transiently, in a multifarious variety of regions and places often leaves whole areas of perception completely bare. It makes one wonder — what did we do before the chain hotels appeared like measles up and down the limbs of this land?

The home internationals allow, by nature of their longer duration, much more of a region's particular ambience to work-into one's mind. A greater sense of pride, achievement and competition often the benefit. Alas, even the Scottish Rally — long regarded as an event with a real, tingling, social atmosphere has bowed to the economic base-logic of a chain hotel base.

But what did happen before the Post Houses, Centre Hotels and Travel Lodges? Nothing really. Special stage rallies of the weekend variety have not existed that long. During the formative years (early '60s) competitors had fewer but much tougher events. It was the norm to "rough it" through the few sleep segments a crew might have been lucky enough to savour. Crews falling asleep in A1 transport cafes; the lobbies of the Troon of Peebles Hydros; or, quite simply, under damp blankets in their freezing cars were often a common sight.

Rallying could also be very much cheaper in terms of equipment then. It was possible to build, enter and run your car on a shoestring. There were works cars — Imps, Minis, Cortinas, Rapiers and Healeys — and there were private entrants using all those models and more. The

"sponsored" driver had not come to fruition.

Now, to be at all competitive, costs have risen out of all proportion. Even a modestly powered twin cam Escort will require considerably more than two thousand pounds to operate properly for a season. So, with only the rich, the supported, the foolish and the crooked in with a chance . . . and their increased participation bringing about the one day event — what significance is there in the price of a hotel room? Indeed, a couple of rooms is most often the case (one for the service crew, too).

## Everything changes

Of course the sport has changed, it has been forced to — but it has changed in character to a considerably greater degree than many pundits predicted. Who, ten years ago, would have foreseen the dilemma of road rallying, or today's "stage" rallies run virtually each and every weekend and with just 30 to 70 miles of competitive driving in a whole day's sport?

With all due respect to the competitors of the '60s, they are now very much a minority. To estimate that as much as 90 per cent of an average entry list is comprised of strictly 1970s competitors, would probably not be too far from a correct assumption. A great many of these participants were not weaned on the roads, or the earliest forest RACs or London rallies, but have come into a different world of the fast-developing day rally-sport. These events are reported in the specialist press, they are very competitive, attractive to casual spectating and are commercially appealing as a result.

Just one look at the apres-rally goings on confirms that the sport has not only become more popular, but that it has also developed a new breed of driver. It is quite common now for crews to change after the rally and to bring their wives and girlfriends along. Evening dresses and dinner-dances are taking over from travel-weary "Paddy Hopkirk" jackets and the swinging and swilling of pints. The rally driver, in short, is now quite a couth animal.

To a degree, perhaps that is now why there often seems to be a greater number of complaints directed at ancillary services than at an event's competitive shortcomings.

Not since last year's Armstrong Forest Rally, which, you may remember, terminated in the cattle pens of York's new Livestock Centre, has there really been a good case for a "gripping" session over amenities. Before that, only the Welsh came in for all-round attack with its joke location of Barry. This year, start and finish facilities were very much improved, yet, still, there were several moans. However, the problems appear to have arisen due to a lack of briefing from the organisers rather than any shortcomings with the Cardiff Centre Hotel.

This centrally placed establishment has all the dining area, function space and square footage of bar counter necessary to amply host the Welsh and, hopefully, next year this hotel will again be

used. The staff must, by now, have recovered from the onslaught and should be able to put to rights this year's shortcomings.

A great number of event organisers must also represent the majority of '60s competitors. Unfortunately for the suave and stylish driver of the 1970s, these men must, to an appreciable extent, understand a different set of priorities. Their active rallying days were not spent lying in room xyz of the Post House, contemplating their smart new sponsors colours.

The old hands of the rally circus are probably just a little bewildered by the swish new image of the day-event. They remember rougher days, when their friends were bleary eyed with fatigue.

Perhaps we should show a little more consideration before jumping on the complaints bandwagon. The sport is fast evolving in new directions, for better or worse, and like it or not — the bumps will doubtless be smoothed-out within a couple more seasons.

## New rally Lancia?

Though this column has, in the past, cast some aspersions on Lancia's Stratos "Supercar"; it was not without ill-concealed glee that this writer found himself sitting in a smart green "production" version — inside Lancia's bar and restaurant in Turin last week. You can hardly be closer to Lancia's heart than that.

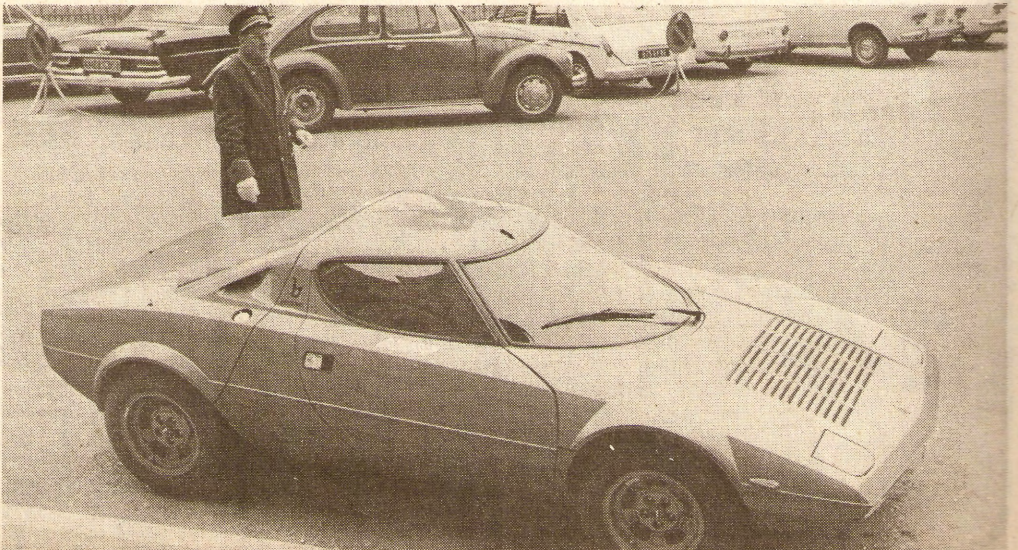
A subsequent informal discussion with members of their enthusiastic Italian PR men revealed, however, that although 300 machines have been produced over and above the minimum homologation requirement, the Stratos will never, ever, go seriously on-sale. Emission and safety regs knock the project firmly on the head. Lancia also insist that the car was never intended for the market, but concede that Stratos-interest generated has surpassed even their confident expectations.

The Stratos is purely a marketing device to promote the Lancia name and in this it succeeds most admirably. Competition runs in Lancia's blood like never before and was beautifully demonstrated by a showing of their superb rally films of the Fulvia, Beta and Stratos to the assembled crowd of British motoring writers. Sandro Munari's Monte Carlo winning 1.6 Fulvia HF also commands a place in Lancia's impressive museum.

With the Italian motor industry ailing like all other countries, it was a pleasure indeed to see such importance and enthusiasm placed wholeheartedly on rallying. Food for thought for several other car-makers.

A Lancia vehicle which is most certainly destined for the market place is the Pininfarina designed mid-engined Monte Carlo. A sanitised Stratos in many respects, one quick once-over of the propulsion system and suspension was enough to convince this writer that the Monte Carlo is also destined for the rally tracks. Hopefully as a complimentary car to the successful f.w.d. Beye Coupe.

Definitely not for sale — Lancia's "production" Stratos, flagship of the fleet.





Wendy Markey leads the howling Mazdas of Lanfranchi, "Aux," Powell and winner Jock Robertson, Wileman's Avenger the odd car.

## MALLORY PARK

# Purgatory for enthusiasts

The Bay City Rollers, Showaddywaddy, Mac and Katie Kissoon, The Glitter Band and the inevitable Wombles — these were the names to conjure with at Mallory Park last Sunday as far as most of the spectators were concerned. Not that they won any races, mind, but their very presence seemed to send thousands of little girls into screams of ecstasy and then the first aid hut. One of the largest crowds to see a motor race in this country this year turned up, consisting chiefly of the aforesaid little girls who inevitably ran amok, invading the track and the lake, and holding up racing for an hour. The organisers were unprepared for such numbers but we are assured that the proceeds will benefit both the organising club (the BARC) and other motor racing good causes. For the motor racing enthusiast, a dying breed we're told, it must have been purgatory and our advice is — if you want to see good club racing, don't choose a pop event.

Not that the racing was at all bad; it was generally very good but the patience of both competitors and marshalls was sorely tried. The 1000 cc Forward/Trust special saloons opened the racing with a dubious Martin Sellicks sitting on pole position in the Marque Cars Cooper S after changing to his hack engine. It was good enough to keep him well in front for nearly four laps before a valve or rocker failed and he pulled off, handing the lead to Charles Bernstein's very fast 850 Mini which was more than a match for all the other 1000s. Of these George Ostroumoff's Imp stayed just ahead of the Second Marque Cooper S of Martin Edwards throughout while Malcolm Johnston completed the top four in the ex-Jeff Ward Imp which he was using for the first time. He had earlier been dicing with Richard Long's Anglia, until the Ford was forced off by a backmarker at the hairpin, and Roger Gill's Imp which was second 850 to finish.

The Rotary Club seems to be a source of unrest at the moment with disqualified cars still racing and, as one observer put it: "When Wendy Markey can beat Tony Lanfranchi there must be something wrong: "There seems to be a difference of opinion about differentials for Mazdas and Mrs Markey's version was good enough to take her into the lead from the start from Lanfranchi's new DJM Records car, "Jean-Pierre Aux" who has just spent a bag of gold on his *moteur* at Racing Services, Derek Wileman's lonely Avenger GT Cozy Powell's 4-door RX3 and Jock Robertson. Barry Andrews and Eric Cook rotated their Mazdas at Gerards and upset the £1,300 class somewhat. Some fast and forceful driving by Robertson eventually saw him reach his rightful first place by lap seven with Mrs Markey a close second, the affluent Francophile third and an unhappy Lanfranchi fourth! The Avenger couldn't hold the pace and ended up at the back of a hairy do

involving Powell, Bill Sydenham and Pete King. The cheaper class was led at first by Simon Kirkby's Simca until Simon Watson's Imp recovered from its involvement in the first lap fracas to take the win. Ivan Dutton was a close third in his Simca. Both Robertson and Watson set new class records.

Making its first journey away from Brands Hatch the Townsend Thoresen Formula Ford championship attracted a typically huge entry necessitating qualification. From pole position Richard Dutton's Titan Mk 6 made a poor start, allowing Rod Dougall to take the lead in his Royale RP21 from fellow South African Kenny Gray and Irishman Eddie Jordan going well on his first visit to Mallory with his Crossle. The battle between Dougall and Gray's Van Dieman seemed certain to end in disaster but surprisingly it was Jordan who caused it by losing it entering the hairpin on lap 3. The Crossle with the Van Diemen, flew through the air and landed on the leading Royale, eliminating all three cars, happily

Part of the record crowd have their eyes on the Disc Jockey and Pop Star racers.



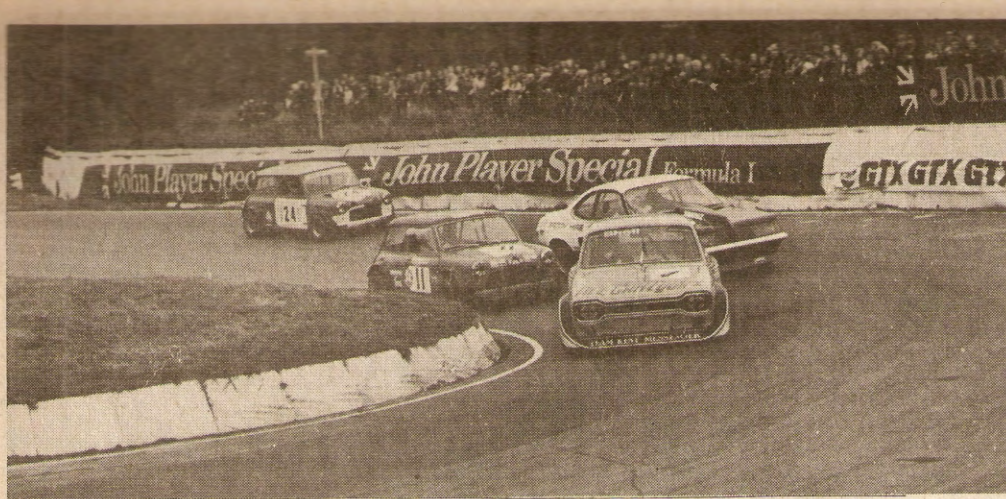
without personal injury. This left the two elderly Merlyns of Rob Wicken and John Bright disputing the lead with the verdict going to Wicken on the last lap. For the rest it was something of a nosecone basher, few cars emerging totally unscathed; Dutton had to retire with a seized engine after a bump from behind at the hairpin had damaged the oil radiator while first round winner Lee Wroe-Johnson had his Rostron's front water radiator damaged in a similar incident.

The Shellsport Escort Sports were produced for Sunday DJs and pop personalities from whom Mazda driver Cozy Powell emerged on top, chased by Noel Edmonds, who had to make up for a poor grid position. Brian Gibson of Geordie was third, sharing fastest lap with Edmonds, while Emperor Rosko was a good fourth, a place he kept even when the engine turned sour on him near the end. Generally, though, it was a rather tedious procession, enlivened by the squeals from the tyres and the crowd.

After a long pause, while the Bay City Rollers were worshipped, the larger special saloons were let out. Nick Whiting led all the way in his All Car Equipe/Kent Messenger Escort which is a model of how a racing car should be prepared, but Dave Millington's Brook Hire Firenza in second place was constantly being threatened by Richard Longman's very fast 1300 Mini-Ford, running as a "1301" to get an entry and keep the clients happy. The Mini expert was never able to pass the Vauxhall but it was very close at the finish. Freddy Heavey's all-BL Cooper S stayed with Longman for a couple of laps until the clutch packed up. He dropped back to fifth behind Tony Sugden's Escort but still won the 1300 class from Phil Winter's Longman S, which had a lot of trouble finding a way round Joe Russell's mighty Camaro.

Geoff Friswell was in irrepressible form in the National Organs Clubmen's race, his immaculate old Mk 16 going straight into the lead and breaking the lap record in a most convincing and stylish manner. 'Tis rumoured the other Clubmen's drivers are organising a whip-round to raise £20,000 and send Geoff Beck to Formula Atlantic! Creighton Brown's team Camborough U2 Mk 17 clung to second place for five laps under great pressure from Peter Cooke's ultra-sophisticated Harrison Mk 7 until the Dover dentist's coil failed, and Martin White, in Cooke's old U2, moved up to third. For most of the race Irishman David Manley in another U2 Mk 17 had been holding off Ruari Gillies' Gryphon until a rear mudguard came adrift and damaged the rear aerofoil, eventually causing Manley to spin off on the last lap at Gerards. Noel Stanbury had a last minute ride in Richard Croombridge's latest Hustler, after his own Gryphon had been hustled off the track in practice, and came through well from the back row to take fifth right behind Gillies. Arthur Mallock won the FF engine class in the works U2 Mk 14, beating all the young upstarts and equalling the class record.

The second Radio 1 production saloon race featured the usual clutch of Camaros at the front



Nick Whiting strategically in front of Dave Millington, Richard Longman and Blunt's Mini.

and some hectic dicing further back for the £1,700 to £2,299 class, Brian Rice's Camaro led throughout, his early challenger Bob Ridgard, spinning his Chevrolet in the middle of the Esses on the first lap. Somehow no one hit the large obstruction although some, notably Gerry Marshall's Magnum, were delayed, John Brindley, under pressure from Derrick Brunt, closed up on Rice near the end, but the order never changed. Ivan Dutton's Century Oils Capri eventually triumphed in the other class after a splendid battle with the Dolomite Sprint of Bob Saunders and Marc Smith's Capri. Phil Dowsett drove a storming race in his Capri, after being also delayed by Ridgard's spin, passed Smith (who won the under 21 award) and briefly headed Saunders although he was behind the Triumph at the flag after a last lap sort out at the hairpin. Ridgard made it back to eighth

behind Smith and ahead of Marshall.

The consolation Formula Ford race was won as he pleased by Clive Powers in his Newbridge Racing Dulon MP15. Early leader Terry Winters crashed his Royale RP16 at Gerards after falling to third place behind Andrew Peach's Polliser.

#### IAN TITCHMARSH

**Forward Trust Special Saloon Car Championship round (10 laps):** 1, Charles Bernstein (850 Mini), 9m 31.6s, 85.02 mph; 2, George Ostromoff (1.0 Hillman Imp), 9m 35.8s; 3, Martin Edwards (1.0 Mini-Cooper S), 9m 37.4s; 4, Malcolm Johnston (1.0 Hillman Imp), 9m 43.2s.

**851 to 1000 cc class:** 1, Ostromoff, 84.40 mph; 2, Edwards; 3, Johnston. **Fastest lap:** Martin Sellicks (1.0 Mini-Cooper S), 55.8s, 87.10 mph.

**Up to 850 cc class:** 1, Bernstein, 85.02 mph; 2, Roger Gill (850 Hillman Imp); 3, Francis Taylor (850 Mini). **Fastest lap:** Bernstein, 56.2s, 86.48 mph (record).

**BBC Radio One Production Saloon Car Championship round (10 laps):** 1, Jock Robertson (2.0 Mazda RX3 Coupe), 10m 21.8s, 78.16 mph; 2, Wendy Markey (2.0 Mazda RX3 Coupe), 10m 23.2s;

3, Jean-Pierre Aux" (2.0 Mazda RX3 Coupe), 10m 25.0s; 4, Tony Lanfranchi (2.0 Mazda RX3 Coupe), 10m 25.0s.

**£1,300 to £1,699 class:** 1, Robertson, 78.16 mph; 2, Markey; 3, "Aux". **Fastest lap:** Robertson, 1m 0.2s, 80.73 mph (Record).

**Up to £1,299 class:** 1, Simon Watson (875 Sunbeam Imp Sport), 72.58 mph; 2, Simon Kirkby (1.3 Simca Rallye 1); 3, Ivan Dutton (1.3 Simca Rallye 1). **Fastest lap:** Watson, 1m 4.8s, 75.00 mph (record).

**Townsend Thorasen Formula Ford 1600 Championship round (10 laps):** 1, Rob Wicken (Merlyn-Minister Mk 17A), 9m 1.6s, 89.42 mph; 2, John Bright (Merlyn-Whitehurst Mk 11/IIA), 9m 1.8s; 3, Richard Wills (MRE-Oselli 73F), 9m 5.4s; 4, Geoff Smalies (Royale-Scholar RP21), 9m 6.2s; 5, Kees van der Grint (Palliser-Rowland WDF2), 9m 27.0s; 6, Wally Liles (Lola-Liles T204), 9m 27.4s. **Fastest lap:** Rad Dougall (Royale-Scholar RP21), 51.4s, 94.55 mph.

**ShellSport Escort Race for Disc Jockeys and Pop Stars (10 laps):** 1, Cozy Powell, 11m 11.6s, 72.36 mph; 2, Noel Edmonds, 11m 16.4s; 3, Brian Gibson, 11m 21.0s; 4, Emperor Rosko, 11m 27.4s. **Fastest lap:** Edmonds and Gibson, 1m 6.0s, 73.64 mph.

**Forward Trust Special Saloon Car Championship round (10 laps):** 1, Nick Whiting (2.0 Ford Escort FVC), 8m 38.2s, 93.79 mph; 2, Dave Millington (2.3 Vauxhall Fireza t/c), 8m 54.8s; 3, Richard Longman (1.3 Mini-Ford S), 8m 55.8s; 4, Tony Sugden (1.8 Ford Escort BDE), 9m 2.6s.

**Over 1300 cc class:** 1, Whiting, 93.79 mph; 2, Millington; 3, Longman. **Fastest lap:** Whiting, 50.4s, 96.43 mph.

**1001 to 1300 cc class:** 1, Freddy Heaney (1.3 Mini-Cooper S), 88.95 mph; 2, Phil Winter (1.3 Mini-Cooper S); 3, Clinton Bourke (1.3 Mini-Cooper S). **Fastest lap:** Heaney, 53.4s, 91.01 mph.

**National Organs Clubmen's Formula Championship round (10 laps):** 1, Geoff Friswell (1.6 Mallock U2-Hart Mk 16), 7m 49.8s, 103.45 mph; 2, Creighton Brown (1.6 Mallock U2-Close Mk 17), 7m 55.8s; 3, Martin White (1.6 Mallock U2-Swindon Mk 14), 8m 12.4s; 4, Ruari Gillies (1.6 Gryphon-Holbay C4A), 8m 14.6s.

**1600 cc fully modified engines class:** 1, Friswell, 103.45 mph; 2, Brown; 3, White. **Fastest lap:** Friswell, 45.8s, 106.11 mph (record).

**1600 cc Formula Ford engines class:** 1, Arthur Mallock (Mallock U2-Holbay Mk 14), 92.86 mph; 2, Chris Greville-Smith (Phantom-RE P74/75); 3, Nick Adams (Mallock U2-Holbay Mk 14). **Fastest lap:** Mallock and Greville-Smith, 51.2s, 94.92 mph (equals record).

**BBC Radio One Production Saloon Car Championship round (10 laps):** 1, Brian Rice (5.7 Chevrolet Camaro Z28), 10m 17.0s, 78.77 mph; 2, John Brindley (5.7 Chevrolet Camaro Z28), 10m 17.8s; 3, Derrick Brunt (5.7 Chevrolet Camaro Z28), 10m 19.2s; 4, Ivan Dutton (3.0 Ford Capri 3000GT), 10m 24.6s.

**Over £2,300 class:** 1, Rice, 78.77 mph; 2, Brindley; 3, Brunt. **Fastest lap:** Brunt, 1m 0s, 81 mph.

**£1,700-£2,299 class:** 1, Dutton, 77.81 mph; 2, Bob Saunders (2.0 Triumph Dolomite Sprint); 3, Phil Dowsett (3.0 Ford Capri 3000GT). **Fastest lap:** Dutton and Dowsett, 1m 0.8s, 79.93 mph.

**Formula Ford 1600 (8 laps):** 1, Clive Power (Dulon-Newbridge MP15), 7m 22.6s, 87.84 mph; 2, Andrew Peach (Palliser-Scholar WDF3), 7m 25.2s; 3, Bob Groves (Royale-Royale RP3), 7m 27.4s. **Fastest lap:** Power, 53.6s, 90.67 mph.

## SNETTERTON

# Eagling scores from the start

Served with a large helping of excitement and a liberal spreading of close finishes, the Romford Enthusiasts Car Club's eight race offering was very palatable at Snetterton last Sunday. The mix, with their usual, of championship races for "low cost" formulae, Mini 7, Miglia and F750 with a flavouring of nostalgia provided by events for MG "T" registered and Historic racing cars.

Glenn Eagling led the FF thrash from start to finish. Fears about the durability of his recently rebuilt motor were unfounded as the Circuit Travel sponsored Van Diemen steadily pulled away from the Bruach Racing Ltd Lola of the hard trying Mike King, Ray Turner, Merlyn, eventually got the better of John Poxon (Crossle), although Mike Morland had looked likely to challenge until a spin dropped him back.

The battling trio of Graham Wenham, Alan Corbishley and Dick Williams quickly established themselves at the head of the Mini 7 field. Williams' engine cried "enough!" at half distance as the other two continued as if tied together. Suddenly on the last lap, championship leader Wenham took the flag on his own, Corbishley's engine too was protesting, and a jostling five car bunch relegated him to seventh before he could stagger home. Terry Pudwell heading these all the way.

An elated Kim Perry, DNC Mk III, dominated the F750 qualifier. Nearly 5s a lap faster than his nearest challenger in a damp practice, that competitors for all the opening races had to endure, he led throughout to win from John Giles, JGS. Iain Sclanders, DNC Mk III, was a distant third while Rob Well, fourth, at last appeared to get the aerodynamic Libre Motive Trick Fore to perform both quickly and stably around Snetterton.

The Miglia round provided an action-packed thriller, with more villains than good guys, if the protests and bent body panels are to be believed. The Ripped Racing (Enfield) Ltd car of Russell Dell and Alan Curnow's Wessex Kentreds Salisbury Ltd entry, swapped the lead several times each lap while Steve Harris did his best to interfere with their routine. Considerable bumping and elbowing took place in the closing stages as each manoeuvred to gain advantage over his rivals. In the last corner Curnow attempted to go inside Harris but spun round on the pit straight recovering just in time to see Dell lead under the chequered flag as he dived between the pit barrier

and Harris' car. Kevin Johnson led an equally close but more subdued quartet to finish third.

Gerry Brown narrowly won the MG "T" Register race after both Chris Jones and Dave Clewley had taken a turn at leading. These full-race TCs were followed home by the similar cars of Pete Cresswell and Paddy Willmer sandwiching the TB of Nick Taylor. Five slower cars contested the remaining two classes, the Spiffire of Doug Mitchinson and the MGTD of Martin Ansell both claiming awards.

With championship leader Alan Baillie non-starting and a multiple "spinnage" on the first lap, a lot of the interest was lost from the Monoposto event. Jim Yardley's Beagle Mk III led all the way but a strong challenge from Paul Maxwell, Brabham BT21C, failed by only 0.4s at the close. The misfiring JCM 6 + of John Lancaster was next up after pole position man David Coombs had retired his purposeful looking Manta M/75 with distribu-

**Formula Ford (10 laps):** 1, Glenn Eagling (van Diemen RF75-Scholar), 12m 54.2s, 89.14 mph; 2, Mike King (Lola-TCE T342), 13m 00.8s; 3, Ray Turner (Merlyn-Holbay 17/24), 13m 05.0s; 4, John Poxon (Crossle-Rowland 25F), 13m 10.6s; 5, John Conway (Merlyn-Rowland Mk20); 6, Robert Coates (Hawke-Minister DL 11). **Fastest lap:** Eagling, 1m 15.8s (91.04 mph).

**Mini 7 Championship round (10 laps):** 1, Graham Wenham (Mickledon Mini), 15m 01.8s, 76.52 mph; 2, Terry Pudwell (Lawrence Mini), 15m 11.4s; 3, Robert Addison (Austin Mini), 15m 12.2s; 4, Jim Mancey (Jimini), 15m 12.4s; 5, Chris Tyrell (Calbrook Mini), 15m 12.6s; 6, Andy Devine (Morris Mini), 15m 13.2s. **Fastest lap:** Alan Corbishley (Austin Mini), 1m 28.2s (78.24 mph) (Record).

**Reliant 750 Formula Championship round (8 laps):** 1, Kim Perry (DNC Mk III), 11m 45.2s, 78.29 mph; 2, John Giles (JGS), 11m 49.8s; 3, Iain Sclanders (DNC Mk III), 12m 07.2s; 4, Rob Wells (Libra Motive Trick Fore), 12m 11.6s; 5, Chris Hague (Wessex DNSpecial), 12m 16.6s; 6, Bob Simpson (Reliant Special), 12m 21.0s. **Fastest lap:** Perry, 1m 25.2s, 81.00 mph (Record).

**Mini Miglia Championship round (10 laps):** 1, Russell Dell (Ripped Mini), 14m 15.0s, 80.72 mph; 2, Steve Harris (Austin Mini), 14m 15.2s; 3, Alan Curnow (Longman Mini), 14m 24.4s; 4, Kevin Johnson (Johnson Miglia), 14m 44.6s; 5, Keith Padmore (Tyrell Mini), 14m 45.2s; 6, Derek May (Morris Mini), 14m 45.4s. **Fastest lap:** Harris, 1m 23.2s, 82.95 mph (Record).

**MG "T" Register Cars, P-V-T, & Roadgoing Sports Cars (8 laps):** Overall and MG "T" Full Race Class: 1, Gerry Brown (MGTC '46'), 12m 11.4s, 75.38 mph; 2, Chris Jones (MGTC '47), 12m 12.2s; 3, Dave Clewley (MGTC), 12m 12.8s; 4, Pete Cresswell (MGTC '49), 12m 17.0s; 5, Nick Taylor (MGTB '39), 12m 27.4s; 6, Paddy Willmer (MGTC '46'), 12m 54.8s. **Fastest lap:** Brown, 1m 29.4, 77.19 mph. **P-V-T & Roadgoing sports cars:** 1, Doug Mitchinson (Spiffire '64'), 12m 47.2s, 62.97 mph; 2, Jeremy Curtis (AH Sprite '59'), 13m 35.4s. No other finishers. **Fastest lap:** Mitchinson, 1m 46.4s, 64.86 mph. **MG "T" Roadgoing cars:** 1, Martin Ansell (MGTD '50'), 13m 00.6s, 61.92 mph; No other finishers. **Fastest lap:** Ansell, 1m 47.2, 64.38 mph.

**Monoposto 9 Formula Ford (10 laps):** Overall: 1, Jim Yardley (Beagle Mk III), 12m 36.6s, 91.21 mph; 2, Paul Maxwell (Brabham BT21c), 12m 37.0s; 3, John Lancaster (JCM 6 plus), 12m 50.5s; 4,

tor failure. Glenn Eagling again beat Mike King in the FF class.

David Ham continued to make the Historic event his property at R.E.C.C. meetings with another comfortable win in his superb Lister Jaguar. The little Lola of Rollason was an equally comfortable second with Frank Lockhart following him after a determined drive through the very varied field, taking Peter Martin's beautiful Maserati 250 sports car on the penultimate lap. Unfortunately Paul Haywood-Halfpenney was hurt when he crashed his Alvis Speed 25.

The Special Saloon race was Phil Clarke's first ever win, his Vauxhall Fireza, sponsored by Continental Wine Experts and The Kingsway, vanquishing the meagre opposition. Tim Stock driving his '74 Group One car modified only with a different nose and improved carburation had looked likely to challenge Clarke but a non-returning clutch pedal spoiled his outing. It was left to the neat 1300BDA engined Anglia of Tony Mann to finish a fine second. John Adlard, 1.0 Mini, was a lap in front of his class opponents but up to 850 cc winner Roger Skippen, Imp, was pressed hard all the way by Berny Tester, Mini.

#### ANDY LEEDER

Glenn Eagling (van Diemen-Scholar RF75), 12m 54.2s; 5, Mike King (Lola T342); 13m 00.4s; 6, Trevor Scarratt (Brabham BT21B), 13m 18.0s. **Minoposto class:** 1, Yardley; 2, Maxwell; 3, Lancaster; 4, Scarratt. **Fastest lap:** Yardley, 1m 13.0s, 94.54 mph.

**Formula Ford class:** 1, Eagling, 12m 57.2s, 88.80 mph; 2, King; 3, Mike Morland (Elden 10C), 13m 30.6s; 4, Geoff Craber (Dulon MP15), 13m 49.0s. **Fastest lap:** Eagling, 1m 15.4s, 91.53 mph.

**Sports/Racing, Historical and Sports Cars (8 laps):** Overall: 1, David Ham (Lister Jaguar '58) 11m 11.2s, 82.26 mph; 2, E. Hollison (Lola '59) 11m 47.0s; 3, Frank Lockhart (Rover '3846), 11m 52.8s; 4, Peter Martin (Maserati 250s '57), 11m 55.2s.

**Sports/Racing Cars:** 1, Ham; 2, Rollason; 3, Martin; 4, Robert Cooper (Cooper Bristol '53), 11m 56.4s. **Fastest lap:** Ham, 1m 21.8s, 84.37 mph.

**Historic Racing and PVT Sports cars:** 1, Lockhart, 11m 52.8s, 77.45 mph; 2, Clink Clinkard (Alvis '37), 11m 49.4s; 3, Chris Bird (Alvis Silver Eagle '36), 11m 56.6s; 4, Alfred Archdale (Frazer Nash '32), 12m 00.8s. **Fastest lap:** Lockhart, 1m 25.6s, 80.62 mph.

**Sports Cars:** 1, Ian Giles (Morgan +8), 12m 15.2s, 75.09 mph; 2, David Clewley (MGTC '47), 12m 17.2s; 3, Mike Bluston (Morgan +8 '69), 12m 34.0s; 4, Nick Taylor (MGTB '39), 12m 47.8s. **Fastest lap:** Giles, 1m 28.6s, 77.89 mph.

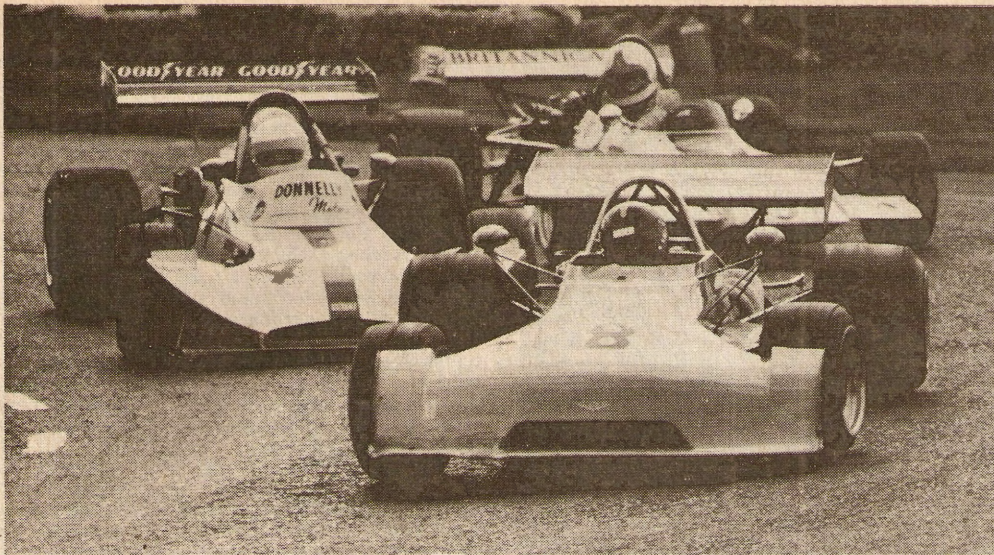
**Special Saloon Cars (10 laps):** Overall: 1, Phil Clarke (2.3 Vauxhall Fireza), 13m 45.2s, 83.63 mph; 2, Tony Mann (1.3 Ford Anglia), 13m 52.6s, 82.79 mph; 3, Tim Stock (2.3 Vauxhall Magnum), 14m 11.0s; 4, Barry Barnes (1.6 Ford Escort), 14m 13.2s.

**Over 1300 cc class:** 1, Clarke; 2, Stock; 3, Barnes. **Fastest lap:** Clarke, 1m 20.2s, 86.05 mph.

**1001-1300 cc class:** 1, Mann; 2, Tony Allies (1.3 Mini Clubman), 15m 15.6s (9 laps). No other finishers. **Fastest lap:** Mann, 1m 21.6s, 84.57 mph.

**851-1000 cc class:** 1, Jon Adlard (Mini), 14m 24.0s, 79.88 mph; 2, Ron Sadler (Mini), 14m 48.0s. No other finishers. **Fastest lap:** Adlard, 1m 24.2s, 81.96 mph.

**Up to 850 cc class:** 1, Robert Skippen (Hillman Imp, 13m 49.6s, 74.87 mph (9 laps); 2, Berny Tester (Tester Mini), 13m 52.2s; 3, Trevor Morgan (Austin Mini), 13m 58.2s. **Fastest lap:** Skippen, 1m 28.6s, 77.89 mph.



Close cornering in the Atlantic race. Pollock (Chevron) seeds Donnelly's March and Fildes (Lotus).

## MONDELLO PARK

# McGarrity bros sweep the park

On Sunday, May 11, Mondello Park could well have been renamed McGarrity Park, for not only did Patsy McGarrity win yet another Formula Atlantic race but his brother Harold made it a great 1-2 victory for the Ulster racing family! This race, for the Mercantile Credit Trophy, produced the best Atlantic field to date; but Formula Ford again was strongly supported with two dozen cars for the Camac Transport race, divided into two heats and a final. Eddie Jordan equalled the long standing record of 1m 3s in his Crossle 30F, but his engine blew on the last corner and Crawford Harkness was the lucky final winner in his Van Diemen. In the Supersports race Gryphon drivers Derek Shortall and John Keaney equalled the record of 58.6s; and in the saloon race, second man David Hall equalled the 1-litre record of 1m 6s with his Gulf-Imp. The feature event should have been the Seasppeed-sponsored Dublin Grand Prix, but the Motor Enthusiasts' Club could not round up enough Formula 5000 entries on this occasion and postponed the Irish round of the Shellsport European series to a later date — but its unlikely that the "big bangers" will be seen on the Irish scene this year.

If the F5000 single-seaters were missing, there was at least the bellow of a mighty Yankee V8 mill in the opening race as Arthur Collier powered his Skoda-Chevvy to another easy saloon win. David Hall made a bad start through selecting fourth instead of second gear after leaving the line, but he rapidly progressed through the hoardes of 1.3 Minis to beat Stee Griffin's Rolo Mini by three seconds to finish second overall and win the up to 1350 cc class. He equalled Paul Taft's Mini class record of 1m 6s on lap three, which was only two seconds down on Collier's fastest lap. Fintan Cunningham and Seamus O'Connor had a lively battle for fourth, which went to Cunningham's Hornet. Mattie McNamara retired his usually reliable Churchmans Escort-FVC on lap two, and Rosemary Smith retired her recently acquired ex-Meek/Collier Escort-FVC on lap five, strangely both engines breaking their metering unit belts.

The Showroom-cum-Group 1 saloon race was dominated by Robert Ward in his Triumph Dolomite Sprint, his winning margin of 11.2s being proof positive of the superiority of Ward and the Dolly Sprint over the others. Alan Tyndall and Frank O'Rourke had a GM dice for second, with the verdict going to Plum's Vauxhall Magnum Coupe by 1.2s from O'Rourke's Dealer Team Eire Opel Ascona 1900, both a long way in front of the all arms and elbows Joe Fitzgibbon in his 3-litre Capri.

Eddie Jordan led Heat 1 of the Camac Transport Formula Ford race from flag to flag, but behind the leading Crossle 30F there was quite a carve up for second featuring Harry Acheson in another 30F and Richard Parsons in a 25F — which dramatically ended at Dunlop on the last lap, when Parsons and Acheson came together and in a flash Acheson shot upside down and Parsons went on to finish second from George Russell in his new Van Diemen. Acheson was unhurt and actually tried (unsuccessfully) to get into the final

on the grounds that he had covered all but a few hundred yards of the race distance! Heat 2 was run at a slower pace and without incident, the finishing order being Crawford Harkness (Van Diemen) by 0.4s from Trevor Templeton (Lotus 69F). Michael Roe again showed great promise by driving into a steady third in his Crossle 25F, beating the similarly mounted Derek Daly. Bernard Devaney and Alo Lawler had no joy with the Mondello School Hawke DL12s.

Handicapper Paul Phelan was beaming at the finish of the handicap race as Joe Fitzgibbon in the 3-litre Capri, Tom Mahon and Ronnie Boate in 1.3 Mini Variants and Jack Wilson in a Honda Civic all finished within fractions of each other. Surprise performance in the Modsports race was not Arnie Black's win, but the speed of Morgan Dempsey who finished within a second of the winner and a long way in front of John Gale, the latter spending more than half the race behind the tail-wagging Midget of Eddie Mahon. Only six cars made the Supersports grid, and Mike Martin's new self-designed and built Sizzler Mk2 was left behind as the engine cut and he had to be push started. The Gryphon pair of Derek Shortall and John Keaney rapidly left David Manley's U2 Mk17 behind, with Shortall in the Vista Gryphon C74A winning by 2.6s from Keaney in Eddie Regan's Steering Wheel Pub car — both equalling last year's record of 58.6s held by Regan, Noel Stanbury and Frank Sytner, and quicker than several Atlantics in the following race.

For one lap John Pollock led the Mercantile Credit Trophy FA race in his Chevron B25, but then Patsy McGarrity assumed his usual role of race leader in his Chevron B29 as Pollock gradually fell back to retire on lap eight while in fourth spot. The battle for second was furiously waged between Harold McGarrity in another B25 and Des Donnelly who could not find a gap to squeeze his March 73B into second. The retirement rate was high, with Pat Woods (Chevron

B25), Diarmuid McFeeley (March 73B), Austin Kinsella (March 72B), Ken Fildes (Lotus 69) and Jim Sherry (Chevron B20) all out by the half way mark — Fildes with a broken nose cone on the Encyclopaedia Britannica car after a touch with someone's back wheel and former Formula Ford man Sherry with a broken gear lever while lying fourth. Patsy went on to win by two seconds from brother Harold, with Donnelly 0.4s down on the second man. The next up were Bill Gowdy (Crossle 22F); John Smith, who had a time-wasting spin with his March 72B at Dunlop; Big Tom O'Leary, finishing his first race in his Brabham BT40, which he put off into a dyke the previous day as a result of a jammed throttle; and Paddy Heron (BT30) and Walter Kinneár (Lotus 69) completed the field.

Eddie Jordan was undoubtedly the moral victor of the Formula Ford Final for the Camac Transport Trophy, for there was no way that Crawford Harkness in the Van Diemen could have taken Jordan's Crossle 30F and when the leader's engine went on the last bend Harkness was literally presented with victory — and was the first to sympathise with Eddie as he coasted across the line to just salvage second from the rapidly closing Derek Daly (Crossle 25F), Daly being presented with third when Michael Roe spun his similar 25F on the dramatic last lap! George Russell was fourth on his first outing with his Van Diemen. No one repeated Jordan's Heat 1 fastest lap of 1m 3s which equalled the long standing record held by Brian Nelson and Jay Pollock in Crossles and Harkness in a Lotus 69F. Of the sixteen starters two went missing as a result of the invariable Shell tangle on lap one, the victims this time being Templeton and Parsons.

## BRIAN FOLEY

**Modified saloons (10 laps):** 1, Arthur Collier (5.0 Skoda-Chevrolet), 10m 54.4s, 68.22 mph; 2, David Hall (1.0 Imp), 11m 18.0s; 3, Stee Griffin (1.3 Mini), 11m 21.0s; 4, Fintan Cunningham (1.3 Wolseley Hornet), 11m 23.8s; 5, Seamus O'Connor (1.3 Mini), 11m 24.2s; 6, John Deery (1.3 Mini), 11m 39.4s. **Class winners: 1350 cc:** Hall; **over 1350 cc:** Collier. **Fastest laps:** Hall, 1m 6.0s, 67.64 mph (equals record) and Collier, 1m 4.0s, 69.75 mph.

**Group 1 saloons (10 laps):** 1, Robert Ward (Triumph Dolomite Sprint), 12m 53.0s, 57.75 mph; 2, Alan Tyndall (Vauxhall Magnum Coupe), 13m 4.2s; 3, Frank O'Rourke (Opel Ascona 1900), 13m 5.6s; 4, Joe Fitzgibbon (Ford Capri 3000), 13m 22.8s; 5, Jody Carr (BMW 2002), 13m 28.4s; 6, Jack Wilson (Honda Civic), 13m 45.6s. **Fastest lap:** Ward, 1m 16.4s, 58.43 mph.

**Camac Transport FF Heat 1 (10 laps):** 1, Eddie Jordan (Crossle 30F), 10m 43.8s, 69.34 mph; 2, Richard Parsons (Crossle 25F), 10m 48.8s; 3, George Russell (Van Diemen), 11m 5.8s; 4, Greg Roberts (Crossle 25F), 11m 12s; 5, Parac Moorey (Merlyn 20A), 11m 28.2s; 6, J. Ledlie (Crossle 20F), 9 laps. **Fastest lap:** Jordan, 1m 3s, 70.86 mph (equals record).

**Camac Transport, FF Heat 2 (10 laps):** 1, Crawford Harkness (Van Diemen), 10m 45s, 69.21 mph; 2, Trevor Templeton (Lotus 69F), 10m 45.4s; 3, Michael Roe (Crossle 25F), 10m 52.8s; 4, Derek Daly (Crossle 25F), 10m 54.6s; 5, Jim Megan (Crossle 25F), 11m 11.4s; 6, Dan Daly (Lotus 69F), 11m 12.6s. **Fastest lap:** Roe, 1m 3.2s, 70.63 mph.

**Handicap (10 laps):** 1, Joe Fitzgibbon (Ford Capri 3000), 12m 16.8s, 56.05 mph; 2, Tom Mahon (1.3 Mini), 12m 17.2s; 3, Ronnie Boate (1.3 Wolseley Hornet), 12m 18.8s. **Fastest lap:** John Deery (1.3 Mini), 1m 7.6s, 66.04 mph.

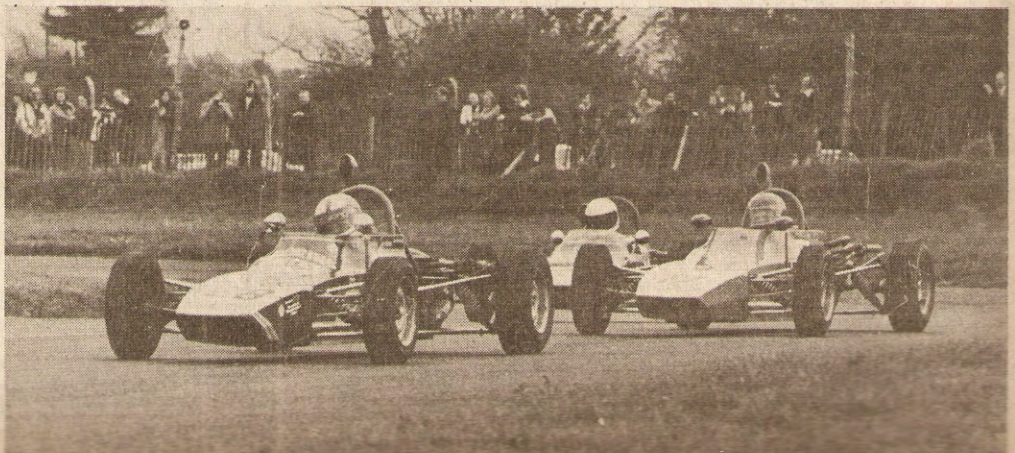
**Modsports (10 laps):** 1, Arnie Black (1.3 MG Midget), 11m 39.6s, 63.81 mph; 2, Morgan Dempsey (Midget), 11m 40.6s; 3, John Gale (Midget), 11m 47.2s; 4, Eddie Mahon (Midget), 11m 52.6s; 5, Tom Jenkinson (Midget), 12m 24s; 6, Dave Waters (Sprite), 12m 24.4s. **Fastest lap:** Black, Dempsey and Mahon, 1m 8.6s, 65.07 mph.

**Supersports (10 laps):** 1, Derek Shortall (Gryphon C4A), 9m 56s, 74.90 mph; 2, John Keaney (Gryphon C73/4), 9m 58.6s; 3, David Manley (U2 Mk17), 10m 11.8s; 4, Richie Conroy (Gryphon C73/4), 10m 35s. **Fastest lap:** Shortall and Keaney, 58.6s, 76.18 mph (equals record).

**Mercantile Credit, Formula Atlantic (15 laps):** 1, Patsy McGarrity (Chevron B29), 14m 34.6s, 76.56 mph; 2, Harold McGarrity (Chevron B25), 14m 36.6s; 3, Des Donnelly (March 73B), 14m 37s; 4, Bill Gowdy (Crossle 22F), 14m 59.4s; 5, John Smith (March 72B), 15m 12.8s; 6, Tom O'Leary (Brabham BT40), 15m 19.8s. **Fastest lap:** P. McGarrity and Donnelly, 56.8s, 78.59 mph.

**Camac Transport, Formula Ford Final (15 laps):** 1, Crawford Harkness (Van Diemen), 16m 7.6s, 69.20 mph; 2, Eddie Jordan (Crossle 30F), 16m 8.4s; 3, Derek Daly (Crossle 25F), 16m 18.4s; 4, George Russell (Van Diemen), 16m 25s; 5, Jim Megan (Crossle 25F), 16m 41s; 6, Greg Roberts (Crossle 25F), 16m 46s. **Fastest lap:** Jordan 1m 3.2s, 70.63 mph.

Crossle trio with Eddie Jordan and Harry Acheson leading the 25F of Richard Parsons.





David Stokes enjoyed a consistent run with his elderly TC for second place.

## EVENING NEWS/SHELLSPORT RALLY

# Wathen wins after a tussle

After a day-long duel, Chris Wathen/Chris Gorman, driving a Mk 1 RS1800 were handed victory in the *Evening News* Shellsport rally, a BTRDA championship round, when the similar car of Alan Arneil/Paul Gilligan retired with engine failure in the last sector of the event.

The *Evening News* Shellsport was ably organised by the Cumbria Motorsports Group, an amalgam of eight clubs all within the association of North Eastern and Cumbria Car Clubs, the *Evening News* being the Cumbria based newspaper which formerly sponsored the Workington and District MCs "Derwent Stages" from which the group rally idea grew. The paper produced a special four-page supplement prior to the rally, one of the most informative examples this correspondent has seen.

The rally itself was run over 12 stages totalling 44 miles, 10 forest tests and two runs over Kirkbride airfield, where the lunch halt was also based.

Gordon Batchelor/Ian Carter took a late entry at 0 in the Team Avon Tyres Escort RS but were to have a troubled run with two offs and a broken throttle cable to contend with. Graham Lepley took along local man David Hatt to point the way in his Derby Road Garage RS2000 BDA, unchanged from its "Lincs" winning specification. Alastair Findlay non-started at 2 when the car seized a thrust bearing on the way to the start, but BTRDA championship leader David Stokes made the long trip north, and was rewarded with another good run into second place. Alan Arneil/Paul Gilligan were at 4, their 1800 iron block Escort being Paul's old BTRDA championship car, sold to Arneil but retaining sponsorship from the County Garage Group.

The eventual winners ran at 8, their car being the ex-Norman Anstis RS1800 being bought on

Wednesday prior to the rally to conserve the Mk II for the Scottish. The mechanics in fact only finished screwing the car together at 2 am on

Chris Wathen - on top form.



Sunday morning and had some work to do on the rally itself.

A fine, dry morning saw an 8.30 start from the Civic Hall in Whitehaven, where the mayor was present to flag cars away on the run out to SSI, Lowther Parks, which is the RAC Ennerdale stage; very narrow in places with some steep descents. Arneil was obviously awake, as he took a nine second lead whilst Wathen found some wandering tendencies in his steering, and Pip Dale in the Leedhams Fireza did the last mile on three cylinders when a lead came off.

Arneil was quickest again on Whinlater (which the organisers called Comb) where George Beaver was parked off the track, and David Stokes took it easy on the hairpins, having one standard halfshaft and one "works" type fitted, making the back end vulnerable to sudden bursts of power. Wathen and Lepley were both in contention here three and four seconds respectively down on Arneil.

The classic Wythop stage was next with its heart-stopping view of Bassenthwaite Lake many hundreds of feet below. Wathen pulled two back from Arneil with Stokes a further three seconds in arrears. This area is of course, very much a tourist location but the standard of competitors' and service crews' driving came in for praise from the local police and no holdups were in evidence.

The tricky Setmurthy came next with its nasty right over brow just before the finish which always claims a few. Mike Rawson, however, went off in mid-stage and parked his Opel in the trees; insult being added to injury when John Cockerill came along in his ICI petrol RS1800 and bounced off the back end before carrying on. Three seconds covered Wathen, Arneil and Batchelor while the unusual Triumph Spitfire entered by Barkers and Lee Smith for Roger Goth/John Learoyd took time off many more conventional runners.

The first visit to Kirkbride was next and Lepley made full use of his power to be fastest, seven seconds ahead of Neil Metcalfe's RS1600. Batchelor lost over three minutes here when the throttle came adrift and Mike Gilligan in the second County Garage car had an oil line break and had to coast over the finish line.

Lunch was taken at the White Heather Club at Kirkbride where the Stockton MC results team were being loaned a special Burroughs calculator which drastically reduced the time required to produce results.

Arneil led by just four seconds from Wathen with Lepley another 13 down and local man Keith McCleary fourth but complaining of diff troubles.

A long run north took in Tinnisburn and Kershope which has been partly graded and where Lepley went well off after a left hander and Neil Metcalfe rolled out just 200 yards away. Batchelor went off also but got out with a maximum.

A second run around Kirkbride saw Wathen take a second from Arneil thus creating a tie after eight stages. Wathen had only just sorted his rear brakes and was preparing for the final struggle.

However it was all unnecessary for although Wathen lost a second to Arneil on Setmurthy 2, the Scotsman came to a halt on Wythop 2 when a cam box oil seal let go, the crew stopping before serious damage was done to the engine. Wathen immediately backed off for the last two stages and coasted home a clear winner by almost a minute from David Stokes whose obvious consistency paid dividends.

Results were quickly announced at the Westlands Hotel near Workington and Wathen's Vospers of Plymouth team was declared the victors.

Cumbria Motorsports group want their event to be observed for National status next year and informed opinion seemed to suggest the event has all the required makings for the future.

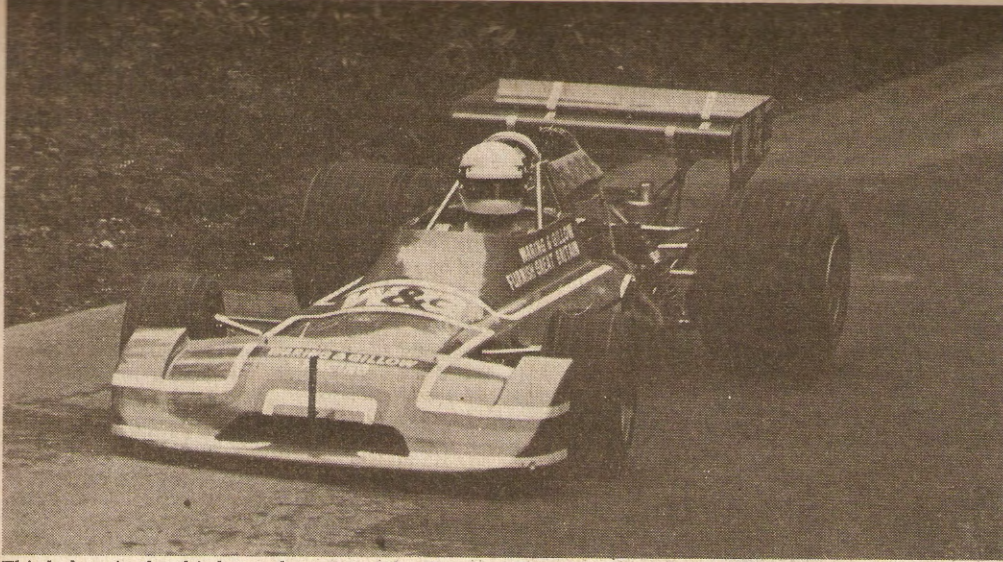
## DAVE ORRICK

### Evening News/Shellsport Rally

1. C. Wathen/C. Gorman (RS1800) 53.28;
2. D. Stokes/B. Andrews (Escort TC) 54.08;
3. F. Almond/H. Kennedy (Escort TC) 55.00;
4. P. Dale/D. Whiteley (Fireza) 55.02;
5. G. Armstrong/B. McCleary (Escort TC) 55.08;
6. M. Wilson/J. Davies (Escort TC) 55.14; 7. I. Wilson/Mrs Caine (Opel Manta) 55.24; 8. D. Wilkes/D. Waller (Saab 96) 55.32; 9. M. Telford/J. Taylor (Saab 96) 56.02; 10. P. Edwards/G. Capstick (Escort RS) 56.35.

### Stage times

- Ennerdale.** Arneil 4.26, Lepley and Pierson 4.35, Wathen 4.36.  
**Whinlater.** Arneil 7.31, Wathen 7.34, Lepley 7.41.  
**Wythop.** Wathen 3.46, Arneil 3.48, Stokes 3.51.  
**Setmurthy.** Wathen 2.11, Arneil 2.12, Batchelor 2.15.  
**Kirkbride.** Lepley 2.55, Metcalfe 3.02, Wathen 3.03.  
**Tinnisburn.** Wathen 4.12, Armstrong 4.17, Batchelor 4.19.  
**Kershope.** Arneil 6.36, Stokes 6.37, Wathen 6.40.  
**Kirkbride.** Wathen and Cockerill 2.58, Arneil 2.59, Batchelor 3.00.  
**Setmurthy.** Arneil 2.16, Wathen 2.17, Armstrong 2.19.  
**Wythop.** Stokes and Wathen 3.48, Wilks 3.54, Armstrong 3.55.  
**Whinlater.** Armstrong 7.30, Stokes 7.40, Batchelor 7.45.  
**Ennerdale.** Stokes 4.27, Batchelor and Wathen 4.28.



Third place in the third round went to John Cussins' Chevron-Chevrolet.

## WISCOMBE PARK

# Cramer by a whisker

The third round of the RAC hill climb championship staged by the West Hants and Dorset Car Club in conjunction with the Aston Martin Owners' Club at Wiscombe Park last weekend proved to be a real thriller with fine performances coming in virtually all the classes and the top ten run-off proving a nail-biter as Chris Cramer, despite an inoperative clutch release on his Grunhalle Lager March, turned in a fantastic run to just hold at bay the Fenny Marine GM1 of Roy Lane, with John Cussins taking third place ahead of the so very much on form David Franklin in the Huntsman Ensign.

The meeting began as it was to carry on with a closely contested class, and it was the saloons which were engaged in combat, and a fair old battle it turned out to be. Having been led by Robert Mortimore on the first runs, local driver John Milford threw all caution to the winds as he hurtled his Cooper S to a fine victory at 46.08s getting past Mortimore, who failed to improve on his first run effort with his similar car at 46.45s. Richard Fry in yet another Cooper S, came charging through on the second runs, failing by a meagre 0.01s to catch Mortimore. Despite suffering a puncture in one of his slicks on the first run and running with wet tyres on the front and slicks on the back the second time, Russ Ward still dominated the small Mod sports car class with his supercharged John Brown Motors Sprite, his climb of 46.91s giving him well over a second and a half in hand over the well-driven GSM Delta of Richard Wade.

The pacemaker in the Woking Motors Leaders' championship, Di MacMaster, with her Clan Crusader, was beaten back into fourth place by Nigel Martin's Mini Jem, and now lies equal second in the championship with Ward. There was never any doubt that the beautiful AC Cobra of Paul Channon would take the large Mod sports car class and he obliged with a climb of 45.81s, holding at bay Michael White, who was making an impressive first visit to Wiscombe with his Porsche 911S by just over a second.

The up to 1600cc's sports racing car class

produced a long overdue win for the twin cam engined U2 of John Pascoe, who skittered to the top in 44.25s. The first run leader Stephen Madge suffered from a fluffly motor on his second run with his Mk14 U2, but nevertheless held down the runner-up spot by dint of his first run leading time of 44.54s, which vanquished no less a person than ex-circuit race champion Jeremy Lord, now at the wheel of a CTG Clubmen's car, by just under a second. The large sports racing car class produced a fabulous record-breaking dice between the Martin BM8 of Richard Brown and the Chevron B19 of reigning hill climb champion Mike MacDowel, with Brown carving the record to pieces and leading at the end of the first runs with an almost incredible climb of 40.96s, which even he could not better on the second runs. MacDowel, driving his Chevron for only the second time, really gave it some "wellie" and was unbelievable through the Esses, and the time: a real corker, 40.65s. John Stuart, who had previously held the record with his U2, despite posting a personal best Wiscombe climb of 42.16s, therefore found himself in third place only.

Despite the fact that he was only challenged by two other cars in the class, Barry Brant and the Mercian Cooper Triumph, on their first visit to Wiscombe, really gave their all to shatter the historic record, leaving it at 46.55s in the process heading the Cooper Mk8 of Guy Murray by a full two seconds. Having trailed in third place only at the end of the first runs in the up to 1100cc's racing car class Alan Richards, chasing Leaders points, really wound up his Cheltenham Cameras Gryphon to take a fine class win at 43.32s and also the lead in the Leaders series. The first run leader Sandy Hutcheon having failed to improve on his first climb with the Ginetta G17 of 43.80s took second place in the class just 0.12s ahead of the Dinitrol Vixen of Terry Smith, who was also quicker on his first run.

The up to 1600cc's class only produced one question mark, and that was "By how much would David Franklin win it?" for at the moment Franklin and the Huntsman Ensign are in a league

of their own and the answer at Wiscombe was no less than 2.67s, a tremendous amount in modern day hill climbing. Franklin was again superb, recording the first sub-40s climb by a 1600cc and leaving the record at a devastating 39.77s, which even left Sir Nicholas Williamson searching for superlatives. The Morris brothers with their Ensign battled for second place with David just getting the better of Billy this weekend by a fifth of a second.

Among the large racing cars only Roy Lane and the Fenny Marine GM1 were able to break the 40s barrier and they did it on both runs, in fact only one fiftieth of a second separated the two climbs, the best being 39.66s and this was enough to hold at bay the Grunhalle Lager March of Chris Cramer by just over half a second. Loton Park winner Alister Douglas-Osborn pushed on well with his Pilbeam to get to within 0.11s of Cramer. John Cussins seemed a much happier man this weekend with the Waring & Gillow Chevron B32 taking fourth place at 40.61s. Both Tony Griffiths and Malcolm Dungworth posted a climb of 40.93s with their Brabhams, but fifth place fell to the Kidderminster Motors BT33 DFV of Griffiths on aggregate. Ken MacMaster, in taking seventh place with his Hart powered Modus M4 at 41.41s, was the last of the large racing cars to make the top ten, the next man in the class order Richard Jones with his Surtees being ousted from the run-off by the performances in the earlier classes of Franklin, MacDowel and Brown.

The top ten run-off for championship points proved full of drama, but not for Ken MacMaster, for although he only qualified the Modus in tenth place, he really produced the goods when it mattered and came right down to 40.37s to take a well-fought fifth place. Richard Brown was unfortunately plagued by a top end misfire from his BDA propelled Martin, and was forced to settle for tenth place for the second championship meeting in a row. Malcolm Dungworth, despite getting the Waring and Gillow Brabham BT35X Repco to the top in 40.95s, was still only eighth just 0.29s behind his sparring partner for the day Tony Griffiths. Having qualified the Chevron B19 in an incredible sixth place, Mike MacDowel could not quite repeat his class time and slipped back to ninth place at 41.15s. John Cussins, however, improved on every run as the day progressed, and his second championship one was the best so far for the new Chevron, 39.81s, and that was destined to nett him third place overall.

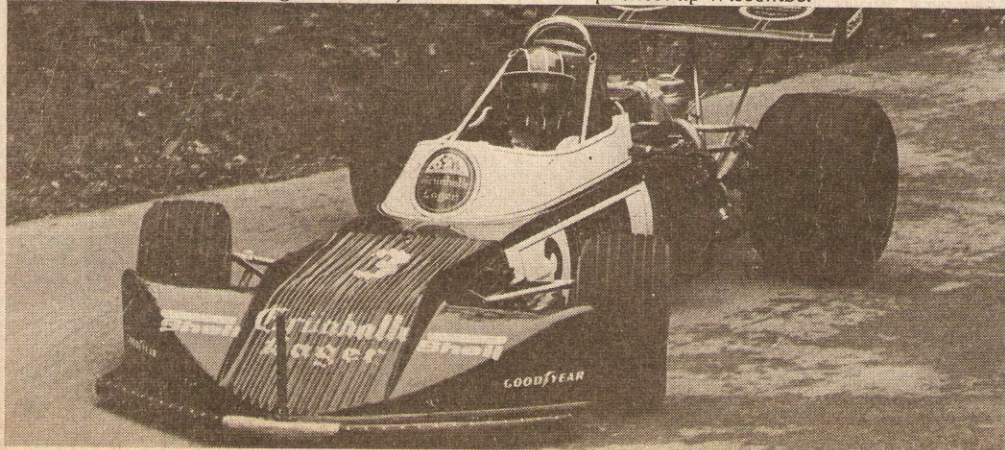
Alister Douglas-Osborn however was not so lucky for his first run ended up the bank at Wis Corner, but he made no mistakes with the Pilbeam on the second climb, but failed by 0.05s to catch MacMaster for fifth place. Chris Cramer came to the line with no clutch release on his first run. He took the bull by the horns and built up the revs, hammered the car into gear and began one of the all-time great climbs which ended in a magnificent time of 39.18s, his second run however ended when he stopped at Martini, but he still led at that point. David Franklin, having qualified in second place, did not have too much luck either for he ruined his first run with an excursion at Martini, although the engine was right off anyway and then suffered a flat battery at the start of his second. This, however, was quickly changed and again he really threw the Huntsman Ensign around just failing to catch John Cussins for third place with his effort of 39.99s. So once again it was all up to Roy Lane and the Fenny Marine and on his first run he made sure of second place with an ascent of 39.65s, so he just had everything to go for the second time. The start was good and it really looked as though Cramer's 39.18s was in danger, Lane really booted the Chevrolet motor at every opportunity, but on this occasion it was not to be his ten points, for he failed by 0.18s to catch the Grunhalle Lager March, and so now with the next round at Barbon Manor in a fortnight, Chris Cramer and Roy Lane are level at the top of the championship table.

## ROBIN BOUCHER

**BTD:** Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 39.18s. **RAC Hill Climb Championship Round 3:** 1, Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 39.18s; 2, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.36s; 3, John Cussins (5.7 Waring & Gillow Chevron B32 Chevrolet), 39.81s; 4, David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 39.99s; 5, Ken MacMaster (2.0 Modus M4 Hart 420R), 40.37s; 6, Alister Douglas-Osborn (2.2 Middleton Motor Services Pilbeam R15 BDG), 40.42s; 7, Tony Griffiths (3.0 Kidderminster Motors Brabham BT33 DFV), 40.66s; 8, Malcolm Dungworth (5.0 Waring & Gillow Brabham BT35X Repco), 40.95s; 9, Mike MacDowel (3.0 Chevron B19 Alpina), 41.15s; 10, Richard Brown (1.8 Martin BM8 BDA).

**Class Winners:** John Milford (1.3 Mini Cooper S), 46.08s; Russ Ward (1.3 John Brown Motors Allard Sprite), 46.91s; Paul Channon (4.7 A.C. Cobra), 45.81s; John Pascoe (1.6 Mallock U2 Mk8B/11 TC), 44.25s; Mike MacDowel (3.0 Chevron B19 Alpina), 40.65s; Barry Brant (0.5 Mercian Cooper MkX Triumph), 46.55s; Alan Richards (1.1 Cheltenham Cameras Gryphon 3AR Ford), 43.32s; David Franklin (1.6 Huntsman Ensign LNF 373 Holbay), 39.77s; Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.66s.

The distinctive Grunhalle Lager March of Chris Cramer was quickest up Wiscombe.





Gordon Bruce took his Toric sponsored Escort Sport to victory, giving the model its first victory in this class of racing.

## AINTREE

# A great day for the Irish

Aintree has always been a popular circuit amongst Irish drivers ever since the day when Ken Fildes set the first official 100 mph lap but last Saturday at the Liverpool circuit the Irish invasion of the Formula Ford event almost turned into a rout with Eddie Jordan winning his heat and the final from John Murphy. It was almost an Irish one-two-three but Robin Maydew managed to salvage something for the English by passing newcomer Michael Roe just before the end. Added to all this David Manley won the Clubmen's race in his Mk 17 U2. It must have been quite a night!

The packed programme of 10 races was run off ahead of schedule by the ambitious Aintree Circuit Club although they had to cope with one or two spectacular incidents during the racing. Happily no one was hurt to preserve the circuit's high safety record and the large crowd were able to see almost all aspects of the best in club racing.

Ege Ferguson set the ball, or rather the car, rolling at the start of the first Formula Ford heat when his Nike cartwheeled as the pack jostled round Country Corner. He was third at the time and the accident held everyone up except the two leaders Kelvin Hesketh (Crosslé 30F) and Stuart Baird (Merlyn Mk 24/25). Baird led from lap three onwards until the last corner when Hesketh outraked him to scramble across the line first. John Murphy's Mondello Racing Drivers School Hawke DL12 was good enough to take third from the 10 sec mark. The second heat waited until Club before having their first lap incident. This time the three Crosslé's of Eddie Jordan, Derek Daly and David Harbour entered it abreast with the Englishman in his older car going too fast. He spun in front of everyone but they all missed him and he eventually made it back to third. Meanwhile Jordan was consolidating his lead over fellow countryman Daly and ran out a comfortable winner.

The poorly supported Clubmen's race saw David Hanley make an inspired start from the second row to dive into Country first ahead of Malcolm Jackson's U2 Mk 14 and Barry Joell's Gryphon. These three began to make a race of it but first Joell dropped back and then retired with a faulty fuel pump and then Jackson, who had taken the lead from Manley on the second lap, had to give it back to the Irishman when a tappet came loose. Only Barry Smith finished on the same lap as Manley, his U2 starting late after a push start.

A healthy swarm of Vees appeared for their championship race and turned on a fabulous scrap for the lead between Ian Flux (Scarab), Gordon Rae in his own Special and Vee stalwart Peter Wimhurst (Veemax). As the rest of the field scattered themselves around the circuit these three weaved in and out and around them, swapping places all the while, until eventually Wimhurst overdid it at Club and went ploughing. They were so far ahead that he was able to resume

still third which he retained even after another moment at the same corner on the penultimate lap. Meanwhile an inspired Rae was sorting out his young challenger and as they negotiated backmarkers for the umpteenth time, Rae crossed the line to win by a few feet. Wimhurst and Rae took nearly three secs off the former's 1974 lap record, such was their pace, which left the rest rather breathless.

Brian Whiting's Escort BDE seems to be incapable of having an undramatic race. This time it threatened not to start on pole position; when it did, it was then easily outraged into the first corner by Dave Millington's Brook Hire Firenza; and while trying to make up for this at Club on the first lap, it went far off into the crops, deranging its petrol tank so that when it rejoined it soaked the track in fuel before pulling off. After that the rest of the race seemed quite tame with Millington reeling off the laps to win as he pleased, unchallenged this time by team mate Tony Sugden's Escort which has acquired an untraceable misfire in recent weeks. Derek Walker's 1-litre Fiat-Ford was the only other unslapped finisher but two others which might have joined him were Tony Dickinson, whose new 1300 Imp-BDA set off in the wrong gear and had dropped to last before it was revving properly, and Mike Newman, who brought his Viva GT in to the pits thinking that the black flag out for Whiting was meant for him. They finished fourth and fifth respectively after

**Formula Ford 1600, Heat 1 (7 laps):** 1, Kelvin Hesketh (Crosslé-Minister 30F), 7m 33.6s, 91.11 mph; 2, Stuart Baird (Merlyn-RE Mk 24/25), 7m 33.8s; 3, John Murphy (Hawke-Scholar DL12), 7m 48.0s. **Fastest lap:** Hesketh, 1m 3.4s, 93.12 mph.

**Formula Ford 1600, Heat 2 (7 laps):** 1, Eddie Jordan (Crosslé-Woodie 30F), 7m 33.6s, 91.11 mph; 2, Derek Daly (Crosslé-Murphy 25F), 7m 36.2s; 3, David Harbour (Crosslé-Scholar 20F), 7m 38.6s. **Fastest lap:** Harbour, 1m 3.2s, 93.42 mph.

**Clubmen's Formula (15 laps):** 1, David Manley (1.6 U2-Swindon Mk 17), 14m 51.2s, 99.37 mph; 2, Barry Smith (1.6 U2-Davron/Holbay Mk 14), 15m 26.8s; 3, David Mabbutt (1.6 Chevron-Cosworth B1), 14 laps. **Fastest lap:** Manley, 57.8s, 102.14 mph.

**National Formula Vee Championship round (12 laps):** 1, Gordon Rae (Rae Special 73), 13m 5.2s, 90.23 mph; 2, Ian Flux (Scarab), 13m 6.0s; 3, Peter Wimhurst (Veemax Mk 4D), 13m 20.8s; 4, Tim Green (CM-Vee), 13m 45.0s; 5, Tim Flynn (Scarab), 13m 57.0s; 6, Ray Simpson (JSR Alvo), 11 laps. **Fastest lap:** Rae and Wimhurst, 1m 4.2s, 91.96 mph (record).

**Special Saloon Cars (12 laps):** 1, Dave Millington (2.3 Vauxhall Firenza 1/c), 12m 33.2s, 94.06 mph; 2, Tony Sugden (1.8 Ford Escort BDE), 13m 3.4s; 3, Derek Walker (1.0 Fiat 850 Coupé-Ford), 13m 30.0s.

**Over 1300 cc class:** 1, Millington, 94.06 mph; 2, Sugden; 3, Mike Newman (2.3 Vauxhall Viva GT). **Fastest lap:** Millington, 1m 1.6s, 95.84 mph.

**1001 to 1300 cc class:** 1, Tony Dickinson (1.3 Hillman Imp BDA), 84.23 mph; only finisher. **Fastest lap:** Dickinson, 4m 6.0s, 89.45 mph.

**851 to 1000 cc class:** 1, Walker, 87.46 mph; 2, Roger Matthews (1.0 Mini-Ford S); 3, Maurice Wilson (1.0 Mini-Cooper S). **Fastest lap:** Walker, 1m 6.0s; 89.45 mph.

**Up to 850 cc class:** 1, Frank Wright (850 Mini), 79.45 mph; 2, Harold Nuttall (848 Mini-Cooper S); 3, Gordon Taylor (850 Mini). **Fastest lap:** Wright and Nuttall, 1m 12.4s, 81.55 mph.

**Formula Libre (15 laps):** 1, John Wingfield (1.8 Brabham-Somers/FVC BT35), 14m 0.4s, 105.38 mph; 2, Frank Sytner (1.9

good recovery drives.

Two cars dominated the *Formule libre* race, John Wingfield's Brabham BT35-FVC, which he reckons is the best car he has ever owned, and Frank Sytner's U2-BDA. Fearless Frank led for six laps before Wingers made his first bid which, to his surprise, came off. Thereafter Sytner seemed unable to mount a counterattack so that Gerry Marshall's business partner, on his first-ever visit to Aintree in many years' racing, was a highly chuffed winner. Kim Mather, in David Aukland's Chevron B18-FVA, might have offered a challenge but an oil surge set in so he stopped.

A non-championship Escort Mexico/Sport race was won by Gordon Bruce in the only Sport who kept a cool head and first place while those about him spun. First off was Gordon Rigby, while third, but Bruce's main threat came from Graham Hollis who led for a lap before spinning twice and falling to fourth. On the last couple of laps Nick Weir closed in on Bruce in place of Hollis but a final thrust at Club on the last lap was not quite enough. Derek Speight was a fast but steady third while a little further back John Morris rolled his ex-Neil McGrath car in the midst of a contest for the same piece of road with Pete King's Ronnie Scott instrument.

The unsponsored F4 championship round mustered only nine starters but began as a traditional F3-type struggle between Bruce Coate-Bond's immaculate Ensign, John Webb's Monsieur Rochas-sponsored Chevron and Lorina Boughton's rebuilt Romans of Woking GRD. The three cars were tied together for the first five laps until Ray Stockton's slow Chevron badly carved up Lorina at Club, breaking her tow. Without a lady chasing him Webb seemed to lose his impetus and gradually Coate-Bond eased ahead to take his first motor racing win, and share a new lap record with the scented Chevron.

For two laps Eike Wellhausen's gaily-hued E-type led the modsports race until the throttle stuck open and he had to drive on the ignition switch. As he fell back, finally to spin off at Beechers, Brian Murphy moved ahead in his now 4.4-litre ex-Warren Pearce E-type, chased by his old E now owned by Bryan Litherland. Stuart Turner had an ex-Tony Sugden 2-litre engine in Bob Howlings' Elan this week to try and sort out the Es but the oil pressure started wobbling and he settled for the class win and third overall.

The FF final was action-packed all the way, behind Jordan that is, for the Irishman, after a very keen start, led from flag to flag. To recount the rest would fill a book and we've only got a few lines left. Suffice it to say then that Murphy found himself second by lap four after first Hesketh and then Harbour had spun at Club. Baird had already been squeezed out at the first corner and later retired with a misfire; Harbour had another spin and finished fifth; Hesketh had problems trying to pass a new Irish lad by the name of Michael Roe in the ex-Bernard Devaney Crosslé 25F and eventually retired with an oil-smearing visor; Devaney had his Hawke's rear roll bar knocked adrift by Roe; Daly never survived the warming up lap when the oil pressure failed; and Maydew made his Alexis perform like its designer could never have hoped to take a strong third. It was a grand finale, to be sure!

## IAN TITCHMARSH

**U2-Hart/BDA Mk 17), 14m 3.0s; 3, Peter Dugdale (F3 March-Holbay/Pinto 733), 14m 43.4s; 4, Jim Charnock (1.6 Brabham-FVA BT30), 14 laps. **Fastest lap:** Wingfield, 54.8s, 107.73 mph.**

**Ford Escort Mexicos and Sports (12 laps):** 1, Gordon Bruce (Sport), 15m 13.2s, 77.58 mph; 2, Nick Weir (Mexico), 15m 13.6s; 3, Derek Speight (Mexico), 15m 17.8s. **Fastest lap:** Weir, 1m 15.0s, 78.72 mph.

**National Formula 4 Championship round (15 laps):** 1, Bruce Coate-Bond (Ensign-Holbay LNF4/74), 15m 48.0s, 93.42 mph; 2, John Webb (Chevron-Holbay 89/15), 15m 49.2s; 3, Lorina Boughton (GRD-Lucas 373), 15m 56.0s; 4, Alex Lowe (Chevron-Lucas B15C), 16m 13.8s; 5, John Brown (Delta-Delta IRF4), 16m 51.4s; 6, Jim Ward (Lotus-Holbay 41), 14 laps. **Fastest lap:** Coate-Bond and Webb, 1m 2.2s, 94.22 mph (record).

**Modified Sports Cars (12 laps):** 1, Brian Murphy (4.4 Jaguar E), 13m 2.4s, 90.55 mph; 2, Bryan Litherland (4.6 Jaguar E), 13m 21.2s; 3, Stuart Turner (2.0 Lotus Elan), 13m 53.0s.

**Over 2000 cc class:** 1, Murphy, 90.55 mph; 2, Litherland; 3, Brian Mills (4.2 Jaguar E). **Fastest lap:** Murphy, 1m 3.6s, 92.83 mph.

**1301 to 2000 cc class:** 1, Turner, 86.08 mph; 2, Dave Allen (1.6 Lotus Europa); only finishers. **Fastest lap:** Turner, 1m 5.6s, 90.00 mph.

**1151 to 1300 cc class:** 1, Richard Sutherland (1.3 Austin-Healey Sprite), 84.52 mph; 2, Ronnie Grico (1.3 MG Midget); 3, Garry Wilson (1.3 Austin-Healey Sprite). **Fastest lap:** Sutherland, 1m 7.8s, 87.08 mph.

**Up to 1150 cc class:** 1, Willy Watson (1.1 Triumph Spitfire), 78.62 mph; 2, Keith Hopwood (1.1 MG Midget); 3, John Reid (1.1 Austin-Healey Sprite). **Fastest lap:** Watson, 1m 13.0s, 90.88 mph.

**Formula Ford 1600, Final (15 laps):** 1, Eddie Jordan (Crosslé-Woodie 30F), 16m 9.6s, 91.33 mph; 2, John Murphy (Hawke-Scholar DL12), 16m 15.0s; 3, Robin Maydew (Alexis-Kenny Mk 18B), 16m 35.0s; 4, Michael Roe (Crosslé-Rowland 25F), 16m 36.4s. **Fastest lap:** Jordan and Murphy, 1m 3.6s, 92.83 mph.

## Sports cars battle

Fine weather, a full entry and some hectic class battles were the features down in the West Country last Sunday when Bristol MC & LCC ran their round of the BT&RDA Auto-cross Championship at Pucklewhich. In the absence of any of the former stars from the south west though John Bevan was spectating, Nick Seymour's powerful and reliable turbocharged Volvo engined special again took BTD without any trouble his nearest rival being two seconds off the pace.

If Seymour had an easy time the same can't be said for several of the class winners, in particular Paul Northall and Frank Morris, not forgetting Derek Baskerville.

Northall, again campaigning his GT6 with compatriot Roger Dowson, collected the sports car class by a whisker from Dowson with Rob Gibson breathing fire and thunder down upon them with his Sprite, while a newcomer in the form of a Clan in the hands of Roger Burn, formerly the Imp and Capri man, was only a second adrift in fourth spot.

Frank Morris and Roger Brunt staged their own nail biting episode in the up to 1-litre Mini class. Morris rushed round in 1m 30.6s on his first run while Brunt "left the course." Second time round Morris failed to collect a time and Brunt blasted round in 1m 30.8s to pip Bruce Male by a tenth despite a warped body after a practice encounter with

someone else.

In the big Minis class the re-appearance of the 1973 champion Terry Smith, with a much lighter HF Sprint team car, produced a wonderful clash with Derek Baskerville. On the day Baskerville deserved his win for he was twice as fast as Smith albeit by a mere fraction.

The day's most convincing class win was not that of Seymour, nor George Warren with his big Escort, but the little Escort of Dick Keen. His rebuilt motor really is throwing out the power and he blasted his way to a class win by three and a half seconds ahead of John Button who was having a go in Stuart Lyons' Escort.

Another familiar figure in a different car was Anne Harris sharing an Imp with A. King (she was third) while Dave Fuell is rapidly getting the hang of his ex-Ron Douglas Escort and nipped past Mike Wyatt on the second runs to finish runner-up to Warren.

Nick Garner had his revenge over Derek Cleaver in convincing style and cleaver was only a fraction quicker than Jeff Hawkins in the class for points in the up to 875cc Mini class.

**BTD:** N. Seymour (Volvik Special), 1m 22.6s. **Class winners:** N. Garner (Mini), 1m 30.6s; D. Keen (Escort), 1m 31.3s; P. Northall (GT6), 1m 27.2s; A. King (Imp), 1m 35.0s; F. Morris (Mini), 1m 30.6s; G. Warren (Escort), 1m 27.4s; D. Baskerville (Mini), 1m 26.6s; R. Light (Scorpio), 1m 24.7s; M. Ranger (Imp), 1m 34.9s; J. Granville (Audi), 1m 39.7s.

## Vernon out?

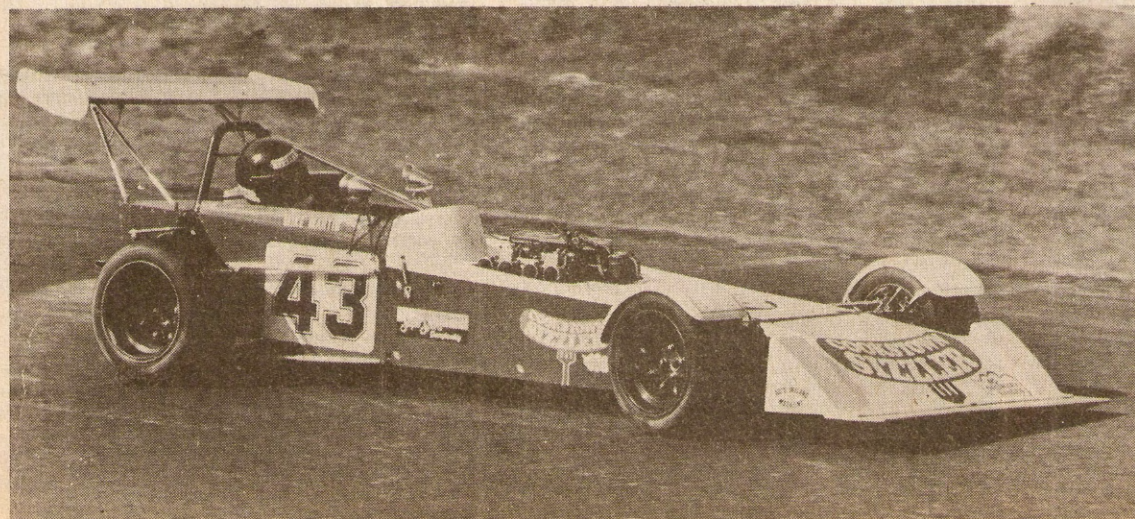
Rumour is that Vernon Davies will not drive Richard Groombridge's Ian Walker supported Hustler Clubmen's car again. All has not been well with the team so far and Vernon is thought to be repossessing his U2 which Frank Sytner has been driving recently.

The Hustler was, in fact, driven by Noel Stanbury at Mallory Park last weekend after he totalled the Zerostat Gryphon on the second lap of practice. Stanbury will drive the car at Brands Hatch again this Sunday.

## Shelsley's seventieth

In their seventieth anniversary season, Shelsley Walsh, the oldest race track in the world still running on its original course, has attracted sponsorship for their meetings on June 8 and August 17. The support comes from Dupont Ltd's Engineering Division at Tipton, Staffs. The Midland Automobile Club will of course be organising the two days, and they have already organised quite considerable celebrations and events for their anniversary season.

Mike Martin gave his new Sizzler its debut at Mondello recently. It appears to have a lot of Gryphon influence.



## Smith by 30 seconds

A faultless run by Trevor Smith who did the 16 tests in 646.6s, gave him a handsome 30s win in the East Counties MC Felixstowe autotest on the seaford of the East coast resort last Sunday.

Sponsored by Charles Manning's Amusement Park and run on the usual four sites, the event — a round of the BTRDA Autotest championship — attracted 40 entries. The biggest class was the sports car with 17 entries.

In spite of the size of the opposition Smith was in cracking form all day. He built up his lead steadily throughout the morning and when his nearest rival Vic Squire clobbered a pylon immediately after the break it was all over bar the shouting.

The only close battle of the day involved the sports cars, where Squires (Sprite) finished 12s ahead of Steve Stringer's Lotus 7, Stringer

throwing away the chance by hitting a pylon.

John Holder borrowed a Vauxhall Chevette demonstrator to romp away with Class B and the only other driver to get under the 700s barrier was John Larkin. In his Clubman GT he beat Dave Barney (Cooper) by 40s, and another championship regular John Calton (Mexico) had over a minute in hand over Dave Everett (Ascona).

Initially Ray Alcock had a chance of staying with Smith, but the Canon Special man suffered a bad lapse just before lunch, collecting four penalties on two tests. An American Air Force sergeant, Martin Ahlman, collected the club's novice award in his Midget.

**BTD:** T. Smith (Midget), 646s. **Class winners:** B. Johns (Mini), 779s; J. Holder (Chevette), 854s; J. Calton (Mexico), 802s; R. Squire (Sprite), 682.7s; J. Larkin (Clubman GT), 698.6s; R. Alcock (Canon), 722.9s. **Novice award:** B. Fletcher (Midget), 786.3s; M. Ahlman (Midget), 928s. **Best ECMC:** M. Bonn (Sprite), 768.8s.

## Bunce stars first time

Comprising 12 stages totalling about 25 miles and a total route of some 80 miles, last Sunday's daylight Equinox Stage Rally, run by Woolbridge MC, was won by the Bournemouth crew of Billy Riddle and Phil Burt. They headed a field of 96 crews by 51s in their RS1700 finishing on 1717s.

Escort twin cams in the hands of John Rich/Chris Miles and Colin Barrell/Roger Briscoe were second and third. One of the best performances of the day was that of Roger Bunce and Jim Phillips who took the up to 1 litre class in their Mini on their first stage event.

The event was held on private land and many crews came to grief on the first stage, but none with any major damage, and more than 60 crews made it to the finish.

**Overall:** B. Riddle/P. Birt (RS 1700), 1717s. 2. J. Rich/C. Miles (Escort TC), 1768s; 3. C. Barrell/R. Briscoe (Escort TC), 1817. **Class winners:** R. Buncie/J. Phillips (Mini), 2150s; R. Painton/D. Butler (Cooper), 1929s; E. Hardy/J. Walker (Escort), 1839s; N. Coombes/N. Hicks (Escort), 1831.

## Dron's support

Tony Dron, who has been struggling to keep his self-financed Escort running in the *Penthouse* championship announced a new sponsor this week in the form of Strand Glass, Britain's largest stockist of glass fibre and resin in the country.

Dron is anxious to be the first winner of a *Penthouse* Escort championship round in one of the new Escort Sports and feels that with the backing of Strand Glass he has a good chance. The car will in future be painted in a distinctive blue and white and will have a Rowland engine. General preparation is in the hands of D'Arcy Motors. First outing for Strand Glass Racing is at Brands Hatch on Sunday.

## It's a VW

The great mystery as to what Colin Hawker has been building up for Super Saloon racing this year, will be revealed at Brands Hatch on Sunday. It's monocoque based Volkswagen 1600 Fastback with Hawker's ex-Jackie Stewart DFV Cosworth in the back.

The basis of the car is an all aluminium monocoque designed by Gordon Murray and bought second-hand. The three piece Volkswagen body fits quite easily over the monocoque, the steel centre section bolting onto the full FIA roll cage.

Sponsorship again comes from Tolman's Car Deliveries, with fuel and oil being supplied by Gulf. Some additional sponsorship comes from Solvolene Ltd. Hawker has designed and built the car with brother Ray and Brian Grove at Super Speed's premises in Ilford.

● Well known Triple C staffman Terry Grimwood is expected out on the tracks again soon in a prodsports 1500cc Midget prepared by Aldon Automotive.



## Stephens' Ernie Williams

Mike Stephens gained a most satisfying win last Sunday when he collected the Ernie Williams production car trial trophy at the Bewdley AC event at Heighington. This was his first win on the event and was gained by a comfortable margin on index.

From a good entry of nearly 50, Stephens, partnered by Reg Kemble, head of the Midlands mobile snack bar firm, of Catersport, romped away into the lead in the morning, when 10 hills were tackled twice, and he built up a 27 mark advantage over the other Mexico man Pete Higgins. In the afternoon, on some different sections Stephens proved he is not just a blast and hope man by going further and further ahead of his class to become only the fifth holder of the Trophy in seven years. He totalled 40 marks all day.

Another good run by Kevin Caley to finish second to the redoubtable Geoff Spencer was the feature of the Minis class. Spencer (Cooper) built up a 15 mark lead by lunch and went further ahead in the afternoon to finish on 74 marks, which was 34 better than Caley's Mini and John Rose held on to third place all day to finish on 123 marks.

In Class 2 Stephens dropped 26 marks in the morning to leave the rest short of breath. Higgins was second and well ahead of Dennis

Wells (Skoda). In an unchanged situation after lunch Higgins fell eight more behind Stephens while Wells dropped steadily behind Higgins and his wife Peggy finished fourth.

A fine afternoon for Malcolm Brown in which he dropped only 20 marks in his Sprite to give him a total of 70 marks for the day, left him well clear of his main rival Mike Harrison (Midget) and he very nearly lost his runner-up spot to Reg Bradbury, who finished only a mark behind in his Sprite.

In a fairly evenly contested Class 4 Colin Valentine always had the edge with his Chamois over Robert Carr's Imp and Edgar Wadsworth's Steyr Puch. A five interval lead became seven by the end of the day while Wadsworth fell away somewhat in the second half but was still an easy third.

Yet again Bill Moffatt had Class 5 all to himself and he must be getting tired of having no opposition. He has not lost his touch, however, and the Ginetta went round the 20 afternoon sections dropping only five marks and he finished only a mark behind Stephens.

**Overall:** M. Stephens (Mexico), 40 marks lost. **Class winners:** G. Spencer (Cooper), 74 marks; P. Higgins (Mexico), 75 marks; M. Brown (Sprite), 70 marks; C. Valentine (Chamois), 47 marks; W. Moffatt (Ginetta), 41 marks. **Best Clubman:** S. Bradbury (Sprite), 117 marks. **Best Bewdley:** Brown.

## Sharpe's funny wrecked

Disaster struck Dick Sharpe and the Dorset Horn drag team ten days ago during some unofficial practice runs with their brand new car. This was the first time out for them this year, and apart from a new lightweight body, they had a new chassis, new wheels all round and new engine parts, the sum being a very potent car looking just about as much like a funny car as is possible for an A35! But on the very first run, intended to be a hundred yard try-out, the

trrottle jammed open and after what looked like a very quick run, the car hit the fence at the finish, the tyres apparently having broken loose on the two-three shift and setting the car up in a slide that Dick was unable to hold. Although he was unhurt, the body was badly damaged and the entire front half of the chassis was wrecked.

Putting a brave face on the heartbreaking situation, they promised to be out again as soon as possible with a new front half.

## Burns' plans

The Burn family were seen walking through the Santa Pod pits at the last meeting, discussing plans for their imminent return to competition after their Snetterton accident. Lawrence has bought a replica of Clive Skilton's funny car chassis and plans to fit a Bantam body like Mike Hall's to it, with power coming from his Donovan. His iron motor will go in another replica, this time a rear engine rail being built for him by the DB Motors crew fashioned after their own immaculate car. Both will run methanol in the Pro Comp class, with the altered slated to appear within about six weeks and the dragster sometime around August.

## Cruel luck

Dennis Stone remarked recently that it was cruel luck that their injected engine should have finally given up the ghost after an estimated 160 plus 8 second runs (in first the altered then the rail) just when the DB Motors car has started to run very competitive times — their best being 8.1s at 176 mph with the ally blocked 'Hemi-Hunter' to the 8.0s/180 that the new rear engine car has recorded.

Driver Gerry Andrews has not had any really strong opposition in Top Dragster since Roz Prior moved out of the class last year to go into Top Fuel, and the prospect of the two Chevys, with near-identical equipment, battling it out was an exciting one a few weeks ago.

## Newport catches up

A tremendous second half performance in which they dropped only 27s gave J. Newport and Ian Simpson victory by almost a minute last weekend on the Middlesex County AC Reddings Trophy Rally. In their Mexico they completed the 150 mile route based on Oxford, in 10m 52s.

Halfway through the rally, which attracted more than 60 crews, Newport and Simpson were fourth some four minutes adrift of the leaders. Eventual runners-up, Mike Harrington and John Dixon, led at the time in their RS2000 with only a second between them and M. Bayliss/D. Crothers in an Ascona.

In the second period the Ascona disappeared and along came the storming Newport to gain a remarkable result. A close tussle for third was resolved in favour of Ian Petty/John Jones by a single second over Brian Eastwood and Max Kingsland.

**Overall:** J. Newport/I. Simpson (Mexico), 10m 52s; 2. M. Harrington/J. Dixon (RS 2000), 11m 51s; 3. I. Petty/J. Jones (Mexico), 14m 52s; 4. B. Eastwood/M. Kingsland (Capri), 14m 53s; 5. T. Whiter/G. Dore (Cortina), 15m 52s; 6. M. Turner/J. Godsafe (Triumph GT6), 21m 9s. **Novice:** R. Taylor/P. Hickman (Mexico), 1F, 24m 36s.

● The first Escort II shaped rally-cross car was recently completed at Haynes of Maidstone where it has been built under the personal supervision of John Taylor. It is in fact for the Dutchman Rene Leyds who will drive it in Dutch championship races held at Valkenswaard. Once that car had left, Taylor was able to get one with building his own Escort II rallycross car, and it is expected to appear in the next couple of weeks.

## Untroubled Watkinson

The 140 mile Clubmans Rally, run last weekend by Bolton le Moors CC, produced a win for Keith Watkinson from Nelson who was navigated by Jeff Smith from Blackburn. In an Escort fitted with a 3.5 litre V8 they completed the route, made slippery by constant drizzle, with the loss of only 12m 1s. This was two and a half minutes better than Brian Harper and N. Jackson in a Cooper S. The pace throughout the night of 40 controls and two selectives was always set by the huge V8 and they had established themselves as favourites before halfway having

dropped only a minute in the first 18 controls.

Only major retirement notified was that of the Clan of R. Redman which rolled early on, though Redman and Don Davidson were unharmed. An efficient results service produced individual sheets for everyone within three quarters of an hour of the last car home.

**Overall:** K. Watkinson/J. Smith (Escort V8), 12m 1s; 2. B. Harper/N. Jackson (Cooper S), 14m 38s; 3. I. Harrison/P. Ainsworth (RS 2000), 15m 21s; 4. T. Roberts/I. Grindrod (Cooper S), 16m 14s; 5. J. Grundy/D. Orrick (Saab 99), 17m 43s; 6. B. Griffin/A. Milner (Cooper S), 18m 44s. **Novice:** G. Ainsworth/J. Meadow (Mexico), 32m 58s.

## Maggie's 17

Elf and Renault have clubbed together to provide Maggie Anderson with a G1 mount for the rest of the year. Beginning this weekend at Snetterton she will be seen in a 1565 cc Renault 17 in Radio 1 championship races.

The car will be prepared by Martin Thomas' Saffran Road Garages and additional support will come from Tensile Structures. It is expected that the 1705 cc engine, which is available in the current model sold in England, will be homologated later this year.

● The first round of the Welsh Association of Motor Clubs autocross championship takes place June 1, one of ten rounds scheduled. Regulations and registration forms are now available from L. R. Evans, 4 Railway Cottages, Tram Inn, Allensmore, Hereford, HR2 9AN. Tel Wormbridge 340.

## 2CV Cross

It's arrived. The first 2CV Cross will take place at Blackbushe airport on June 28/29, organised by the Hants and Berks Motor Club. There will be races over a 700 metre circuit, divided into two categories: 425 cc/435 cc and 602 cc. Competitors will be invited to enter at least four races during the course of the two days, and winners will go on to the finals.

Regulations for the event are printed up in a very smart small book, and these may be obtained from the secretary of the meeting, A. R. Cawthorne, Dawn, 47 London Road, Camberley, Surrey GU15 3UG. There will be a maximum entry of 120 cars, all fighting for the overall winner's trophy of £100. There are prizes for best foreign entrant, best lady driver (a Club Mediterranée prize of a week's holiday for two) amongst the generous prize list. It looks good already.

## Gilkes' Mini-Imp

Geoff Gilkes has been testing recently with Brian Lawrence's new Mini for 850 Free-formula racing with, believe it or not, an Imp engine installed. Both car and engine were built up by Brian who comes from Long Crendon near Banbury.

The Imp motor uses a special Allen crank with 57mm stroke and the Imp block uses .030in OS bores. The head and cam were both supplied by Bevan and the bottom end is dry-sumped, both the oil-pump and the Imp water pump being driven by cogged belts. Oselli Engineering were responsible for all the machining. The suspension is relatively standard at the front although Brian has fitted a beam rear axle of his own construction at the rear.

The car will debut at the MG Silverstone. On Friday it was lapping at 1m 11s which is only about half a second from Charles Bernstein's class record.

● Andy Bailey, whose 1150cc Frog-eyed Sprite is well known in mod-sports circles and around the tracks, is to receive sponsorship this year from P and W Electric Controls Ltd of Gidea Park, Essex. He will contest the Miller Electronics Modsport championship.

● The new club competition secretary of the Herefordshire Motor Club is Tim Howard who has taken over from Ron Summerfield. Howard is hoping to reschedule the postponed Welsh Marches Rally for later on in the year.

# Batt's wet BTD

The first round of the newly formed Border Autocross series — the brainchild of members of Boro 19 and Dartford & District clubs, ran, despite the weather, last Sunday, on land owned by Dartford Council. The first of three events on the same venue this summer, the meeting attracted more than 100 competitors and Derek Batt from Ashford went home with BTD in his Mini in 1m 52.1s.

The combined efforts of the clubs has produced a 100yds course at Stone Lodge Farm, Stone, an area which is being developed as a sports complex. After two days' rain the course dried steadily and everyone collected best times on their second runs.

Batt was a most determined driver all day and his best run was almost a full three seconds quicker than anyone else and his 1400 Mini will take some stopping at the subsequent rounds in June and July. Second quickest was Mike Musson in a 1760 Escort, who had virtually

no opposition to speak of in his class of seven.

Far and away the best class battle involved three big engined Minis with less than a second separating the top three. Robin de Garston, who had earlier claimed third in the up to 1 litre Mini class, finally took the class from a field of 22 entries by four tenths from David Scott with Brian Kippax breathing down his neck.

The other Mini class winners were Terry Field and Tom Law, Field having some three seconds in hand over Paul Grant while Law's winning margin over Michael Crookes was only 1 second. In the absence of sufficient entries to run the rear-engined class, those that did arrive were lumped in with the Specials but stood no chance. Alan Bolt's Special won the class by three seconds from Peter Cook in Half-a-Mo.

**BTD:** D. Batt (Mini), 1m 52.1s. **Class winners:** T. Field (Mini), 1m 58.1s; L. Croxton (Escort), 2m 10.2s; T. Law (Mini), 1m 56.3s; M. Musson (Escort), 1m 54.9s; R. de Garston (Mini), 1m 57.5s; A. Bolt (Special), 1m 55.0s; N. Humphreys (Mini), 2m 9.3s; T. Cooke (Escort), 2m 9.0s.



Snetterton action: Alan Curnow leads a busy Mini Miglia field. Tim Stock returned to Snetterton in his Vauxhall Firenza, below, leading Jon Adlard's Mini.



## Hunter redeemed

Although he had an incorrect test in the first half, Alan Hunter still won easily last Sunday when he travelled down to Oswestry from St Helens to win the autotest meeting organised by Welsh Border CC. In his Sprite, Hunter did the 16 tests in 377.2s and he finished 14s ahead of the field.

Roy Hughes was leading the Mini class with his Cooper by a fair margin until a high velocity joint shattered, part of it going through a tyre and this misfortune handed the class to Peter Williams in his Clubman. David Jones and Keith Northall were also easy class winners.

**BTD:** A. Hunter (Sprite), 377.2s. **Class winners:** P. Williams (Clubman GT), 391.1s; D. Jones (VW), 435.7s; K. Northall (Midget), 400.7s. **Novice:** R. Proffitt (Midget), 424.9s. **Best Welsh Border:** L. Watkin (Cooper), 410.7s.

## Sports battle

Members of High Moor CC ran off with most of the classes when Knowldale CC ran their restricted autotest on the car park at Rochdale Hornets Rugby club headquarters last Sunday.

Quickest over the 18 tests was John Smith in a Mini, who totalled 526.0s and the best battle was among the rally boys where Phil White and M. Elliott were 19s apart in their Escort Sports.

**BTD:** J. Smith (Mini), 526.0s. **Class winners:** K. Wilson (Mini), 527.0s; A. Winterbottom (Escort), 628.0s; P. White (Sport), 614.0s; A. Lord (MGB), 760s.

● The National Drag Racing Club now have a full time Club manager, Chris Urlwin. Urlwin was a former competitor in Street Altered and has been with the NDRC committee as press secretary for some years. He may be contacted at Watford 34017 or Romford 63370, or at 91 Grover Road, Oxhey, Herts, and will be pleased to supply information.

## No Motique

Rain caused the Cambridge CC to postpone last Sunday's Motique stages rally when more than 75% of the proposed route had to be scrubbed.

The club is now applying to the RAC to run the event in a month's time and all competitors will be advised as soon as a decision is forthcoming.

## It's a family affair

The Chelmsford Motor Club BTRDA autocross championship round on June 8 at Montpelier Farm, Writtle, is quite a family affair for the well known Lobb family of Braintree. Father Alec Lobb is fielding his handcontrolled 2.8 Commodore, and for competition, he has his eldest son Geoff in a 1.9 Ascona, and his youngest son Steve in a 1.6 Ascona.

## Rochester's club house

Rochester Motor Club have become one of the first clubs to have their own full time premises. The club, who'll organise 45 different meetings this year from banger racing to full class race meetings, have opened their office at 120 Delce Road, Rochester, where a full time staff will be in attendance from 9.30 am to 2 pm and 6.30 pm to 9 pm each weekday, and 9.30 to 5 pm on Saturdays. During this time, club officials will be on hand to answer questions and inquiries from members of the public.

There is also a phone answering service when there's no one in attendance, and the number of this is Medway 41499.

## Sweet Chevron

The Cheshire Racing Team, which fields the original Chevron B1, has obtained sponsorship from Taverners Sweets of Liverpool for one or two meetings on a trial basis. The well known Chevron is to be campaigned by Vin Makie and David Mabbutt. Mabbutt, who had two major heart operations when younger, is also publicising the British Heart Foundation who have done so much for his health and life. Taverners Sweets will be donating their own kind of help with jars of sweets for the winners and bags for all the competitors.

## Auclum sale

The sale of the Great Auclum venue has made it impossible for the Hants and Berks Motor Club to finalise details for their 1975 RAC Hillclimb championship round, scheduled for August 1/2, and so it must be cancelled. After 27 years, the event has been an established part of the hillclimb championship, but negotiations for the sale of the late Neil W. Gardiner's property make it impossible to plan the meeting this year.

If at all possible, the club will seek an opportunity to re-establish the event when the future of Great Auclum has been settled.

● Not included in our list of BARC Hillclimb championship events was the Huddersfield MC's round at Scammonden Water on June 29. J. Stephen Wrigley is secretary of the meeting, and may be contacted at Huddersfield 22111 (day) and Elland 5193 (evenings).

## Saunders' Dollies

Bob Saunders who has driven a Triumph Dolomite Sprint with great verve in the club G1 championships will in future be sponsored by Tinsley-Robor, the Sussex based printing and packaging group and will now have two Dolomites, the second being for the Southern Organs championship. One of Tinsley-Robor's major jobs is manufacturing record sleeves (40 million plus per year) and they see themselves in competition with their customers who are involved in sponsorship especially in the Radio One series.

## Autocross series

The association of North East and Cumberland Car Clubs will again be holding their autocross championship this year, starting on June 22 with a round at Headshaw Farm near Selkirk. There will be at least eight rounds and at this time, the championship fund stands at over £550. About one third will be donated as prize money.

As well as the usual classes for autocross cars this year, the Association are running classes for taxed and insured cars in an effort to attract newcomers to the sport. The classes will be up to and over 1300cc.

● White Horse MC have reluctantly had to give up the June 15 date on which they had hoped to run their rearranged round of the BTRDA autocross championship, postponed from last month. Cirencester MC, it is understood, are hoping to take up the date.



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