

COVERAGE OF WHITSUN BANK HOLIDAY MOTOR SPORT

AUTOSPORT

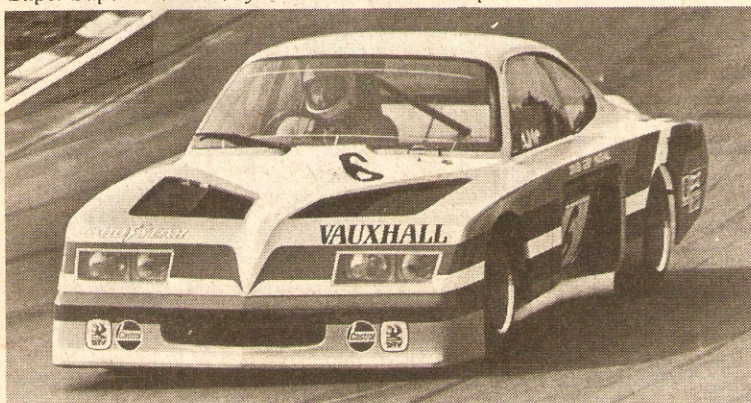
Full report of Belgian Grand Prix at Zolder



CONTENTS

- 2 Pit and Paddock
- 8 Belgian GP: The writing's on the wall
- 18 Special Stage
- 22 Silverstone: Dolomites dominate again
- 23 Brands Hatch: Alec Poole shows his class
- 24 Thruxton: Formula Blow-up
- 26 Profile: Markku Saaristo
- 29 Snetterton: Mazdas maintain merriment
- 29 Lydden: Fletcher keeps cool
- 30 New Car: Renault 5TS
- 34 Mallory Park: South African FF 1-2
- 34 Croft: Records are hammered
- 35 Cadwell Park: Jordan wins twice
- 35 Llandow: Escorts and Renaults star
- 37 Oulton Park: The freewheelin' Tony Brise
- 38 Silverstone: MG's annual jamboree
- 38 Castle Combe: Scarratt's Evered trophy
- 39 Sports Extra

Super Superloon - Gerry Marshall's Firenza-Repco V8.



Publisher: Simon Taylor
Editor: Ian Phillips **Sports Editor:** Chris Witty **Technical Editor:** John Bolster **Rallies Editor:** John Davenport **Overseas Editor:** Pete Lyons **Club Editor:** Bob Constanduros
Rally Features Editor: Ian Sadler **Deputy Rallies Editor:** Peter Newton **Chief Photographer:** David Winter **Editorial Assistant:** Linda McRae **Northern Representative:** Ian Titchmarsh **Midlands Representative:** Derek Hill **European Editor:** Patrick McNally **Assistant Overseas Editor:** Jeff Hutchinson
Advertisement Manager: Mike Trew **Motoring Group Advertisement Manager:** Derek Redfern **Advertisement Director:** Colin Martin **Correspondents - Scotland:** Bill Henderson **Northern Ireland:** Esler Crawford **Eire:** Brian Foley **USA:** Gordon Kirby
Canada: Chris Waddell **New Zealand:** Peter Greenslade **South Africa:** Allan Trim
Argentina: Dr Vicente Alvarez

Published every Thursday by Autosport. Haymarket Publishing Ltd, Regent House, 54-62 Regent Street, London W1A 2YJ. Tel: 01-439 4242, 01-580 0842 (Editorial), 01-580 4566 (Advertising) **Subscriptions and back numbers:** Craven House, 34 Foubert's Place, London W1 Tel: 01-439 4242 (subscriptions), 01-437 3272 (back numbers)
Annual subscription: Home £14.50 Overseas, surface mail £14.50 Airmail Europe £24.00 Airmail USA and Canada £34.00 Other airmail rates on application. Text printed in England by QB Ltd, Sheepen Road, Colchester, Essex. Cover printed by B R Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

Direct from the publishers or all newsagents
Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers © Autosport, 1975



Member of the Audit Bureau of Circulations

EDITORIAL

This is not the first time in recent months that we have felt the need to mirror the discontent currently being displayed in various parts of motor sport with the actions of the governing body, the *Federation Internationale Automobile* and its motor sport division, the *Commission Sportive Internationale*.

In recent months there have been the questions of circuit safety and unauthorised changes of the sports car regulations to name just two bones of contention still to be resolved.

Motor sport promoters are, at this moment, trying to evolve a programme of events for next year, but they have hit a stumbling block - complete and obstinate silence from the world's governing body.

All promoters from countries throughout the world have to submit to the FIA, early in March, their requests for International dates for the following year. Now, nearly three months later nothing has been forthcoming other than rumours over the possibility of certain championships taking place or circuits suddenly being ruled out of international action because they are too short.

How can any promoter in any country possibly start organising sponsors for individual races or championships when the one factor upon which his calendar is based, International - and usually, although certainly not always, money spinning - events, are not decided? Maybe it has not filtered through to the FIA ivory tower that there is an economic crisis at the moment throughout the world and that money is hard to find. Their generally indecisive attitude to most aspects of the sport takes up valuable time. Money has to be found to run motor sport and in these days that takes time.

Promoters need to let competitors know at the earliest opportunity what they plan to promote the following year. Late announcements of new or revised Formulae and subsequent championships or available prize money can ruin a category of racing overnight. Competitors too have to plan ahead, not only their careers but also the necessary means of competing. Too often recently there have been unwarranted, random changes of regulations which initially hits the competitor who suddenly finds he has outdated equipment or cannot afford to modify his vehicle. What happens? They have to drop out altogether or move into a different category which is, perhaps, not being promoted. Grids become sparse, spectators stay away and the promoters are unhappy.

It is wholly due to this lack of forward thinking and positive diplomacy by the FIA that racing finds itself in its present precarious state. National bodies have had to resort to creating their own formulae to replace those wilting in the face of bigotry. The categories of racing have doubled while the amount of money available hasn't really changed, it has just had to be divided into smaller and more austere portions.

Britain is a strong motor sport nation, one that is looked upon for guidance and inspiration, and it is time that we as the most professional and capable nation in motor sport, began to take the lead in the governing of the sport internationally. Unless there is a marked improvement in the efficiency of the FIA then we must consider an alternative body. If the current situation exists for much longer it will cost lives and livelihoods and the very essence of the sport itself, competition.

our cover picture

Pit work has played an important part in Grand Prix victories over the past two years. Pete Lyons recounts how Niki Lauda won at Zolder last Sunday on page ten.
Photo: David Winter.

Watson and Pryce in Gelo Mirages

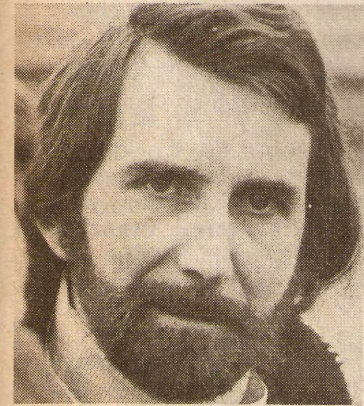
Joining Tim Schenken in the Georg Loos Gelo Racing Team this weekend at the Nurburgring are John Watson, Tom Pryce and late choice Howden Ganley. Along with Schenken, all four will share the two ex-works Mirage GR7s which the wealthy German bought earlier this year. Although he didn't send any of his cars to Enna, because he couldn't agree starting money terms, the Nurburgring organisers have

obviously made it worth his while and dangled the carrot so that they can produce a needle match between him and Kauhsen's Alfas.

For both Watson and Ganley, it is a return to the Mirage fold for both have driven the cars before, while in Gulf colours of course. As for Pryce, this will be his first proper taste of sports prototype racing.

As yet, Loos hasn't decided on driver pairings.

John Watson - reunited



Tom Pryce - new ground



Unser's Indy 500

Hailed as one of the best Indianapolis 500s ever, Bobby Unser emerged the winner of last Sunday's Memorial day classic when he took his works Jorgensen Steel Eagle-Offy to a clear win ahead of last year's winner Johnny Rutherford in the works Gatorade McLaren M16E.

The race saw an initial five car battle for the lead drop to four, and for virtually the entire race, Unser, Rutherford and pole man A. J. Foyt in his Coyote worked hard to stay with Wally Dallenbach in one of the two Sinmast Wildcats.

Two early retirements were that of Gordon Johncock (Sinmast Wildcat) and Lloyd Ruby in the second of the works McLarens sponsored by the Allied Polymer Group. Both ran toward the head of the field for the early laps, but then suffered engine failures.

Dallenbach took up the running after passing Foyt on lap 59. It looked as if the Sinmast car had the race in the bag but around three quarter distance, Dallenbach was forced to retire.

Foyt thus went back to the front but he had the misfortune of running out of petrol on the lap he was to come in. So much for the extra five gallon tank he's been accused of having.

To the front went Unser and Rutherford and, despite having a near miss when Tom Sneva's Pens-



Bobby Unser - second win

ke/Norton McLaren collided with Eldon Rasmussen's slower Rascar exiting turn 2 at over 170 mph. Sneva suffered slight burns to his legs. The Eagle went on to take the flag, which came out 26 laps from the end due to a sudden rainstorm, by around 18s from Rutherford with Foyt third. Fourth, five laps adrift was Duane Carter ahead of Roger McCluskey and Billy Vukovich.

A full report will appear next week.

New Lotus progresses

The new Lotus Formula 1 car is coming along, although both Ronnie Peterson and Jacky Ickx will still have to persevere with their existing 72 models for a little longer yet.

The monocoque panels for the car are now on the jig bed ready for riveting. It does, it is said, use coil springs, but this doesn't mean it's a reactionary, simple car and the expectation is that journalists will be impressed as they were with the original 72 and will have plenty to write about.

The works is privately calling the new car the "77" but this will not be fixed until the car is publicly unveiled - it could be 78 or 79 by then. Colin Chapman is thought to be determined not to unveil this one until it's really ready.

Hill still undecided

Graham Hill told us during the Belgian Grand Prix weekend that he "still hasn't decided" about his future as a racing driver.

Many thought he'd have chosen Monaco as a fitting place to announce his retirement from active racing. Not so. Others think it may be the British Grand Prix while some think Graham will try and notch up the magic 200 GPs which isn't that far off, although it would take him probably until next season to achieve that particular aim.

Green light for Renault F1?

A turbo-charged Renault Formula 1 engine project? Maybe.

Following our forecast last winter that Alpine-Renault were going to produce a revolutionary 1½-litre W9 F1 engine, we hear that, besides it causing an uproar in French racing circles, the project was put quietly to one side following a lot of political unrest within Renault about the energy crisis and how it wouldn't be a good thing for Renault to be seen spending vast sums of money on motor racing.

However, questions have been asked in the French government just why France hasn't got a worthwhile representative in Grand Prix racing. "It's in hand" came the reply. Could this be then green light for Renault we ask? It could well be.

Amon emigrates

Chris Amon is moving up to Denys Dobbie's new Knockhill circuit in Scotland and this is where the New Zealander hopes to base his Formula 5000 Talon from now on. Amon says that he likes the circuit and feels that it has excellent testing facilities.

It is hoped that Knockhill will open a racing driver's school and it's with this in mind that Amon has been asked to act as a consultant.

Although the circuit has a 2-litre limit on it at the moment, both Dobbie and Amon hope to obtain a permit in the near future so that they can hold a F5000 race there.

It is understood that Dobbie is in no way connected with Amon's under-financed F5000 effort.

Purolator back US F5000

Purolator, the oil filter and courier company which is heavily involved in NASCAR sponsorship in America, is giving road racing a trial run this weekend when it backs the opening round of the American Formula 5000 championship at Pocono. If it is thought to be successful, then further sponsorship in the series is likely to be forthcoming.

This Sunday sees, hopefully, the start of the F5000 championship after the abortive effort three weeks ago when the track became flooded.

Ickx joins Gulf



Jacky Ickx rejoins the Gulf Racing Research team when he teams up with Derek Bell to drive one of the new GR8 sports prototypes at Le Mans on June 14/15. The second car will be driven by Vern Schuppan/Jean-Pierre Jaussaud.

Hulme visits

Denny Hulme, who was acting as team manager for Lloyd Ruby's Allied Polymer Group sponsored McLaren at Indianapolis last weekend is due to visit the controversial Long Beach circuit this week.

Hulme, president of the Grand Prix Drivers Association is going along as the guest of Dan Gurney who is of course one of the leading lights behind the street racing circuit. Hulme apparently is the first of a number of planned GPDA visitors.

Our American correspondent reports a great deal of optimism surrounding the circuit and that the F5000 race in September is definitely on.

Roos scores in Canada

The opening round of the Player's Canadian Formula Atlantic championship took place at the 2.53 mile Edmonton circuit last Sunday. Although the series has been very much a Lola-Chevron battle, with Lotus and Lotus-inspired specials intervening in recent years, the opening round went to Bertil Roos in the works Ecurie Canada/Schweppes March-Hart 75B.

Practice took place during Friday and Saturday, the quick times being set on Friday before rain came. Quickest man was Tom Klausler, last year's runner up, in a new Lola-Whitehurst T360 with a time of 1m 28.608s. Newcomer 22-year-old Bobby Rahl (Lola-McCoy T360) was next on 1m 28.905s. James King and Chip Mead (75Bs) were next, although their times were suspect. Bertil Roos was fifth quickest (1m 29.626s). The highest placed Chevron B29 was that of Peter Ferguson in seventh place. Reigning champion Bill Brack was back in 15th place in his STP B29-Hart after suffering engine trouble, while another fancied Chevron runner, Bobby Brown, was only two places higher.

Jon Woodner had brake trouble with his Interscope March but was ninth quickest. Alan McCall's Tui team found the competition rather tougher than expected and John Nicholson wound up eleventh fastest on 1m 32.48s. Brett Lunger was in the second car, walking on sticks following his recent accident, and was 21st quickest. Hector Rebaque's chances of a good placing in Fred Opert's Chevron were dashed when he rolled the car during practice on Thursday and he was 38th on the grid.



Bill Brack — only third

It was Klausler who took charge at the start of the 40 lap race but Roos came storming through to take the lead on the eleventh lap and never looked back. His winning margin was seven seconds. Brack, who recorded a 1m 28.2s in unofficial practice, although made up ground quickly to take third by lap seven. However, he was unable to challenge Roos, finishing ten seconds in arrears. Tom Gloy's Lola-Smith was fourth from Alan Karlberg's similar Racing Services powered car with Woodner's Cosworth motivated, brakeless March sixth. Nicholson was eighth after a none too happy debut in the series, while team-mate Lunger quit after 32 laps with electrical trouble. Rahl's practice performance came to nothing when a faulty master switch put him out.

The second round is at Westwood next Sunday.

Brabham Alfa saga

There has been further gossip in the Italian press about the possibilities of Arturo Merzario running in an F1 Brabham Alfa at the Italian Grand Prix in September. There was mixed reaction from those involved when we spoke to them about it at Zolder last weekend.

The story obviously has come about because of Bernie Ecclestone's connections with Alfa (having the selling agency) and Merzario, who is Italian and who currently drives for the works sports car team. Ecclestone said in Belgium that it's absolute rubbish regarding Merzario as the driver but he does hope that a works Brabham-Alfa might be ready for Monza, although he candidly says that it's going to be a job to finish it by then.

Brabham designer Gordon Murray agrees with Bernie that Monza is a long shot but says that some bits are starting to be made — bulkheads — but much of the car, including the whole rear suspension, isn't yet in final working-drawing form. Commenting on the Italian rumour, Merzario just smiles but Frank Williams doesn't and, as he said during the winter months when we first carried the story, he knows nothing.

Nilsson and Neve lead

After five rounds of the BP Super Visco Static F3 Championship, nothing separates the two leaders. By virtue of winning the latest round, which was held at Thruxton last Monday, Sweden's Gunnar Nilsson moves himself back to the head of the series in the works March-Novamotor/Toyota. However, yet another dogged drive by Belgian's Patrick Neve in the Saffir netted him yet another second place and a fastest lap (albeit a record) which keeps him on level terms. Danny Sullivan's third place in the Modus takes him to third place in the series ahead of Nilsson's team-mate Alex Ribeiro.

The leading positions, with the next round being the Swedish GP on June 8, are:

1, Gunnar Nilsson and Patrick Neve, 25 pts; 3, Danny Sullivan, 13; 4, Alex Ribeiro, 11; 5, Renzo Zorzi, 9; 6, Herve Regout, 7; 7, Mike Tyrrell and Ian Taylor, 6; 9, Bob Arnott and Ulf Svensson, 4.

Case is closed

Hopefully having the last word on the Fittipaldi Barcelona affair, Ronnie Thompson head of Philip Morris (Marlboro) Europe said at Monaco 'We believe in the freedom of the individual,' in other words they support Emerson in his actions and join him in hoping for an improvement in the conduct of the sport. He went on to confirm that Marlboro 'believe in Grand Prix racing and will continue to support it.'

Pearson...

The NASCAR championship round scheduled for May 18 had to be postponed, due to rain, and was duly held at the Dover, Delaware circuit the following day. Titled the Mason Dixon 500 it was the twelfth of this year's championship rounds. The eventual winner was David Pearson (Purolator Mercury), who averaged 100.82 mph over the 500 laps of the 1 mile circuit.

When the rain came on Sunday 141 miles had been completed and Benny Parsons was leading at the time. Pearson had led initially but shock absorber trouble necessitated no less than nine pit stops for the unit to be replaced. However, careful use of the yellow flag periods



David Pearson — won through

in the wet conditions kept him in third place.

It was Pearson who led at the restart from Buddy Baker (Bud Moore Ford), Parsons and Cale Yarborough. The four battled strongly until first Yarborough then Parsons and finally Baker blew their engines, the latter just 40 miles from the end.

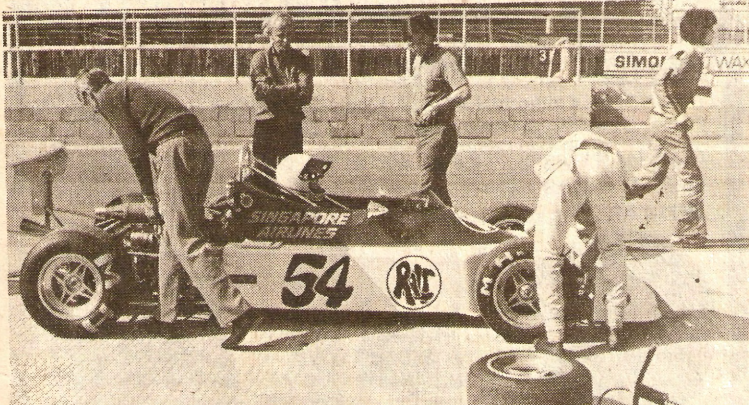
Richard Petty was never really in the hunt with his ill-handling car although he managed to finish third, albeit ten laps behind. Second was Cecil Gordon (Chevrolet), 493 laps, with James Hylton (Chevrolet), David Cisco (Chevelle) and Coo Coo Marlin (Chevrolet) filling the next places.

...and Petty

Richard Petty finally smashed a 28-race jinx last Sunday when he won the World 600 NASCAR championship round at Charlotte, North Carolina. It was the first team in 28 starts that Petty, winner of around 500 NASCAR races in his career, had ever won at Charlotte. The victory was also Petty's sixth of the 13 championship races held this year. He led 166 of the 400 laps and was fully in control once in the lead.

Care Yarborough was second, one lap down, followed by David Pearson, Darrel Waltrip, Buddy Baker and Charlie Glotzbach.

● Two notable non-starters in the BP F3 race at Thruxton at the beginning of this week were Stephen South's Ray and Mike Tyrrell. South's car is without an engine at the moment while Tyrrell is reputedly searching for greenies.



Tim Schenken testing one of the Perkins brothers' Ralt F3s at Silverstone last week with M&H tyres fitted.

Tauranac's team try M&H

Patrick Neve's Ray Jessop-designed Saffir F3 car was the first to be seen publicly testing the American built M & H Racemaster tyres. Now the latest team to try them, and in fact race on them, are Ron Tauranac's Ralt F3 team.

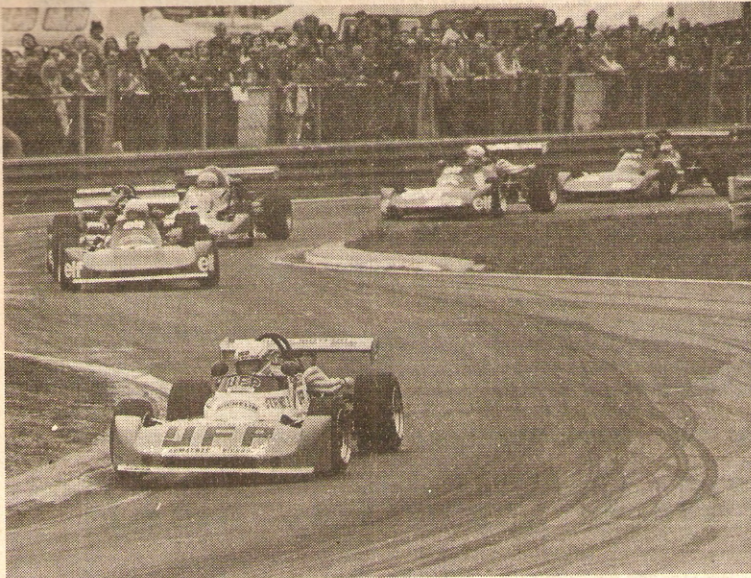
As we have already said, these M & H tyres are in fact made by an American drag tyre specialist in California but they have been brought over to Britain by several members of the now defunct Firestone Racing Division.

Those involved in supplying M & H tyres and maintaining them are Bob Martin, Joe Broadhurst (Firestone's ace compound man from last

year), Tim Hunn and Barry Chidley. All are ex-Firestone.

The tyres were tried by both Tim Schenken (in private testing) and Larry Perkins but, because of their larger size, both in width and rolling radius, it proved difficult to set the car up on them in a half hour practice session at Thruxton last Monday.

The rear tyres are 1in taller than the current 22in Goodyears whilst the fronts are 1/2in larger than usual. They are also 0.7in wider. Although M&H are moving at the end of next week, any further information on the M&H Tyre Company can be addressed to 59 Spinis, Roman Wood, Bracknell, Berkshire.



Snoeck heads Arnoux, Dallest, Coulon, Pironi and Ragnotti soon after the start of the Renault race.

Arnoux back on top

Supporting the Belgian Grand Prix last Sunday was another round of the Formula Renault Europe championship. In fact, this was the first round to be held outside France this year. It resulted in a win for Rene Arnoux in his Elf Martini, the Lotus cub no doubt pleased to be back in the winner's circle having failed to finish his last two races.

Practice had seen Dany Snoeck take the pole in his familiar UFP Martini Mk15 with Richard Dallest's similar Elf car alongside. These two had been the revelations of the previous round at Pau the week before.

Next up were an on-form Jacques Coulon in his Lola T410 and Arnoux followed by Jean Ragnotti and Didier Pironi (Martini).

Snoeck led away at the start and managed to put a bit of space between himself and the rest. A battle for second place thus formed and this featured Dallest, Coulon,

Arnoux, Pironi and Ragnotti.

Arnoux eventually found a way through and set off after Snoeck, whom he caught and sat behind for a few laps. Arnoux, who's Martini was running one of the latest dished nosecones as seen on Jacques Lafite's F2 car, soon slipped into the lead and pulled away at around 1s a lap to win comfortably. It must have pleased the spectating Colin Chapman who, after Arnoux's Monaco spinnage, wasn't terribly impressed so we're told.

Snoeck then came under pressure from a revitalised Coulon. Try though he might, the Lola couldn't find a way through but, in the end, the Martini was penalised for baulking and Coulon placed 2nd. He also took the fastest lap at 1m 39.5s.

Dallest was an eventual fourth; his position made secure when Ragnotti spun while applying pressure on the Elf recruit, but the Antar driver's error cost him a place to Pironi.

Holbert's IMSA

Peter Gregg threw away a certain win in last Monday's Camel GT IMSA qualifier which was held at the Lime Rock circuit. Gregg had a handy 5s lead going into the last lap when he spun his Brumos Porsche Carrera at the Esses. It allowed Al Holbert's similar car to sweep through to score victory.

The race was run in two 100 mile heats with the second part counting for IMSA points. Gregg won the first part by 15.3s from Hans Stuck's works BMW CSL but it was Holbert who was the fastest man on the track setting a new GT record at 55.2s in both parts.

Holbert's winning average was 97.46 mph. Gregg recovered to take second spot ahead of Stuck.

Supporting the GT event was another round of the American FSV series. Victory again went to the Carl Haas Lola T324 of Eddie Miller who set a new class record during his run. Second, just 1.2s behind, was Tom Bagley in the works Zink.

FAI snub

As the Canadian Formula Atlantic series got under way last Sunday with a 40 car plus field, news filtered through to us over last weekend that the Formula is in trouble over here.

The calendar for 1976 is currently being formulated and apparently none of the major circuit operators in this country are showing any willingness to cater for the class following recent demands by Peter Wardle's Formula Atlantic International organisation. FAI are reported to have asked the promoters MCD, Silverstone and Thruxton, for the tidy sum of £13,500 for each race. The two current championships, Players and Southern Organs, are worth £10,000 and £5000 respectively for the whole year.

Atlantic grids have been dwindling alarmingly recently, culminating with 10 at Brands a week ago, due, we are told, to the vast amount it costs to run one of these cars, but obviously the promoters are not keen to stake out a great deal of money to support just a handful of cars.

Magee's Atlantic drives

Although he didn't race one of the two RAM F5000 Chevrons at Thruxton last Monday, Irishman Damien Magee says that he hopes to be seen in one team's B28 (which Derek Bell drove) in the near future.

Magee will be a busy man over the next few weeks for besides some testing with the Brabham F1 team, he has some Formula Atlantic and saloon car commitments on both sides of the Atlantic.

At Mondello and Kirkistown over the next couple of weeks, Damien will be driving the ex-Alan Jones Atlantic March 74B which is now driven by Frank Blanchard. Damien is also going to drive the ex-John MacDonald Ford Escort special

saloon which is now the property of Monkey Brown. Both cars will be sponsored in these events by Damien's original sponsors in racing, Royale Ice Pops, a subsidiary of Royale Restaurants owned by Ray Moore.

Damien's Stateside commitments actually take in the Canadian Player's Atlantic series as Magee has been asked by Alan McCall to drive at least three races in the second Tui. The first outing will be on July 16.

All these commitments mean that Magee has had to forsake his Formula Ford 2000 drive with the works Palliser and last Sunday's race at Brands was the last we'll see of the Irishman in the formula.

Camaro G1 ban coming?

The strongest rumour we heard at Silverstone, but one which nobody wished to comment upon, was that a recent RAC Race Committee meeting decided to impose a 4-litre limit on all production saloon car racing in this country for next year.

In effect this means that Camaros will be banned (it does of course include one Hemicuda). However, the RAC commented that although discussions had taken place so that next year's Regs would be available by June, no decisions had taken place at all.

The subject of the big cars being allowed in Production Saloon racing in this country has always been controversial since the category was introduced and even though the RAC is planning to give plenty of warning to competitors, it is bound to cause a storm of protest once more.

The original idea of banning the big cars was because they cannot strictly be called production saloons in this country as it is impossible to buy them from a showroom and because it was thought that just one or two drivers would acquire them and totally dominate the racing. This has been the case at both national and club level, especially last year. This season there are twice as many of the big cars around but still the racing is dominated by just two cars. Unfortunately these are so superior to the smaller cars that they tend to detract from the racing, it is felt.

It is hoped that the new regulations will stimulate the current national 2501-4000 cc class as, although there are comparatively few cars currently in this class, the racing is excellent.

The club championships are of course divided into classes by price at the moment - we have it on good authority that this too will be changed next year. The reason for this move is that car prices are rising so rapidly and so often that it has become impossible to set a firm date from which to set the price divisions.

● Comment by Peter Gethin when questioned upon his under par performance with the Team VDS Lola T400 at the Thruxton F5000 race last Monday: "The helicopters are interesting," referring to the Blue Eagles aerobatic helicopter team who happened to be performing at the time.



Tom Walkinshaw (above), driving the Hermetite Capri II, won the second round of the Trophee d'Avenir at the Osterreichring, although he did in fact finish behind a G2 Schnitzer BMW in the second part. Brian Henton (below) had the misfortune of writing off the new Wheatcroft Atlantic car in testing at Oulton Park last Saturday.



VDS buy out Morand

News at Thruxton earlier this week was that Louis Morand's Swiss engine development concern has been taken over. The man concerned in the dealings is not surprising for it's Count van der Straten, patron of the Belgian VDS Racing Team and whose racing cars have nearly always remained faithful to the Morand engine expertise.

Van der Straten, we are told, has purchased all of Morand's equipment but will continue to run the operation on business lines.

● The UOP Shadow Grand Prix team plan to test their Matra-engined Formula 1 car after the Dutch Grand Prix at the Paul Ricard circuit. The project has been delayed somewhat following Jean-Pierre Jarier's Monaco GP contretemps.

FIA's F3 series

Following the recent upsurge in interest in Formula Three throughout Europe, motivated by this country's BP championship, news came to us last week that a full-scale FIA backed European championship is being drawn up for next year. All three of Britain's major circuit operators, Silverstone, Motor Circuit Developments and Thruxton, have expressed interest in hosting rounds although in this, and every other, category the FIA are in charge of, promoters are having the greatest difficulty in discovering what format they will take next year. "Communication with the FIA seems to have totally broken down," one official told us last week.

Bell's Ring for Alfa?

This weekend sees another round in the World Championship of Makes when the sports car circus moves from the dust bowl of Enna to the far more scenic surrounds of the Nurburgring for the annual 1000 kilometre race.

Once again it is expected to be an Alfa Romeo benefit with Willi Kauhsen's team racing on home ground for the first time this year. Once again the driver pairings will be Derek Bell/Henri Pescarolo while Jacques Laffite rejoins Arturo Merzario in the Enna winning car.

Jean-Pierre Jabouille and Gerard Larrousse are expected to make a reappearance with the turbo Alpine while the regular turbo Porsche 908/4s are hoping for a race of attrition so that they stand a better chance of victory.

Georg Loos is running both his ex-works Mirages for a very strong driver line up (see elsewhere) and looking for victory while the usual array of 2-litre sportscars are going, many of them British, and there will be the usual host of Porsche Carerras and rapid G2 BMW Copes.

BRIEFLY...

● Following the Zandvoort F5000 race, there has been some talk among competitors about the regulations regarding the heights of the rear aerofoils. At Thruxton, the RAC scrutineers issued this statement which was attached to the bottom of the second F5000 practice session sheet. It read: "It is reported that some Formula 5000 cars appear to have rear aerofoils which are too high. Any found over height at the end of the race will be liable to disqualification."

● Following Bobby Unser's Indianapolis win in the works Eagle last Sunday, Dan Gurney has said that the team will probably contest all the remaining USAC championship events. Following his second place at the California 500 earlier in the year Unser now lies second to A. J. Foyt in the championship and is in with a good chance of the title. Gurney originally intended that the works should only contest the 500 mile events and one other smaller race.

● More hot rumours which are beginning to snowball and that could make common sense, even if they are hotly denied, concern the Hesketh Grand Prix team. With sponsorship welcome, it could be that Polar Caravans, the Swedish GP sponsors who are currently involved with Lord Hesketh in pre-race promotion work and who are backing the team at this year's race, will back the team in 1976... for Ronnie Peterson of course!

● The same source indicates that if the Hesketh team does not find a sponsor and is closed at the end of the year then the good Doctor Harvey Postlethwaite might be a suitable candidate for the job at Vel's Parnelli now that Maurice Phillippe is leaving.

● Although the winner of the Formula Renault Europe series wins an F2 drive as his prize for next season, it looks as if Dany Snobeck will be going F2 anyway. He lives in the same region of Eastern France as Marcel Arnold, the wealthy furniture business man, who has helped many French drivers on their way up, including Jean-Pierre Jarier. Arnold's decals are already in evidence on Snobeck's car...

● Twenty-year-old Rupert Keegan was one of several drivers over the Whitsun weekend to become involved in nasty accidents. Fortunately for Keegan, the youngest son of Mike Keegan, the managing director of British Air Ferries, his injuries weren't serious.

The race was stopped because it was necessary to cut Keegan out of his car. With many rescue vehicles in attendance, it took rather a long time under the circumstances. Fortunately Keegan's injuries were only a badly torn ligaments in his left leg, a broken toe and heavily bruised feet.

We would like to apologise to readers for the fact that this week's AUTOSPORT is considerably smaller and less comprehensive in its coverage of the weekend's sport. This is due to a printing dispute which is affecting various publications throughout the country.

For the same reason, deliveries of AUTOSPORT may be a little late in some areas.

● Nigel Bullock, patron of the Bistro Vino in Bognor Regis and whose name appears on David Purley's crash helmet, offered up "a dinner for six and all the wine you can drink" for the first person to break the magic 120 mph lap at Thruxton last Monday. There were no takers, Ian Ashley getting the nearest but still 0.54 mph short.

● The following story has brought a variety of reactions from several people involved. It concerns the Shadow Grand Prix team who, if they lose their UOP sponsorship (suggested because of the recent take over by the Signal Corporation), they will gain new support from Embassy. However, it was a supposed open secret that W. D. & H. O. Wills were curtailing their motor racing activities at the end of the season anyway. An Embassy Shadow team could result in drives for British drivers Tom Pryce and Tony Brise but nothing for Jean-Pierre Jarier. But his name has already been linked with Ferrari... yet again.

● The final nod was given to the French GP being at Ricard last week when the CSI and GPDA conducted their inspection. The circuit conformed in its boring way to all requirements.

MONDELLO PARK

Ireland being what it is has their Bank Holiday on June 2. The feature race of the Motorcraft sponsored meeting is a round of the Tricentrol Super Saloon race. Sixteen cars are entered including those of Gerry Marshall, Bill Dryden, Martin Birrane, Tony Strawson, Alec Poole, Arthur Collier and Alan Minshaw. Damien Magee will also be making an appearance in the ex-John Macdonald Escort and the ex-Alan Jones FA March in the Atlantic race.

BRANDS HATCH

The Rochester Motor Club have a large entry for their Sunday Brands Hatch meeting Championship rounds for Townsend Thoresen FFs and Kent Messenger saloons are the main races while a special Medway Trophy race caters for bigger Special saloons. Among the names expected are Phil Silverstone, Wil Arif, Rob Wicken, Lee Wroe-Johnson, Mike Fletcher (FFs); Ray Calcutt, John Homewood, Nick Whiting and Divina Galica (Saloons). Other races cater for Libre cars and karts.

Racing starts at 2 pm.

CADWELL PARK

The BARC (HQ) are taking their championship circus to the beautiful Cadwell Park circuit on Sunday. The British Air Ferries FF championship has really caught on in a big way this year and no less than 56 entries have been accepted. The unlucky ones will have a consolation race. All the usual names - Matthew Argenti, Jim Walsh, David Heale, Peter White and Peter Harrington - will be there, of course.

Forward Trust Special Saloons and Britax Production saloons will both be present with capacity grids. The Low Cost Racing Formula Four championship contenders will all be out and National Organs Clubmen's complete the varied programme.

Racing starts at 2 pm.

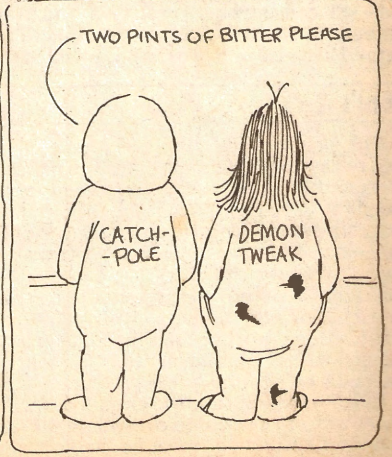
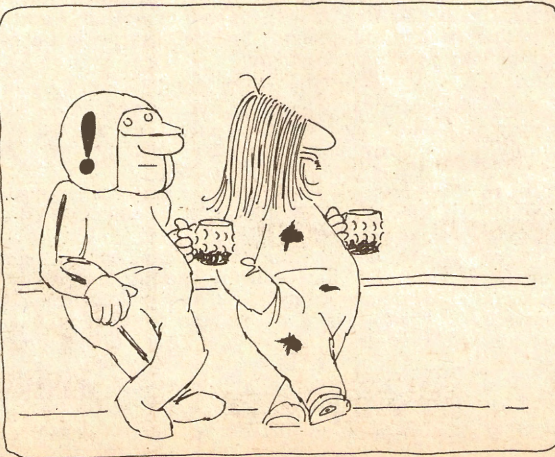
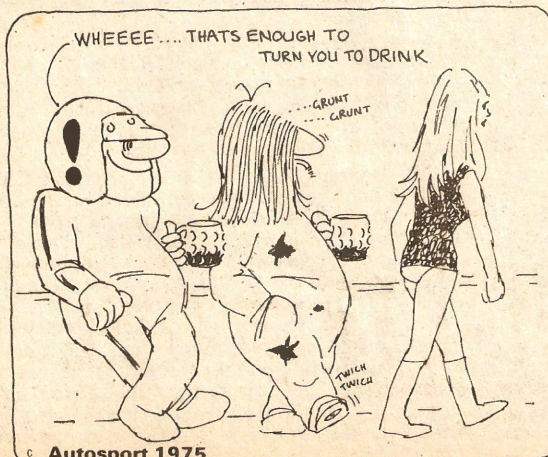
LYDDEN

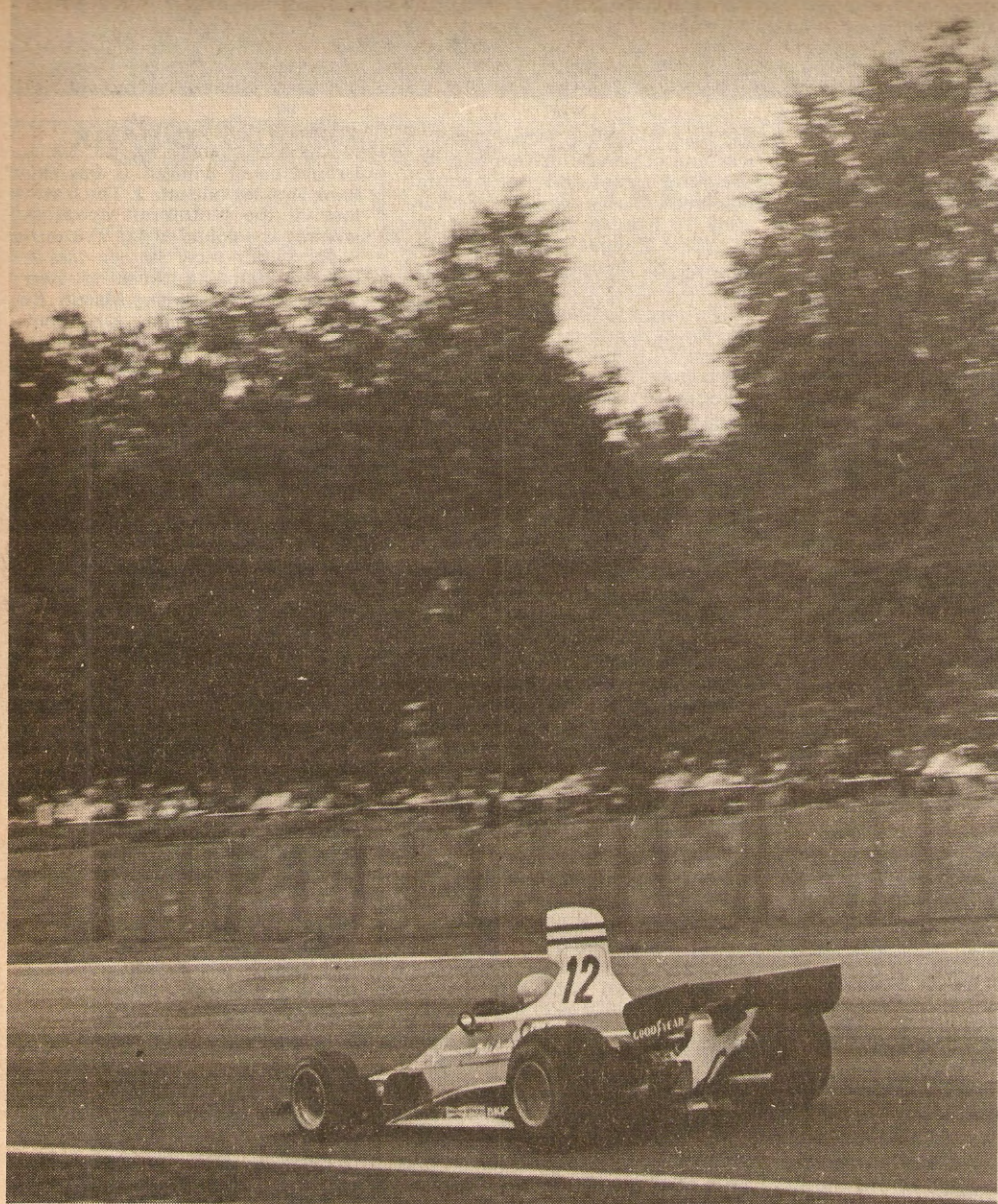
Eight races, including championship rounds for 750 Formula cars, are on the bill for Lydden on Sunday. Other events cater for Formula Vee, Formula Ford and saloons of all sizes. The capable TEAC club are in charge and the quality and quantity of the entry is impressive.

Racing starts at 2.45 pm.

CATCHPOLE

By Barry Foley





Niki Lauda scored his second successive GP win, putting him into the lead in the World Championship.

BELGIAN GP/ZOLDER

The writing's on the wall

By **PETE LYONS** Photos by **DAVID WINTER**
Race data by **ALAN PHILLIPS**

Niki Lauda accomplished in Belgium what no other driver has managed for almost two years — he has now won two Grands Prix in a row. It was a race rather like his Monaco victory, for he started from pole and had little in the way of opposition; as at Monaco something was wrong with his car toward the end (a broken exhaust pipe), and he had a strongly-driven Ford-Cosworth threatening his security (Jody Scheckter's Elf Tyrrell, this time); but altogether it was an excellent, domineering Ferrari performance.

Early on it was even quite a good race. Carlos Pace, starting his Martini Brabham from the outside front row, led the first three laps, then Vittorio Brambilla — who had qualified his Beta March third fastest, beating his near compatriot Clay Regazzoni — thrust his way through to lead for five laps. But the Zolder circuit, notoriously hard on the brakes of F1 cars two years before, was with its additional slow corner now still causing brake problems, and Brambilla finally had to retire with his pads completely burnt away. Almost all drivers admitted they had to nurse their brakes, indeed many had serious trouble and several retired because of it. Toward the end, it wasn't a very good race any more.

ENTRY

The glamorous, exciting, dramatic, memorable, not to say overwhelming first third of the season over and done with, the Circus moved north to Belgium, to the not unpleasant, not uninteresting, but rather average little circuit in the pine woods at Zolder. Fittingly, the Circus' efforts here were rather average: the entry list had but 24 drivers and the machinery supplied to them was unexceptionally familiar. Most of the cars were left in Monaco trim, for the Zolder track, while faster, is not dissimilar and if anything the demands on the brakes are greater.

In 1973, the last time the circuit was used for F1, there was of course one overriding difficulty that coloured the whole meeting and that was the

matter of the track surface breaking up. A secondary problem with overheating brakes didn't get as much attention, and subsequent improvements to systems (chiefly, larger masses of metal in them) pretty well solved it.

Fading, burning, boiling brakes are only a rarity nowadays elsewhere — but Zolder proved to be a stern test. Since the last GP a new hard braking zone had been added, by the radical tightening of a fast Ess into a slow Ess just before the pits. Estimates of its effect on lap times ranged from 2s to 4s, but the effect on the brakes of hard-driven F1 cars didn't have to be estimated. It could be seen in the rather frightening rate of pad wear in practice, and every car was fitted with almost ridiculously large, elaborate air scoops in hopes of keeping the temperatures down below the point at which pads wear drastically. Every

driver went to the startline worried about his brakes, and hoping to be able to nurse them through to the finish.

Texaco-Marlboro, who were helping to sponsor the race, had their customary pair of entries at the top of the list, Emerson Fittipaldi and Jochen Mass using the same machines as usual, put back now to normal wheelbase. The team leader did try, after first practice, a front track narrowed by some three inches, and retained this throughout the rest of the meeting. He retained as well his "cockpit adjustable" front anti-roll bar, remarking that he expected it to be of more value on this circuit; however, he found the effect per given movement of the cockpit lever to be very small, and the next step, he says, is to fit a larger-diameter bar so the adjustment will be more effective.

The Elf Tyrrells for Jody Scheckter and Patrick Depailler were exactly as seen in Monte Carlo, with the single exception that the team has now gone over to Champion sparking plugs for reasons having to do with in-field service. Similarly the Ronnie Peterson and Jacky Ickx JPSs were unaltered, as were the Martini Brabhams of the two Carlos', Reutemann and Pace. In each team, however, there was a feeling that the cars should go a bit better here than in the tight street circuit because of the more open bends and the higher speeds.

The two March cars were as before, Vittorio Brambilla's Beta one and Lella Lombardi's Lavazza chassis benefiting from the attentions this weekend of both Max Mosley and Robin Herd. Interestingly, while a number of other teams cannot find the resources to do testing nowadays, March have completed a third type 751 and have been using it exclusively for testing — it is not taken to races as a spare — and it is this valuable additional experience that seems to be bringing Brambilla up the ladder to his recent fine performances.

Niki Lauda was using his identical Monaco winning Ferrari, and so was Clay Regazzoni in his (repaired) regular car. This time, for once, neither driver presented the team with a reason for getting out the spare car, and the course of practice seemed to go as smoothly as the power flowing from the unique flat-12 engine.

The Stanley BRM team were making technical experiments this time, bringing two versions of their 12-cylinder engine as well as a chassis with two different track measurements. Bob Evans chose the older car which had two inches less front width than normal after only a brief trial of the regular machine, and said this was definitely the way to go in future. For engines, the team decided to race with a perfectly standard (but brand new) old-type 142 engine, although they did have and tried briefly a 200 block with 142 internal bits.

The UOP Shadow drivers, Tom Pryce and Jean-Pierre Jarier, had the narrower rear track retained from Monaco on their regular cars. Jarier did try the spare with the normal rear during Sunday morning practice, but reported no difference of feel, so the narrow measurement was retained. In point of fact, the Frenchman's chassis was brand new following his Monaco disaster, although it retained the chassis label (and number) from the destroyed one.

John Watson likewise had a new chassis, or actually it was a rebuilt chassis that had been used last year, the ex-Dolhem, ex-Bell tub rebuilt now as the fifth Mk 4 TS16. In the Frank Williams camp Jacques Laffite was still in the newer model, and Arturo Merzario in the larger older one. At Embassy there was both a new face and a new car: Francois Migault had the brand new Hill, the third out of the jig (and only just got ready in time), while Tony Brise was the new face looking out of the original GH-1.

The new Hesketh "Super Bear" flew bright and bold on the side of the transporter; the team have a new car underway too, but at Zolder there were the trio of familiar chassis, James Hunt with his choice of two and Alan Jones in the Rob Walker/Harry Stiller private entry.

Mark Donohue's team had repaired the Citibank tub damaged in practice at Monaco, the one with the small track and wheelbase dimensions. It had reinforced front suspension. Wilson Fittipaldi was last on this week's list with the Copersucar, which was outwardly similar although some detail refinements internally were quoted.

The list was shorter than usual, but with Andretti off at Indy (not much good it did him!) and no Ensign and no Maki on hand there was at least no bother about qualifying; all 24 drivers had merely to drive normally to get onto the grid. In view of the restricted practice, this was no small comfort.

The first day, Friday, went off well enough. The sky was generally cloudy and the air cool enough to require jackets, but the 2½ hours total practice time stayed dry. By the end of the first 1½ hour session, a bunch had already formed, with Lauda heading it just under the 1 m 27 s mark. Fittipaldi was right with him on the list, but there were thoughts along the pit lane that perhaps he hadn't gone that quickly at that stage. But there was no quibble about the times of Jarier, Scheckter and Brambilla, who were as supposed equal as makes no difference, and it looked like perhaps it would be a closely-fought meeting with some surprises.

After a comfortable pause for thinking, which F1 cars seem to demand, there was a final hour, and speeds increased rewardingly, and it was now that Pace thrust to the front. As the Brabhams had not shone at Monaco, and as this was supposed to be a similar sort of circuit (and as it was cold weather and the 44 is supposed to like warmth) it appeared to be a surprise. But the very pleased, almost jaunty Moco said that it was partly a case of the circuit being that bit faster so the Brabham's rather streamline body configuration could begin to generate adequate downforce; "and besides, we have got some little tweaks, and the car feels better." His time, actually, was done in the team's spare chassis. Pace's regular one had done only a lap of first practice when its oil pressure dropped alarmingly, and the engine was changed. The new one, however, made bad noises on starting up — it turned out to be mechanical fuel pump trouble — so the Brazilian never did drive it again that day.

With Lauda's further improvement, a big gap had developed behind the Brabham and the Ferrari to where Fittipaldi headed a cluster; it didn't now look like such a competitive race, perhaps.

It wasn't that there were many overt problems. Generally, drivers seemed to be making progress in tuning their chassis, and there was a widespread feeling that with more time there would come more speed. The only unsettling factor was the chance of rain on Saturday, which given the dull skies seemed quite possible, and so there was an anxiety about tuning the cars quickly and many drivers were plainly trying as hard as they could at the wheel.

Man with the most drama was Donohue. A leak in a brake line had eaten up most of the first

session, and had been responsible for the brake balance being set awry, but now with only a half dozen laps completed and but a few minutes left, Mark was pressing on anyway and lost the Penske in the bend past the pits and damaged it in the catch fencing there. The car couldn't be put back together in time for the afternoon hour, and the spare was only half assembled after the Monaco shunts.

Man with the most amusing problem was Wilson Fittipaldi. He'd gone missing even before first practice, and his team couldn't find him anywhere — until they heard banging and shouting coming from inside the Copersucar transporter. The last mechanic out on the way to the pits for practice had locked it behind him — never realising his driver was inside changing clothes . . .

Among the other drivers, there seemed to be a shortage of even the normal sorts of problems. Evans had an oil pump belt fail on the narrow-track car, but then the pinion went in the hybrid engine car, so he didn't learn much about either BRM experiment. Jarier used the T-Shadow very briefly when his regular car refused to start for a while. Migault only got out very late with his just-done new Hill. Hunt's engine wouldn't pull well.

On the more positive side, Tony Brise was being very impressive on his second F1 appearance. He seemed to bring intelligence and an open mind along with his high level of self-confidence, and he and Graham Hill were obviously getting along very well together. "This seems to be a rewarding circuit to get right," said Tony, and he was getting it right finally to the extent of being 11th fastest on the first day, which was definitely encouraging. "It's going from understeer to oversteer a little, and we want some more brake ducts, but it's really quite a nice-feeling car."

Scheckter seemed in a buoyant mood, and remarked that the car felt so good that he really expected to be half-a-second quicker. But every time he got into a good lap he seemed to come across someone going slowly, and he spent much of the critical last period making gestures of frustration.

Lauda, as well, felt he ought to be able to go faster, but the chassis was "oversteering a little in the kinds of corners where it matters, the fast

ones," and besides that the engine was 300 revs down.

Nobody had reached the state of mental befuddlement where they couldn't see ways to improve. It was a fairly contented, businesslike paddock that evening.

Saturday's morning session started on time at 10:00, but the sky was cloudy, and at the far side of the circuit the drivers found a little wetness. Presently there was actual rain at the pits, not heavy but the road soon became slick, and half an hour into the session almost nobody was still driving.

Ickx was the most notable exception; using rain tyres he carried on inside a ball of spray for quite a while, giving his Belgian public something to watch, anyway.

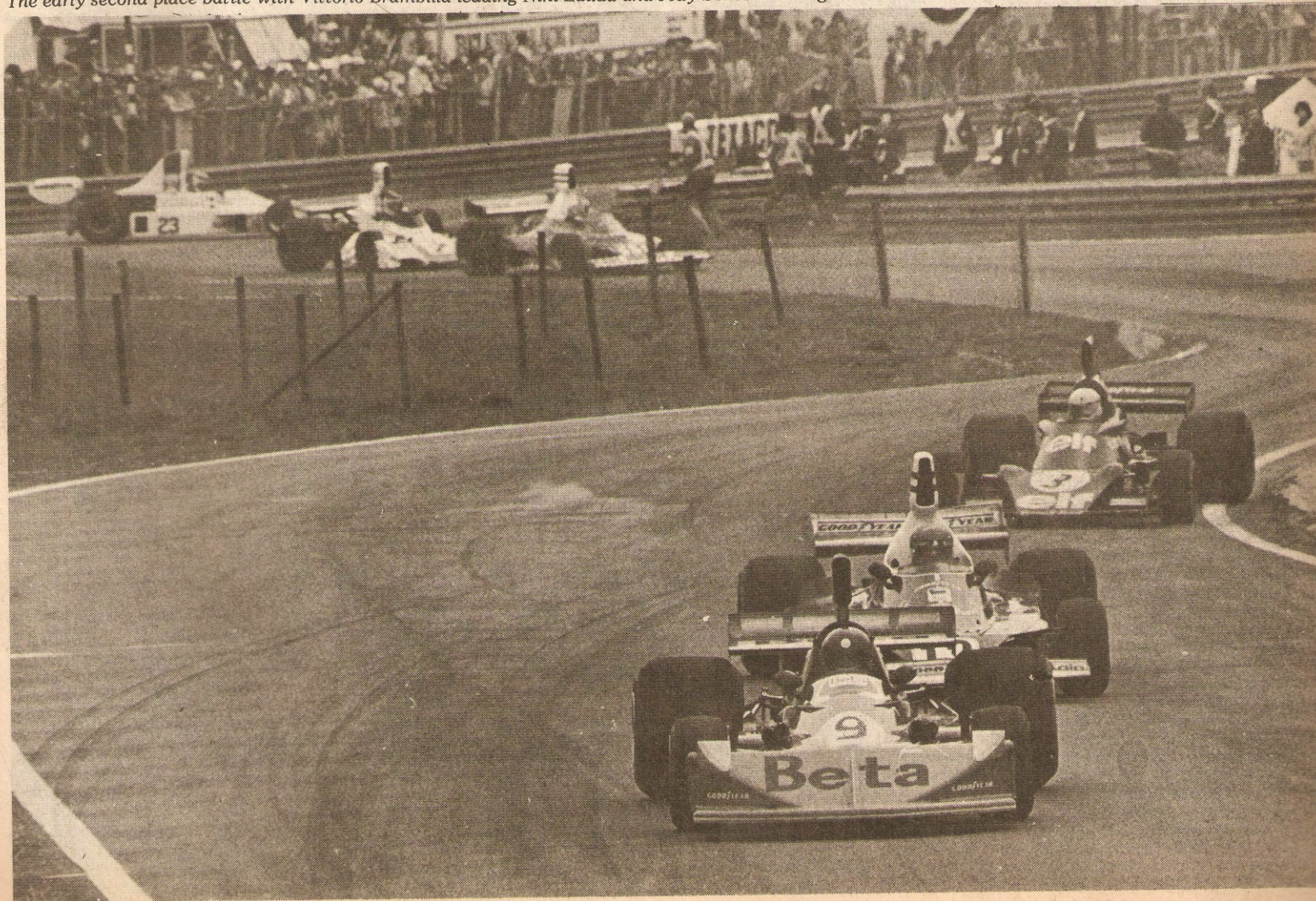
His fellows were of two minds about joining him. Certainly, if it looked like staying wet, they must go out, but hardly had it begun than the rain began to ease and the sky to lighten. It seemed possible that the depression would pass . . . and anyway, as the track began to dry out a little it began heating up the soft rain compound. There weren't really enough sets of rain tyres on hand for everybody to ruin a set now. For the rest of the session, a good hour, everybody including Ickx simply sat around the pits enjoying a nice break, socialising with their friends, big smiles on their faces. It was almost a garden party.

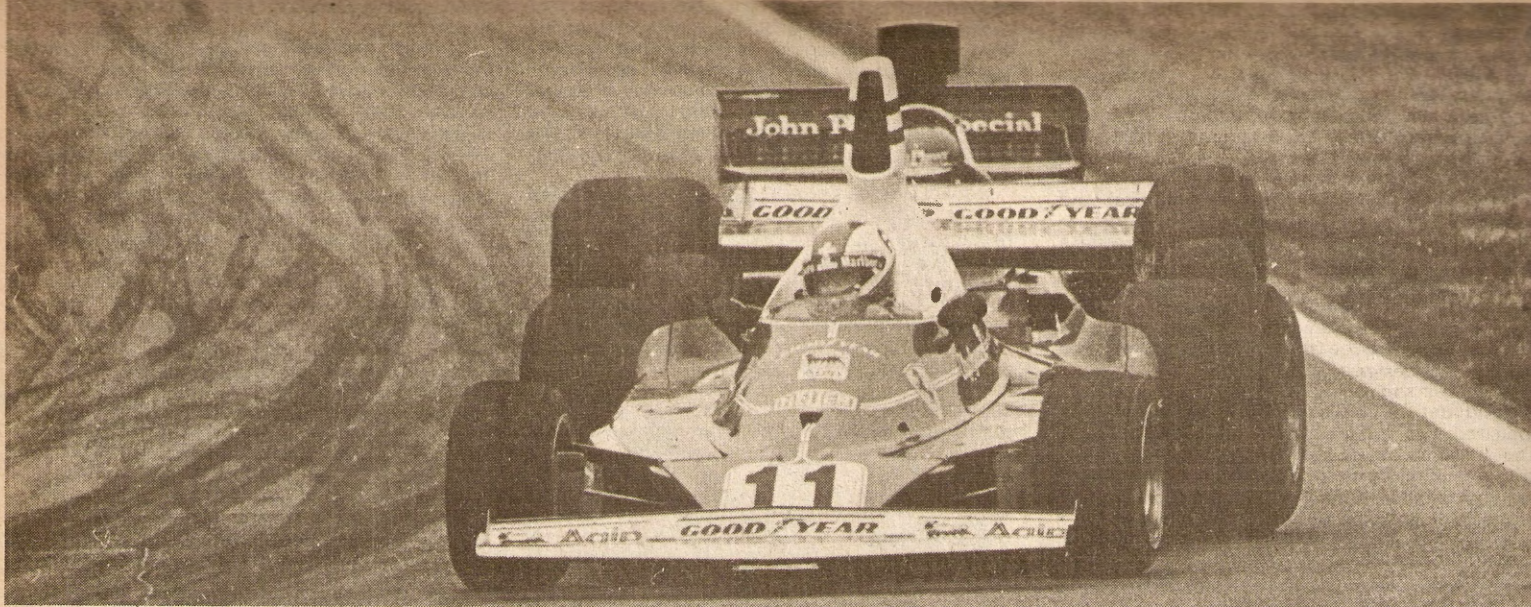
But time was rapidly ticking away, and finally it was down to just the final hour at one pm. It was dry by now, and it stayed dry, in fact there was even an occasional beam of sun through the light overcast. It was warmer than the day before, if it wasn't actually warm.

Pace hardly got going in this last hour when his engine stopped dead. He had total electrical failure: no ignition, fuel pressure, starter motor, nothing. As by this time Reutemann had taken back the spare car, fitted to his particular dimensions, to try suspension tweaks while his race car was set on full tanks, Moco never got a chance to reply to the challenge to his pole position, which was now stolen away by Lauda. (When the Brabham mechanics went to retrieve the car, they found that whatever had been wrong — a loose switch? — had fixed itself and they were able to start it up and drive it in.)

Scheckter said later he thought he'd be able to

The early second place battle with Vittorio Brambilla leading Niki Lauda and Jody Scheckter. Regazzoni and Reutemann head a spinning Tony Brise.





Hero of the race was Regazzoni seen here holding off Peterson.

take the pole, for his Tyrrell was handling fairly well, giving perhaps some understeer in slow turns as at Monaco but "I don't want to alter it because it's fine in the quick ones." He had a more upsetting problem, a throttle that was tending to stick partway down the stroke; this handicapped him more than might be at first appreciated because it ruined any delicacy of throttle control in the fast curves. Ultimately he was only seventh best in the session.

Lauda on eventual pole was not a surprise, but Brambilla being second best of the day and only a fifth of a second behind the Ferrari was a revelation. He was driving well, the March was matching him, and the only real worry was an altogether too high rate of brake pad wear. Like Brabhams, March retain left-over Girling calipers from the period when that company was involved in F1. They are lighter and have perhaps other advantages, but Lockheed have produced new hardware since and it appears to be better able to soak up excess heat. But the obvious solution wasn't something that Brambilla's men could arrange overnight. (And besides, the Brabhams weren't in quite such trouble.)

Regga came through the day to approach his teammate's time, although not Brambilla's, while Pryce was fourth after a pair of duff shock absorbers had been replaced. Sixth after Reutemann was the other sensation of the day, Brise, who was showing the same kind of immediate speed that Pryce had a year ago; obviously a real find. "We've had some understeer, but we finally cured it with a little geometry tweak that we'd discovered with the Modus."

Once again there was a feeling of less going wrong than usual, almost to the point of it being a dull session to anyone busy filling little notebooks with sad stories, but the determined pessimist could uncover the odd misfortune. Watson had a driveshaft joint go, and this perhaps explained a roughness that had been causing brake pad knock-back all weekend. Laffite had very bad handling, which was only slowly being sorted out, while Migault was having to live through the inevitable settling-in process with a new car. Hunt had to use his spare car when his race car's engine — a fresh one for the day — lost its oil pressure. Donohue, now having his one real practice with his car, found it was "darting" alarmingly. Wilson F. was trying in vain to stop gross understeer.

Occasionally misfortunes can be funny, if not fun, and Peterson had an experience with Belgian officialdom which now raises a sardonic smile in his bland features. He got a parking ticket. With his race car.

Ronnie was on his first lap in the morning session, the one that ended in rain, when the engine simply stopped halfway round the circuit. Pulling to the edge of the road, he could see that the verge was a chaos of dust and stones. Rather than risk possibly puncturing a tyre, and in any case wishing to save the mechanics the time of cleaning the car, he decided to park on the track surface instead. He was off line, and there were warning flags; safe enough, he thought. Anyway, the problem was simply a loose battery cable and it was soon put right.

But the next day the officials came around with a bit of paper: a formal demand for a fine to the amount of 3,000 francs (about £35).

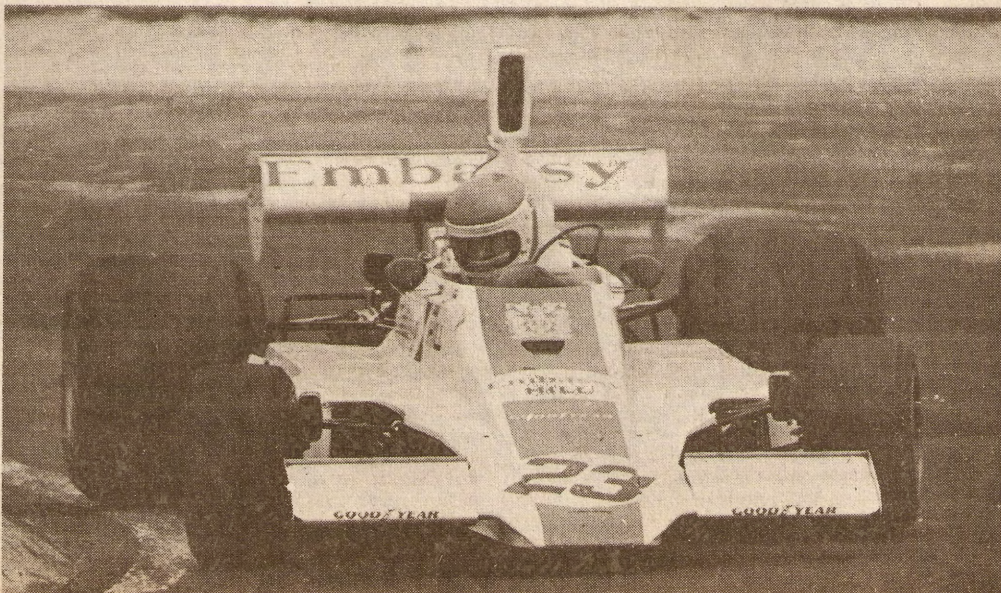
The final grid had Pace still on the front row thanks to his outstanding Friday speed. The two "Italians" (well, Regga is almost Italian) were side by side on the second row, a circumstance that certain low-minded people found amusing-in-anticipation (anticipation of, well, a shunt).

Pryce, despite his car's balance being not yet to his liking and his engine having gone off, was fifth best from Reutemann, who was apparently quite happy. The newcomer Brise was on the inside of the fourth row, next to someone (so the joke went) from South America he had never heard of before. Mr W. Champion, or something. Uh . . . that's a joke, Emerson. Emerson?

Generally speaking the grid was quite closely bunched; while more practice time was desperately wanted by almost everybody, and more time probably would have rearranged a few places, it didn't seem likely that the aspect of bunching would change very much. The expectation was of a race fought pretty hard all the way, with intelligent nursing of brakes a necessary curb on enthusiasm. It could be a race not decided until the last few minutes.

Goodyear's continued support of GP racing was taking a serious turn for the better in Belgium. Back into full swing after a factory strike, the race tyre production technicians had brought along what amounted to a full range of front tyres which varied in spring-stiffness characteristics. It was a step in a determined effort to finally equip every different kind of car with rubberwear suited to it. This effort will continue through the next several meetings, and in test sessions between meetings (the circus had just been to Anderstorp, and was moving on to Zandvoort the day after the Zolder race); the testing will be aided by the apparent perfection, finally, of Goodyear's sensitive apparatus which bolts onto a car and measures almost any kind of movement and deflection that one wishes to investigate.

Britain's man of the moment is Tony Brise.



Shadow had tried a car fitted with the recording device in the Swedish test. Weighing only about 20 pounds, and able to be fully mounted on the chassis in less than 20 minutes, it takes the form of a cassette-recorder mounted somewhere on the car out of the way (for instance, not in the airstream going to the rear wing) and a number of devices resembling slim shock absorbers clipped to the suspension, steering, throttle linkage, etc. G-forces in any of the three axes can be measured too, and everything goes into the tape cassette, which when played back in another machine produces an elaborate graph full of wiggly lines crammed with meaning to the designer.

Over a year of intensive thought and work by at least four Goodyear scientists had produced ways of damping out extraneous "noise" so that the wiggly lines contained only those wiggles performed by the car — or the driver — itself. With the device fitted, Jarier apparently lapped Anderstorp only a tenth of a second outside his best time with the car free of the encumbrance.

Science comes to F1, after all these years since the Chaparral.

The tyre company's purpose in developing the device was to learn more about tyres, the potential benefit to the car designer as a bonus available if he wants it. Goodyear has gone beyond simply mixing up batches of different rubber, they're deeply into the effect of the construction of the carcass itself on the individual car.

AUTOSPORT's report of the Monaco race contained some duff gen about tyres used there. In fact most drivers selected new tyres, rather than "South America" tyres, especially a type of rear construction that had been evolved as a result of testing at Kyalami. This is called the number "34" and it was finally used by everyone in the race, it offers more forward traction. The front choice was less clear cut, some people using "28's" while most liked the "30". (They all used the same wet-tyre

combination, which happens to carry similar numbering — "30" front, "31" rear — although it's a completely different series of design).

For Belgium, the "34" was again supplied, while the range of fronts extended this time through "28", "30", and "32"; in this particular case, but not all such cases, the higher the number the stiffer the construction. Trying everything in practice, when there was time, these teams settled on the softest front tyre: Tyrrell, Hesketh, Hill, Brabham and Surtees. The middle one was used by March, Shadow, Copersucar, Penske, and BRM, while the stiffest kind worked best on the JPS, McLaren, Ferrari and Williams.

Contrary to what some people were saying, there was no real correlation here with the old relationship some of them had with Firestone, whose tyre design philosophies were of course different in many ways.

Goodyear could have simply produced a thousand round, back tyres and said; "That's it." That the Wolverhampton firm is carrying on such intensive development in the absence of any commercial competition (at the moment) is proof of the value they still find in F1 motor racing. May they prosper.

RACE

On Sunday morning everyone was delighted to see that, while dull in spots, the sky looked like staying dry all day. Nearly everyone took advantage of the morning half-hour to further sort their cars, mostly on full tanks although Laffite made progress on light-weight settings without going on to try a full load. Many people were attentively studying brakes, and Scheckter, he revealed later, was very carefully tuning his brake balance not for maximum retardation but for the most perfect balance of disc temperatures front-to-rear. Peterson found his car was going well, and felt that with another two hours to dial in the rather complicated, sensitive JPS he's have been right at the front of the grid. Lotus have unfortunately been unable to go testing, which irks him no end; he seems to have a better opinion nowadays, after Monaco, of the 72's inherent competitiveness.

Just after 3.30, under a light overcast and in mild temperatures, the 24 gridded, roaring cars were creeping forward enough to make the official with the flag hesitate adamantly. Finally he released them, and the front two rows became almost four cars wide as they plunged down into the left-hand first bend. It was Pace and Lauda side by side, with Regazzoni and Brambilla crowding up to either side; at the last possible instant the formation broke and they funneled into more of a line to get through the bend, the Brabham just ahead of the pole-position Ferrari and the March splitting off the second Ferrari. Reutemann's Brabham was fifth at this moment from Scheckter's Tyrrell, while Brise had his Hill seventh from Pryce's Shadow, Fittipaldi's McLaren, Hunt's Hesketh and Peterson's JPS.

On around that first lap there was too much pushing-and-shoving. Into the tight chicane behind the paddock Mass and Watson came together, and the McLaren went spinning off to the left into instant retirement with its steering broken. The Surtees carried on with the nose-piece bent enough to rub a tyre, and a vibration developing too. At the same level in the pack, Laffite nudged the tail of Jones, causing appropriate damage to both Williams and Hesketh; both drove on to the pits but only Laffite, with great tape bandages on the nose, continued. On this first lap too, apparently, Merzario cooked his clutch and drive very slowly around a couple more laps before parking and walking back.

So already there were three starters out, but at the front there was no time to be sad about that for it was a terrific dice among the leaders. Rapidly three cars pulled away from the others; Pace still leading Lauda and Brambilla while Regga fell back behind Scheckter who was charging after a fine start. Brambilla was charging too and on the third lap he slipped by Lauda into second and on the next lap both the March and the Ferrari blew by the Brabham. Pace's car hadn't been handling very well in the morning, and it still wasn't good, and the others were forcing the matter so hard he had to give way. So as the Brabham fortunes swelled. Never before had Vittorio Brambilla led a Grand Prix and it's been too long a time since a March lead a GP, but here it was and it was at the expense of a Ferrari. Glorious moment!

It may be that "The Monza Gorrilla" knew what he was doing to his brakes and didn't care, but they only stood up to half a dozen laps of this kind of speed and the patient Austrian was presently



Carlos Pace led the opening laps. Here Regazzoni, Reutemann and Price follow.

making trials in the braking zones. Soon after he was by and away and gradually pulling ahead all alone, the red machine with the domineering exhaust note finally fulfilling the promise of its practice speed. Pace continued to lose ground, and so did Brambilla, and shortly thereafter Scheckter was in second place, and the pattern of the race was established.

Watson had been hanging on as well as he could, but very slowly losing ground to the tail of the fast half, and finally he came in to have the nose straightened. Jarier suddenly went missing as, moving up the line, he came to trying to out-brake his teammate Pryce and went off into the sand at the before-pits chicane instead. The engine stalled, refused to restart, and there the Shadow remained.

Another driver had gone off and stalled, Brise going straight on at the Paddock chicane his third time through, but he didn't stop trying to restart and when a Hill mechanic came along to offer advice Tony finally got back into the race. But it was to little avail. "Oh, well, it's got little bits of piston in the intakes, sort of thing," said Graham.

Regga had to drop away from it when his left front tyre blistered. He was still able to rejoin on the leader's lap, and a combination of hard driving and attrition moved him back into the points by the end, a performance that earned him votes for the Siffert prize. Tom Pryce's left front was blistering too, giving him ever worsening under-steer that was painful to watch. Just before the end Regga caught him up and took away a place, so stopping to change rubber had proved to be the right thing to do . . .

There was a very close line-ahead battle raging for the positions between Pace and Peterson. It was good enough to watch, if rather processional and "waiting" in effect; piece by piece it was falling apart anyway. Hunt stopped when a joint in the gear linkage broke. Pace's defence of the head of the queue flagged when third gear broke; suddenly he was over on the side of the track opposite the pits helplessly watching Reutemann blow by with several others tight in his wake. Peterson, holding on hard, moving up when possible, and troubled by intermittent sticking throttles, suddenly went flying straight on at the back chicane — the same place he'd had one of his three raceday shunts two years ago, and the reason was the same: sudden loss of all brakes. The JPS went flying on through the catch fencing at the apex of the middle bend of the triple-Ess, bending the nose frame and tearing apart the left front suspension. A bit of bodywork was pressed onto a brake disc and smoke was produced, which spurred a fire marshal into action; Ronnie, clambering unhurt, had to make the man stop caking the expensive Cosworth with powder.

"It woss exactly the same thing as '73," said Ronnie, "although that time I admit it was my fault, the pads were new. But when I put my foot on the pedal, the pedal stayed hard but there woss no brakes at all. "And I woss trying to drive them easy, not overtaking anybody under braking at all . . ."

Teammate Ickx, not shining at all in the Belgian GP, the car giving him a nasty time with high-speed oversteer, had been dropping farther back, having a lonely race for the most part.

Suddenly, entering the first bend, the J11 wiggled and weaved alarmingly and went straight on almost to the edge of the curve; Jacky, teetering on tip-toes, just managed to scratch around in the dust and gravel there, without actually going off the road. He carried on then around to the pits — "I don't like walking," he said — to retire with the left front brake-drive-shaft sheared at its outboard end. "Hmmm . . ." said Ronnie. "That happened to me two times last year, you remember? In Sweden and in Austria . . ."

Brambilla also retired, finally, when his brakes got so hot the fluid boiled and one pad was down to bare metal. Laffite had finally quit with gearbox failure, and Lombardi, after going around well to the rear, stopped when her engine started to seize from running out of oil due to a leak in the cooler system. Migault, for a long time in a close dice with Evans and Donohue, began to crab weirdly along the straights and finally retired when it was starkly visible that the rear suspension sub-frame below the gearbox had broken.

That made it exactly half the starting field to retire, but it was not the end of the mechanical troubles. All the problems that had restrained themselves in practice now stooped down like avenging vultures and there was hardly a healthy machine among the nine still running.

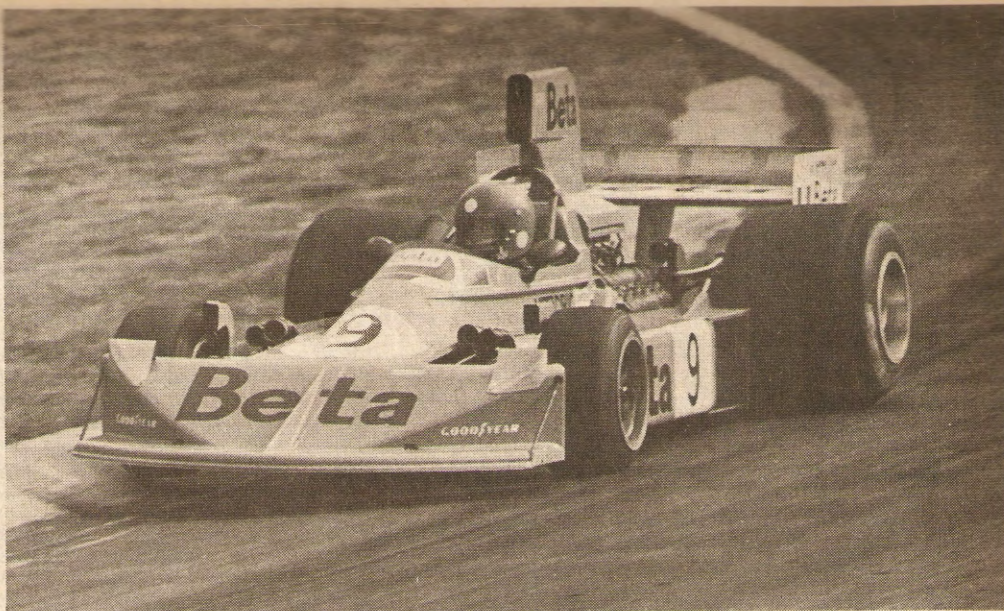
Wilson Fittipaldi had apparently had a slight barging match with Donohue; besides that his engine sounded off-colour, and his two nose fins were beginning to bend down; initial very difficult handling had eased as the fuel load lightened but then the fuel load vanished completely on the slowing down lap after the checkered flag and Wilson stopped!

Donohue, whose handling was visibly difficult — tail snapping out exiting corners — did have a race-long dice with a couple of other cars; late in the day the leaders going by gave Evans a big advantage and the BRM pulled away from the Penske, but Mark gradually whittled it back and was closing toward the end. They were split, however, by the Surtees, which was still vibrating after its first lap shunt, so badly as to blur Watson's vision. Evans, with a happy air, reported that actually he'd had a very good meeting and a worthwhile race — he'd only had faded rear brakes, tyre vibrations, bad oversteer, and a quick spin while being lapped by Ickx to spoil it!

Pace's unhappy descent from prominence concluded with eighth place, a lap behind those he'd initially led, and he was even overtaken by Emerson F. The McLaren driver had earlier maintained a resolute defence of the place in front of Depailler, but all the while his rear brakes were going away due to fluid boiling; the fronts were locking from time to time in quick puffs of smoke and it was obviously only a matter of waiting before the Tyrrell got by, and then Pryce and Regga did too.

The six points earners all finished on the same lap, the Shadow driver still struggling and his left front tyre tread ringed at the centre by huge foamed-rubber holes at the finish; Tom's efforts to kill the understeer with pitching-oversteer had been spectacular to watch but not enough to overcome the relentless advance of the Ferrari man. Depailler, too, had been advancing, closing visibly on Reutemann's third place toward the end. The Brabham was running quite well, but there was a serious vibration said Big Carlos and some oversteer; the brakes seemed to be working well enough but the Ferodo man reported when it was all over that there were only about three laps left in the pads! Patrick got up to about 2½ seconds behind, gaining a second a lap at that point, when suddenly the Tyrrell began to run out of fuel and he slacked right off to trickle in to the flag.

Scheckter, in his nearly race-long second place, was running low on fuel as well, but it was merely the last of his problems. Once settled into position after his charge up from the fifth grid row, he applied himself to lapping steadily and safely — but it was hard work. The car was understeering so that, like Pryce, he was man-handling it to force the tail out in compensation. Jody's progress was exciting to watch all round the little circuit, a matter of one side-ways wiping sweep after another, a matter of bouncing off one kerb after another, a hard, almost brutal drive that must have needed strength and endurance and considerable skill to maintain all the way. All this while, said the driver, he was trying hard not to overstress either the tyres or the brakes; the brakes actually behaved well all the way but the tyres had a tendency to go off and were additionally, he felt, going mis-shapen so that corners that ought to have been flat were rather squirrely not flat.



March drivers new and old. Above, Vittorio Brambilla was the first driver to lead a GP in a March since Ronnie Peterson in 1971. Peterson (below) visits the Zolder catch fences once more in the JPS.

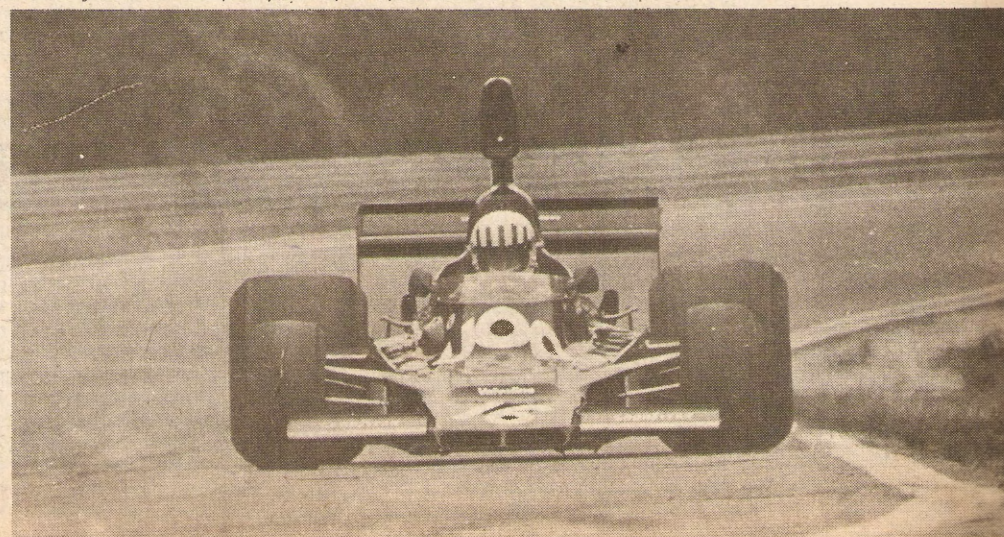


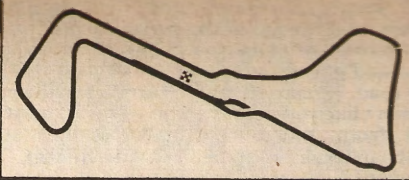
When toward the end Lauda's engine note started to go ragged, from a broken exhaust primary pipe, Ken Tyrrell gave his boy "GO" signs and for a little bit the gap was shrinking dramatically. It got down to 12½, to 11, to 10 seconds on successive laps — but then it began to grow again. Jody had decided it would take too much out of the car to go that hard, and anyway there were only a few laps left — and right at the end the Tyrrell sucked up the last of its fuel! Still safe in second, Jody had to pull right off at the end of the pits road after taking the checker.

Niki Lauda, scoring the first GP double since Stewart's Dutch and German victories in 1973,

Tom Pryce scored his first point of the year in his UOP Shadow.

said his Ferrari *transversale* was "perfect." The broken pipe — so familiar a problem with flat-12 Ferraris — had obviously cost some power. One could see the normally steady, smooth cornering going a bit ragged in the lap or two Niki was learning to compensate. But by that time his race was really already won. It was certainly Ferrari's day at the Belgian GP, a fair race fairly won by both team and machine as well as driver. The Italians are really on form at last this year, back onto last year's form, and as they packed up to prepare for the Swedish trip they were already wondering cheerfully how long it's been since a driver has won three GPs in a row.





WORLD CHAMPIONSHIP ROUND 6	LENGTH	70 laps of 2.648 mile circuit.	185.38 miles
WEATHER	COOL. OVERCAST.	No. of STARTERS	24 FINISHERS 12
WINNER	N. LAUDA in FERRARI 312T	av. speed	107.06 mph
FASTEST LAP	C. REGAZZONI in FERRARI 312T	No. 11 on lap 11 in 1 min. 26.76 sec.	mph
EXISTING LAP RECORD	F. CEVERT in TYRRELL-FORD	in 1 min. 25.42 sec.	110.51 mph
PREVIOUS YEARS RESULT	73 ZOLDER J. STEWART in TYRRELL-FORD 24 NIVELLES E. FITTIPALDI in TEXACO-MARLBORO M23	at	107.74 113.21 mph

ENTRIES				FUEL/OIL				
NO.	DRIVER	CAR	ENTRANT	CONTR.	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO	GOOD	M23/9	DFV 072	M23/6 UNUSED SPARE.
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO	GOOD	M23/8	DFV 106	
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/2	DFV 196	007/5 UNUSED SPARE.
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/4	DFV 210	
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-9	DFV 156	72-8 UNUSED SPARE.
6	J. ICKX	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-5	DFV 211	
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA	GOOD	BT44B-1	DFV 177	
7T	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA	GOOD	BT44B-3		
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA	GOOD	BT44B-2	DFV 152	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	-	GOOD	751-3	DFV 195	
10	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	-	GOOD	751-2	DFV 129	
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T-3 (022)	Type 312 B	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T-4 (023)	Type 312 B	T1 (018) UNUSED SPARE.
14	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-2	142-023	
14T	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-5		
16	T. PRYCE	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-2A	DFV 136	
16T	T. PRYCE	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-3A		
17	J.-P. JARIER	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-4A	DFV 116	NEW CAR.
18	J. WATSON	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	DUCKHAMS	GOOD	TS16-05-4	DFV 165	NEW CAR. 02-04 UNUSED SPARE.
20	A. MERZARIO	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-03	DFV 208	
21	J. LAFFITE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-04	DFV 207	
22	F. MIGAUT	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	GH-3	DFV 073	NEW CAR.
23	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	GH-1	DFV 201	
24	J. HUNT	HESKETH 308	TEAM HESKETH	-	GOOD	308-2	DFV 184	
24T	J. HUNT	HESKETH 308	TEAM HESKETH	-	GOOD	308-3		
26	A. JONES	HESKETH 308	ROB WALKER - CUSTOM MADE RACING	-	GOOD	308-1	DFV 093	
28	M. DONOHUE	PENSKA PC-1	CITIBANK TEAM PENSKE	SUNOCO	GOOD	PC-1-001	DFV 202	002 UNUSED SPARE.
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR - FITTIPALDI	-	GOOD	FD-02	DFV 192	

RESULTS

POS. NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	12 N. LAUDA	FERRARI 312T	70	1h. 43m. 53.98s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINDOPEX
2	3 J. SCHECKTER	TYRRELL-FORD 007	70	1h. 44m. 13.20s.		LOCK FER	ARM	HEW PG-400	CHAMPION	LUCAS	LUCAS
3	7 C. REUTEMANN	MARTINI-BRABHAM BT44B	70	1h. 44m. 35.80s.		GIRL FER	KONI	HEW PG-400	CHAMPION	LUCAS	LUCAS
4	4 P. DEPAILLER	TYRRELL-FORD 007	70	1h. 44m. 54.06s.		LOCK FER	ARM	HEW PG-400	CHAMPION	LUCAS	LUCAS
5	11 C. REGAZZONI	FERRARI 312T	70	1h. 44m. 57.84s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINDOPEX
6	16 T. PRYCE	UOP-SHADOW DNS	70	1h. 45m. 22.43s.		LOCK FER	ARM	HEW TL-200	CHAMPION	LUCAS	LUCAS
7	1 E. FITTIPALDI	TEXACO-MARLBORO M23	69			LOCK FER	KONI	HEW PG-400	CHAMPION	LUCAS	LUCAS
8	8 C. PACE	MARTINI-BRABHAM BT44B	69			GIRL FER	KONI	HEW PG-400	CHAMPION	LUCAS	LUCAS
9	14 B. EVANS	STANLEY-BRM P201	68			LOCK FER	KONI	BRM TYPE 161	CHAMPION	LUCAS	MARELLI DINDOPEX
10	18 J. WATSON	MATCHBOX-SURTEES TS 16-4	68			LOCK FER	KONI	HEW FGA-400	CHAMPION	LUCAS	LUCAS
11	28 M. DONOHUE	PENSKA PC-1	67			LOCK FER	BILSTEIN	HEW FGA-400	CHAMPION	LUCAS	LUCAS
12	30 W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	67			LOCK FER	KONI	HEW TL-200	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO.	DRIVER	LAPS	REASON
26	A. JONES	0	SHUNT WITH WATSON
2	J. MASS	0	SHUNT WITH LAFFITE
20	A. MERZARIO	2	CLUTCH
17	J.-P. JARIER	13	SPUN. STALLED ENGINE.
24	J. HUNT	15	GEAR LINKAGE FAILURE. (ROSE JOINT)
23	T. BRISE	17	ENGINE. (PISTON).
21	J. LAFFITE	18	GEARBOX FAILURE.
10	L. LOMBARDI	18	OIL LEAK. ENGINE SEIZURE.
5	R. PETERSON	36	SHUNT DUE TO SUDDEN BRAKE FAILURE.
6	J. ICKX	52	FRONT BRAKE SHAFT FAILURE.
9	V. BRAMBILLA	54	BRAKES FADED.
22	F. MIGAUT	57	SUSPENSION FAILURE.

CHAMPIONSHIP POINTS

DRIVERS		MANUFACTURERS	
N. LAUDA	23	J.-P. JARIER	1 1/2
E. FITTIPALDI	21	V. BRAMBILLA	1
C. PACE	16	T. PRYCE	1
C. REUTEMANN	16	L. LOMBARDI	1/2
J. SCHECKTER	15		
P. DEPAILLER	11		
J. MASS	10 1/2		
C. REGAZZONI	8		
J. HUNT	7		
J. ICKX	3		
R. PETERSON	3		

Mallory...

I, and doubtless many others, had the grave misfortune to go to Mallory Park for the BBC Radio 1 "Funday." In the capacity, I may add, of a mere spectator.

The scenes which I was "privileged" to witness will be causing me to have nightmares for weeks to come.

Motor racing purists have bemoaned the introduction of commercial sponsorship for cars and meetings for some time. An attitude that I have usually regarded as similar to that of an ostrich with its head in the sand. After last Sunday's "Mallory Madness" all I can say is, "Please, Mr Webb, no more Radio 1 days, come back Marlboro, come back John Player, all is forgiven." Motor sport can surely do without the likes of the Bay City Rollers and their mindless millions.

WATFORD, HERTS

ERIC DOWNER

...Music...

Last Sunday we once again saw living proof that motor racing and "pop" do not mix. Naturally, the behaviour of the "race-goers" at Mallory Park attracted a fair share of publicity in the national press but if the papers are interested in only these incidents or alternatively the occasional horrific accident then surely we can do without their coverage? Banner headlines and photographs of hysterical schoolgirls do not exactly enhance the image of the sport.

A vast proportion of the blame for this mass hysteria must be laid at the feet of the disc-jockeys who, with a few notable exceptions, insist in their banal fashion that every "teenybopper" in the country should attend these race meetings or "fun days."

I am surprised that the organisers of this particular meeting allowed their standards to be lowered in this way in order to gain a lot of bad publicity, delayed races and, above all, the possible wrath of the RAC. I would therefore implore all organisers to reconsider before embarking upon a similar course. Do they want to return to the Radio London days of the mid-Sixties? Do they really want to mar the image of motor racing in the vain hope that 1% of the "pop" fans will attend another meeting? I think not!

CHELMSFORD, ESSEX.

J. C. GOODMAN

...Madness?

I have just returned from the Radio One "Funday" at Mallory Park. Fun for whom, may I ask? Fun for the genuine enthusiast who found his hallowed ground besmirched by pre-pubescent scrubbers whose only aim was to glimpse their pop idols? No way. Fun for the marshals and officials who fought a losing battle against the fans who saw the track as a short cut or as a convenient place for a stroll? No way. Fun for the drivers kept waiting for the track to be cleared so they could get out and race? No way.

Surely it must be seen that the highly commercial world of pop music and motor sport are highly incompatible, and if the powers that be continue to link the two in this fashion there is only going to be one loser — motor sport. The next time any local circuit advertises another Radio One "Funday," they can have it — but I won't be there.

WILLENHALL, WEST MIDLANDS. DAVID W. MASSEY

Nice Knockhill

Having attended the opening of the Knockhill Circuit just north of Edinburgh yesterday, I would like to pass on my observations for the benefit of those interested.

The complex is situated high in the hills, where fullest use has been made of "natural" grandstands. My first thought was that it is similar to Zeltweg, and I can't help feeling it is certainly the most scenically beautiful circuit in Britain, if not Europe, with spectacular views of the Forth Road Bridge, and surrounding hills. It is situated only four miles from the M90, with an excellent car

park next to the Paddock. There are several good vantage points, and from the central area most of the circuit can be seen. The "facilities" are more than adequate at present, while an ambitious plan for permanent restaurant, hotel and leisure facilities will follow shortly. Obviously it will be said by "others" that this is a good-weather circuit, so I will agree in advance, but then I've never seen one that isn't.

Chris Amon, who opened the track with his Talon, was impressed from the driver's point of view, and I feel he just might return in earnest to do some 48 s laps on the National Circuit. Once the extension is built by 1979 it is hoped to lure the F1 teams up for a Scottish GP, and I certainly hope they come. How fantastic it would be to listen to F1 music north of Silverstone. I never did like bagpipes.

DUNS, BERWICKSHIRE

MICHAELLE BURNS-GREIG

Armco argument

Your editorial of May 8 points to deficiencies in the safety barriers at motor racing circuits. There have been several incidents of behaviour of Armco over the past few seasons producing, unfortunately, tragic results. May I, as a management consultant specialising in engineering companies and a fully qualified engineer, sprinkle some more ingredients into the witches' cauldron in the hope that some Merlin can produce a possible solution?

Armco, as a material, behaves in a regular way for a semi-elastic material in that up to a certain amount of deflection it retains some of the energy put into its deflection to catapult back the object deflecting it, when such object is imparting less energy to the Armco than it itself now retains.

Some of the energy put into the Armco at this point may have been absorbed by the material itself in either stretching or, with more severe consequences, bending in an unacceptable fashion, ie folding down and thus forming a launching ramp at the next point of suspension (if it doesn't break), or two layers of Armco opening up and allowing a vehicle to pass between them.

The apparent solution to the above would then appear to be to increase the number of points of suspension of the barrier and thus bring it to the point of being an almost solid metal wall, providing little or no energy absorbing deflection, and thus act to catapult vehicles back into the road at virtually undiminished speed or, if the barrier suspension posts bend only slightly, will throw cars back into the air.

So far, the solution to these problems has been a series of compromises in terms of spacing of posts, height or attachment and distance between successive layers. As far as accidents with Grand Prix and lesser formulae vehicles are concerned, the current compromise appears to work acceptably at impact speeds of up to 100 mph but above such speeds cannot, within the attachment criteria, perform its proper energy absorbing function — this is obviously conditional upon the attitude of the vehicle and its angle of incidence to the barrier. This compromise is no longer acceptable.

The long-term solution therefore rests with a material having virtually no elastic properties — to act as a catapult — and being capable of being stretched a very long way without losing strength — like certain types of high density polythene bags. So far, only chain link fencing has been used at circuits which appears to meet these requirements, although it has other problems.

As an intermediate solution, may I suggest the following; that existing double layers of Armco be made into one layer 2½ to three times the width of existing Armco, this will alleviate the problem of two layers opening up, and that it be suspended on wooden posts further apart and thus allow it to deflect and absorb energy, not on angle iron as is shown in some of your recent photographs as these will bend at ground level (where the exerted moment is greatest) and form launching ramps; that long term materials from other industries be looked at to see if they comply with the criteria outlined above, eg polycarbonates, textiles (firemen's blankets?), glass fibre, plastic sandwich materials (deformable monocoques do work quite well!), various aluminium extruded sections. I feel

confident that someone may know of some other materials but has never thought of using them in an energy absorbing context and, if it is expensive to produce or install, I hope it will not be strangled at birth by profit motives as, who knows, the next misfortune (God forbid) could involve somebody's shareholders.

Maybe the life insurance companies ought to be made aware of the problem?

I feel we should act more positively before those wonderful people who gave us the red flag gain too much strength again. They were killed off before but today's conditions — oil crises, etc — give them a bit more ammunition.

After all, isn't this what motor racing is all about — pioneering?

LONDON NW1

T. THOMAS

Fickle GPDA

Two items in the issue of May 15th give me reason to believe that Niki Lauda and his fellow members of the GPDA are very fickle, inconsistent characters.

First we read Lauda's comment: "... if I am leading the race I would like not to have to overtake any backmarkers at all." We must assume, then, that Lauda has forgotten his own days as a backmarker, when he used to creep around and be just as much a nuisance as the drivers he encounters at present. This indeed is a very selfish attitude for him to take. Also, surely the lapping of backmarkers only adds to the drama and excitement of a motor race. Does he expect backmarkers to be withdrawn from the race as he prepares to lap them? Lapping a backmarker, a leading driver can show his skills to the utmost. To get rid of this excitement would be to get rid of the crowds — Lauda would soon be out of a job.

Another point arises from the photograph on p.15 of the straight at Monaco linking Casino Square and the Mirabeau. Admittedly, the spectators at track-level are not very densely packed, but even so, what is there to prevent another Stommelen-type accident? There appears to be no catch-fence situated behind the guard-rail, which surely is what prevented even more deaths in Barcelona.

What can we conclude about the GPDA and the CSI...?

HEATON, BRADFORD 9

TIM FINNEY

Monaco moan

After a weekend of motor racing at Monaco I would like to pass on a view of many of the spectators on the racing over the weekend.

From a spectator point of view, the drives of Tony Brise were the highlight of the weekend. It was so refreshing to see normally very partisan spectators of many nations shouting, and I mean shouting, for brilliant driving regardless of that driver's nationality.

The excitement in our stand was electric, and would have exploded if only Tony had won. There was far more excitement in the F3 than was generated in the Grand Prix. If all races were of that calibre motor racing would reach far greater heights.

As far as the other races were concerned, the events came painfully slow, with gaps of 1½-2 hours between races, which the public in this country would not tolerate, and I think the Continentals could learn a lot by taking a closer look at some of our major events.

The Monaco GP was spoiled in our stand (and it was one of the best at £20 a seat) by lack of loudspeakers and totally inadequate PA system. After the first half hour, no one could tell you who was in the lead, once they started pit stops for tyre changes, and what was billed as the world's premier GP fizzled out to be a damp squib (a very damp squib in more ways than one). After sitting in pouring rain for six hours for three races it only makes you wonder if at times we are a little mad supporting a great sport.

LOUTH, Lincs

D. R. SMITH

Preview

The 30th Scottish Rally

With the intense disappointment at last year's cancellation still lingering in everyone's minds, the final preparations for the 30th international Scottish are now being completed and crews are converging on the centre of Glasgow prior to the Sunday start. Despite an ECR coefficient of 3, there are comparatively few foreign entries but this will not affect the Scottish, whose magic will once again be upon us this Sunday. Although shortened by a day from its original format, this classic event still has all the familiar stages and halts, but this year there is a "re-entry" competition for certain eligible drivers on the Tuesday, and the organisers are repeating the karting races which were so warmly received in 1973. The Wednesday is in fact going to be a real fun day

featuring toboggan racing, autotesting and a Scotland versus the rest of the world auto-test on ice (always assuming the contracted drivers will be allowed to drive the Minis provided for the show). This year there is generous support for the event from Esso and Lombard North Central, with additional support from White Horse Scotch Whisky.

There are three days' and one night's competitive motoring, the details of which are listed below. It is interesting to see that since 1958 (prior to this date there were no outright winners) Roger Clark has won the Scottish no less than five times; in '64, '65, '67, '68 and '73; a staggering record that is hard to ignore, especially in view of the fact that Roger is in as tremendous from as ever at present. Whatever the outcome, the RSAC, who have built

up an enviable reputation for smooth organization over the years, can be relied upon to offer all concerned a memorable four days.

Up-to-date rally information is available through the Scotsman 'dial-a-rally' service which will operate from Sunday to midday Wednesday; the number to ring is

031-246 8061. Supplementing this service there will be another rally information source available from Aviemore which is intended to offer information about competitors right down through the field (the Scotsman service is intended primarily as a leaderboard) and the number to ring is Aviemore 766.

Main controls

SUNDAY, JUNE 1-MONDAY, JUNE 2

	arrival times at 40 mph	at 30 mph
MC1, RSAC, Glasgow;		
TC1, Ladylands Garage, Selkirk;	10.27	11.17
MC2, County Building Car park, Dumfries;	14.26	15.29
	out:16.30	
MC3, Kirroghtree House Hotel;	19.37	20.39
	out:20.45	
MC4, Esso Motor Hotel, Erskine;	23.22	00.15
(rest halt)	out:02.30	
MC5, Gleneagles Hotel (Dormie House);	05.06	05.58
(breakfast halt)	out:07.00	
MC6, Kinloch House Hotel, nr Blairgowrie;	09.27	10.16
	out:10.40	
MC7, Aviemore Centre;	13.16	14.08
(overnight halt)		

TUESDAY

MC7, Aviemore Centre;	out:08.00	
MC8, Seafield Park, Keith;	11.25	12.34
	out:13.30	
MC9, Aviemore Centre;	16.25	17.24

ENTRY—THE TOP FIFTY

	Driver/Entrant	Co-Driver	Class
1	R. Clark (Ford Motor Co. Ltd.)	J. Porter	8 Ford Escort RS 1800
2	T. Makinen (Ford Motor Co. Ltd.)	H. Liddon	8 Ford Escort RS 1800
3	P. I. Walfridsson (The Chequered Flag)	J. Jensen	12 Lancia Stratos HF
4	B. Coleman (Thomas Motors of Blackpool)	D. O'Sullivan	8 Ford Escort RS 1800
5	A. Cowan (The Scotsman/S.M.T.)	H. McNeill	8 Vauxhall Magnum Coupe
6	C. Slater	M. Holmes	8 Datsun Violet
7	B. Culcheth (Team Unipart)	J. Syer	8 Triumph Dolomite Sprint
8	W. Sparrow (Dealer Team Vauxhall)	R. Crellin	8 Vauxhall Magnum Coupe
10	W. D. Taylor (The Royal Bank of Scotland Ltd.)	K. I. MacIver	8 Ford Escort RS
11	N. Rockey (Pink Stamps Ltd.)	R. Channon	8 Ford Escort RS
12	C. M. Malkin (Chrysler Dealer Team)	P. White	7 Chrysler Avenger
13	P. Airikkala (Dealer Team Vauxhall)	K. Wood	8 Vauxhall Magnum Coupe
14	A. J. Pond (Dealer Opel Team)	M. J. Broad	8 Opel Ascona
15	A. Fowkes (Cables & Components)	B. G. J. Harris	8 Ford Escort RS 1600
16	R. Brookes (The Birmingham Post/Andrews—Heat for Hire)	J. Brown	8 Ford Escort RS 1800
17	T. Drummond (Carman Catering Butcher/Wakefield Albany Inn)	P. Boland	8 Ford Escort RS
18	J. Haugland (Dealer Team Skoda)	J. Chitty	6 Skoda S 120S
19	A. Dawson (Kleber Tyres)	A. Marriott	8 Datsun Violet
20	G. Hill (The Martin Group)	P. Short	8 Vauxhall Magnum 2300
21	D. C. Heggie (Idem by Wiggins Teape)	G. Dean	8 Ford Escort RS 1600
22	J. Taylor (Transmeridian Air Cargo Ltd.)	G. Flemming	8 Ford Escort RS 1600
23	M. H. J. Saaristo (Dealer Team Skoda)	C. Francis	6 Skoda S 120S
24	D. Thompson	M. Greasley	8 Ford Escort RS
25	E. Aaby	D. Halvorsen	8 Ford Escort RS
26	N. T. Smith	I. Turkington	12 Porsche Carrera
27	P. Faulkner (Dealer Team Vauxhall)	M. Peters	4 Vauxhall Magnum Coupe
28	B. Bean (Thomas Motors of Blackpool)	A. Greenwood	8 Ford Escort
29	A. Vatanen (Dealer Opel Team)	D. Richards	8 Opel Ascona
30	P. Ryan (Team Unipart)	J. Gittins	6 Morris Marina 1.3 Coupe
31	A. I. Milne	G. M. Sangster	8 Ford Escort RS 1600
32	R. Eyre-Maunsell (Chrysler Dealer Team (Ulster))	N. Wilson	3 Hillman Avenger GT
33	C. B. Samson	A. P. Samson	8 Ford Escort RS
34	I. H. Wilson	P. Anderson	8 Opel Ascona 19SR
35	I. Gemmill (Maconochies of Kilmarnock)	F. Bryden	3 Chrysler Avenger GT
36	A. Findlay	D. McHarg	8 Ford Escort RS 1600
37	C. Grever (Gladstone Garage York Ltd.)	D. Whiteley	4 Opel Ascona
38	A. I. Robertson	J. A. Lindsay	8 Saab 96
39	W. J. Crawford (Lothian Sports Cars)	P. Scott	8 Ford Escort RS 1600
40	G. Johansson	G. Andersson	3 Saab V4
41	G. Waugh (White Horse Distillers Ltd.)	P. Handy	3 Chrysler Avenger GT
42	G. S. Thomas (Anzam Motors Ltd.)	C. Wilson	4 Mazda RX 3
43	J. Howden (Howden Motors)	I. Marwick	8 Ford Escort RS 1600
44	C. Wathen (Vospers of Plymouth)	T. Bosence	8 Ford Escort RS
45	A. Arnel	A. Gallacher	8 Ford Escort RS 1800
46	R. Close (Cars and Car Conversions Magazine)	C. Wilson	4 Ford Escort RS 2000
47	J. S. McRae (P. J. Neale Ltd.)	D. A. Brown	4 Vauxhall Magnum Coupe
48	B. Hansson (Orust Motor AB)	T. Erlandsson	7 Volkswagen 1303 S
49	M. Jackson (Crystal Rallye Sport, Hull)	S. Howard	6 Ford Escort GT
50	M. Grierson	R. Anderson	8 Ford Escort RS

SPECIAL STAGES INFORMATION

SUNDAY, 1st JUNE

No	Special Stage	Map References		Distance Miles	Target Time	Arrival Times	
		Start	Finish			Early	Standard
1	Glentress	62/264403	62/287402	5.0	5.00	0932	1003
2	Cardrona	69/295374	69/313363	5.5	5.30	0950	1026
3	Elibank	69/370365	69/384373	2.0	2.00	1007	1049
4	Craik	69/344084	69/361153	6.0	6.00	1152	1203
5	Castle O'er	69/244950	69/235954	4.0	4.00	1236	1303
6	Twiggles	75/208946	69/204956	5.5	5.30	1246	1316
7	Secret Stage		SECRET	2.0	2.00	—	—
8	Secret Stage		SECRET	5.0	5.00	—	—
9	Secret Stage		SECRET	6.5	6.30	—	—
10	Mabie	74/919716	74/906695	3.5	3.30	1640	1643
11	Dalbeattie	74/853595	74/841592	8.0	8.00	1659	1709
12	Glangap	73/649599	73/667646	6.5	6.30	1739	1802
13	Laurieston	73/647652	73/669656	2.0	2.00	1752	1819
14	Dundeugh	73/609886	73/602883	4.5	4.30	1823	1900
15	Cairn Edward	73/574746	73/620716	4.5	4.30	1850	1937
16	Bennan	73/614712	73/550720	11.0	11.00	1858	1947
17	Kirroghtree	73/442671	73/437652	2.0	2.00	1931	2032
18	Glentroot	73/363849	73/329809	4.0	4.00	2108	2116
19	Drumjohn	73/316801	73/348894	9.0	9.00	2117	2127
20	Secret Stage		SECRET	3.0	3.00	—	—

MONDAY, 2nd JUNE

21	Carron	54/672857	61/716833	5.5	5.30	0315	0331
22	Devilla	55/970875	55/941904	3.5	3.30	0351	0418
23	Blairadam	55/120948	55/107960	4.5	4.30	0418	0454
24	Glendevon	55/008052	55/012064	2.0	2.00	0443	0528
25	Keillour	55/958253	55/960261	3.0	3.00	0722	0729
26	Drummond Hill	48/727459	48/787480	6.5	6.30	0816	0842
27	Craigvinean	49/990473	49/002417	7.0	7.00	0854	0932
28	Ladywell	49/018416	49/026416	3.0	3.00	0907	0950
29	Strathardle	49/136512	49/103530	7.0	7.00	1053	1058
30	Kindrogan	49/058625	49/039629	3.5	3.30	1116	1129
31	Tummel	48/800603	48/767636	7.0	7.00	1152	1217

TUESDAY, 3rd JUNE

32	Culbin	29/979601	29/987607	9.0	9.00	0903	0924
33	Newtyle	29/053522	29/053548	3.0	3.00	0933	1005
34	Monaghty I	29/104575	29/108570	9.0	9.00	0946	1022
35	Monaghty II	29/109566	29/151584	3.0	3.00	1001	1041
36	Teindland	29/276520	29/294568	4.0	4.00	1028	1118
37	Whiteash	30/386564	30/380560	3.0	3.00	1055	1153
38	Ordiequish	30/355573	29/338535	5.5	5.30	1104	1205
39	Bin I	30/460495	30/460465	5.5	5.30	1333	1335
40	Bin II	30/489442	30/495435	2.0	2.00	1346	1351
41	Gartly Moor	30/581336	30/537330	3.0	3.00	1404	1415
42	Clashin-darrach	30/472338	39/440282	7.5	7.30	1418	1435
43	Glennivet	38/239311	38/232307	2.5	2.30	1505	1536
44	Inshriach	37/872069	37/858047	3.0	3.00	1607	1659

Note re-arrival times for interested spectators. Early or (Min.) Time means the earliest permissible time of arrival at an average speed of 40 miles in the hour and **no more**.

Standard or (Max.) Time means the time of arrival at the **Standard Speed Set for the rally of 30 m.p.h.**

The times quoted are for a hypothetical car numbered zero — or nothing — and the actual — or scheduled time — for a competing car is the car's competition number in minutes added to these times. For example: Car No. 1 will add 1 minute to these times, *et seq.*

Bringing home the bacon

The Carman Catering/Albany Inns deal

Tony Drummond need have no fear of going hungry in the near future; his new and enthusiastic sponsors can now be revealed — Carman Catering in association with Wakefield Albany Inns. The deal was negotiated from the outset by his now regular co-driver, Phil Boland, who approached Derek Carman with the idea. He met with a very encouraging reception and the ex-Clarke and Simpson George Beever car was originally purchased for Tony to try. He did not rate the car very highly, however, so it was sold, and with the proceeds Tony started work building up his own car with all-new works bits (Boreham have apparently been very helpful in this direction). Everything on the car is, in fact, brand new, even the shell which Tony has had to extensively modify to accept the 15in wheels that he is planning to run. The car is, of course, fitted with a works specification four link axle and rear disc brakes, and the roll cage is actually welded into the shell and has its rear-most mounts welded over the rear suspension turrets. Powering the exciting machine is a very special Drummond 'screamer' which promises a genuine 230 bhp over a wide rev range and bags of torque to match. The race to get the car ready for the Scottish has been on in earnest for some weeks and Drummond has been working up until midnight for some time now. When we spoke to them just before the weekend, the axle was nearly in and the painter was expected at any moment to commence sign writing.

Carman Catering are wholesale meat merchants who have as one of their largest clients, Albany Inns;



Tony Drummond — a superb opportunity.

they are based in Brighouse, just outside York. The car will apparently be finished predominantly in white with "harvest gold" insignia. After the Scottish, the pair plan to assault Donegal and then possibly remain in Ireland for the Texaco extravaganza. Future RAC rounds will be the major target however; and on another subject, there is talk that for the Tour of Britain we may be seeing Tony at the wheel of a G1 Dolomite Sprint, although whether this car is to be run by the works or not is too early to speculate.

An August Bushwhacker

If it is an all-tarmac daylight event with over half its total mileage made up of stages, then the chances are that it is being run in Ireland, despite the title, "Bushwhacker," which has more of the flavour of Fosters and Bondai than Guinness and peat bogs. The title in fact has something to do with rushing about in the bushes of co. Tyrone, but don't let that worry you, for the projected event sounds excellent. A two day national status affair, the Duckhams Bushwhacker (yes!) will have a total mileage of about 300 and there will be 22 stages including the famous Syonfin and Barnes Gap. The rally will be centred in Omagh and is open to 150 competitors including G5 cars. Entry fee is £25 and the total prize fund exceeds £1,000. Regulations will be available shortly from H. P. Johnston, 23 Mountjoy Road, Omagh, and the rally will start on Friday August 22.

Its Scotland versus rest of the world on ice autotests

A spectacular not to be missed during the Wednesday carousing after the Scottish is the Esso supported ice 'racing' which features what promises to be an epic struggle between Scotland and the rest of the World. There will be two teams of six drivers, all mounted in identical Minis. Scottish drivers so far invited include Donald Heggie, Andrew Cowan, Bill Taylor and Charles Samson. There will be 36 runs in all, and two cars will be sent off together a la autocross. Practice at the Aviemore Ice Rink is at 17.00 and the event is scheduled for 19.30. There is a seating capacity of about 1,500 and tickets are available from the Albany Hotel, Glasgow this week, or in Aviemore on the day. If you're worried about not understanding what is going on — don't be, because there is a commentary in Gaelic from Murdo Morrison to keep everyone on the right track.

Eat and drink with IRDC

Following last year's successful function at the "Scottish," the IRDC are to hold another Film Show and Get Together at the Scottish Rally on the evening of Monday, 2nd June. They hope that two new films will have their first public showings at this evening and these will be backed up by films of the 1973 Scottish Rally and the official film of the Avon Motor Tour of Britain. After the film show there will be a Wine and Cheese Party next door.

Due to space limitations only 250 tickets can be sold for the combined

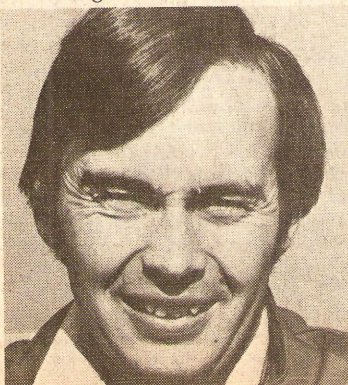
Film Show and Party at a cost of £1 each, but a further 400 tickets will be available for the Film Show only at 50p each. Be there at 5.30 pm.

The evening is open to all rally people attending the Scottish, no matter in what function they are there. All will be made very welcome.

Tickets will be available at rally signing on, at the door or throughout the rally from IRDC officials. Obviously because of the restrictions they will be on a first come, first served basis.

Principal Foreign Contenders for the Scottish

John Haugland — No. 18.



Timo Makinen — No. 2.

Markku Saaristo — No. 23.



Per Inge Walfridsson — No. 3.

Erik Aaby — No. 25.



Pentti Airikkala — No. 13.

Ari Vatanen — No. 29.



Batchelor takes Birmingham

They dined, drank and danced long into the night at the Great Barr Post House after the Shenstone Tour of Birmingham last Sunday. They had to, for despite the now familiar demon computer, puzzles and problems meant that final results did not appear until after 2 a.m.



The loneliness of the long distance club rally driver - a Shenstone watering hole last Sunday.

In fact, time wasn't on the Shenstone club's side all day, for their ominously named Tour of Birmingham involved road mileage through such teeming tourist traps as Stratford-on-Avon. With no delay allowance in the regulations, crews were going OTL everywhere despite frantic motoring, so wisely the organisers scrubbed all road penalties, but not before there had been some worries.

However, timing anomalies aside, most competitors agreed that the Club's first effort in promoting a sizeable stage rally - (its a round of the Cars and Car Conversions championship) - was both successful and enjoyable with fast and none too rough stages over a good mixture of surfaces.

The entry contained most of the leading Triple C contenders, with the Dunham and Haines Mini of Terry Kaby/Brian Rainbow at number one and David Oliver in the Reeds of Torquay 1300 Escort at two. But, very oddly, way down at 25, was 1974 CCC Champion Gordon Batchelor, a

piece of seeding that puzzled him and others. Finally, down at the tail end of the field was the quickest driver of all, a certain Colin Malkin, ostensibly sitting in the co-driver's seat of the ex-all-conquering Triumph 2.5 PI and letting driver, owner and entrepreneur John Foden, try something more active than map reading.

After the first few fast stages, the power of the favourites' Fords was starting to show through. Gordon Batchelor made an immediate impression on the first two stages while Charles Eveson and Malcolm Smith were also right there. The short, fast stage three was scrubbed late in the evening after a protest over a change in the bogey time. Apparently a stage marshal had been forced to shorten the distance and the computer service had changed the bogey without telling competitors.

The Triple C ensemble brought Andrew Dawson's G1 Avenger; only for Paul Davies/Colin Wilson to roll it into a ball at the end of the fourth stage. They will surely find plenty to tell their readers.

Problems were expected at stage six, run a second time in the afternoon, which twisted along the side of a 35 feet deep lake. Divers were on hand! A Mini went in, but luckily was hauled out, tipped on its side to empty it and off on its way. Long Marston was shared with a Sunday Market - crews found that the hundreds of parked cars most certainly had not come to watch them performing on the airfield.

After a rushed lunch halt, despite more delay allowance for everyone, Gordon Batchelor kept control, with a fastest time on the final stage to round things off. Terry Kaby disappeared after five stages with a holed sump, spoiling his good finishing record, and David Oliver dropped away from the top ten after problems on the final stage.

Provisional results came out reasonably quickly but Malcolm Smith and Randolph Whittal-Williams both had complaints about suspected lost minutes (neither of which they were given) and the stage three protest meant that final results were very late.

On a sad note, the Mexico of Eddie Horton went very quickly into a tree on Stage 15 putting co-driver Critchlow in hospital with a broken leg, plus chest and back injuries. The stage was blocked and scrubbed.

And Malkin/Foden? Heading for a top twenty place until a broken halfshaft slowed them on the last stage.

1. G. Batchelor/I. Carter (Escort) 387 penalties; 2. R. Walker/S. Cross (Escort) 410; 3. R. Rollett/N. Turvey (Escort) 411; 4. C. Eveson/J. Wilcox (Escort) 446; 5. M. Smith/Mrs A. Lerner (Escort) 452; 6. D. Grainger/L. Waldron (Escort) 474; 7. C. Barrell/R. Briscoe (Escort) 481; 8. I. Jones/R. Ward (Escort) 481; 9. R. Painton/D. Williams (Mini) 488.

● The seeding for the Acropolis, which was arrived at after the times posted for the Tatoi 'race', was as follows: 1, Sirocco (Alpine A110) 2.14.9; 2, Aaltonen (Opel Ascona) 2.16.2; 3, Iaveris (Alfa Romeo) 2.19.3; 4, Waldegaard (Lancia Stratos) 2.20.2; 5, Rohrl (Opel Ascona) 2.20.1; 6, Pinto (Lancia Stratos) 2.20.3; 7, Andersson (Toyota Corolla) 2.20.8; 8, Rouget (Porsche Carrera) 2.26.2; 9, Leonidas (Audi 80 GT) 2.28.1.

● Cahal Curley's all-conquering Porsche Carrera has now been sold to the wealthy Fred Patterson who has himself owned three Carreras in his time. Fred is however having a G1 Magnum built up for Donegal as he feels the Carrera will be a little quick for him over there at present.

● Dave Orrick is at present looking around for suitable rides, principally on the Tour of Britain and the Manx. He can be contacted in the evenings on Lancaster 60770.

Alpine's win Neville

Johnston

Achim Warmbold/John Davenport won the Hessen Rally (ECR coefficient 2) at the weekend driving Achim's works-loaned Alpine A310. The rally, which in stark contrast to the Nordland spectacular, was well organised, turned out to be a closely fought affair over 20 stages. Practice was allowed prior to the start but three of the stages were run in reverse on the day, and a further four stages were kept secret from all the competitors. The rally developed into a tense duel between the Alpine crew and Heinz Walter Schewe/P. Petersen in their privately entered Porsche Carrera, and in fact with just two stages to go, Schewe was leading by two or three seconds. Warmbold then proceeded to turn it on, and over the final stage, the descent of a hillclimb venue, he pulled back a substantial margin from Schewe who was anxious to preserve his car intact. Third were Lars Carlsson/Bob de Jong in their Opel Ascona.

Dawson's Avenger

Andrew Dawson, who had been planning to compete on the Scottish in the G1 Avenger (because the Datsun's front suspension still requires much development) had his plans altered this weekend when young Paul Davies inverted the car on the Shenstone Stages. He did such a good job in fact that the Avenger is now a write-off and will require a new shell before its outing on the Tour of Britain. Undaunted, Andrew has had to drastically accelerate his work programme on the Violet, and since several bits will have to be specially made-up, there will be plenty of midnight oil burnt before Friday. The Kleber Datsun has recently been repainted in the French tyre company's blue and white livery, and it is hoped that he will be able to complete the work in time for the weekend.

● Sunday June 22 is the date scheduled for the return of Bath MC's Festival Stages, a counter in the ASWMC and the ACSMC championships. There will be minimum of 40 stage miles in a total of no more than 150, and the route is all within the confines of map 183, the majority of the stages being private forest. Entry fee is £17 and regs will be available very shortly now from L. Hukins esq, 9 Clarendon Villas, Bath, Avon, on receipt of a 10 x 12 SAE. Anyone wishing to marshal on this event should write to Dave Simmonds, 28 Morefields Road, Morefields Estate, Bath, Avon. Apparently there have already been 250 requests for regulations, so an SAE would be appreciated.

● Last Friday night in Northern Ireland saw a victory in the Tour of the Sperrins rally for John McAlorum/Paul Phelan in the ex-David Agnew light weight BMW. This navigation event was a 200-mile affair consisting almost entirely of selectives. Second were Victor Armstrong/Peter Scott in a G1 BMW 2002 Tii. Meanwhile the Ulster Vintage Car Club's Spring rally was won by Ian Titterton/Fred Gallagher (senior) in a BMW 328.

We regret to report the death this weekend of Neville Johnston, the managing director of Neville Johnston Ltd, Toyota, Jensen and Skoda dealers for Northern Ireland. Neville was competing in a hillclimb at Spelga, an event run by the Newry and District MC, when he hit the concrete wall near the top of the course at very high speed. Neville was universally well thought of in Northern Ireland and many places besides, and enthusiasts will remember him from the days of the 1970 World Cup rally when he co-drove the fourth placed Triumph 2.5 PI with Paddy Hopkirk and Tony Nash. AUTOSPORT extends its sympathies to his family and friends.

● Dick Cobourne of Llandow has informed us of his August Bank holiday plans at the Welsh circuit which may interest rally drivers. Apparently there will be two rally car races; one of which will be sponsored by British Airways, Cambrian. Both races carry £150 first prizes and it is strongly rumoured that ST are planning a visit there with Brian Culcheth.

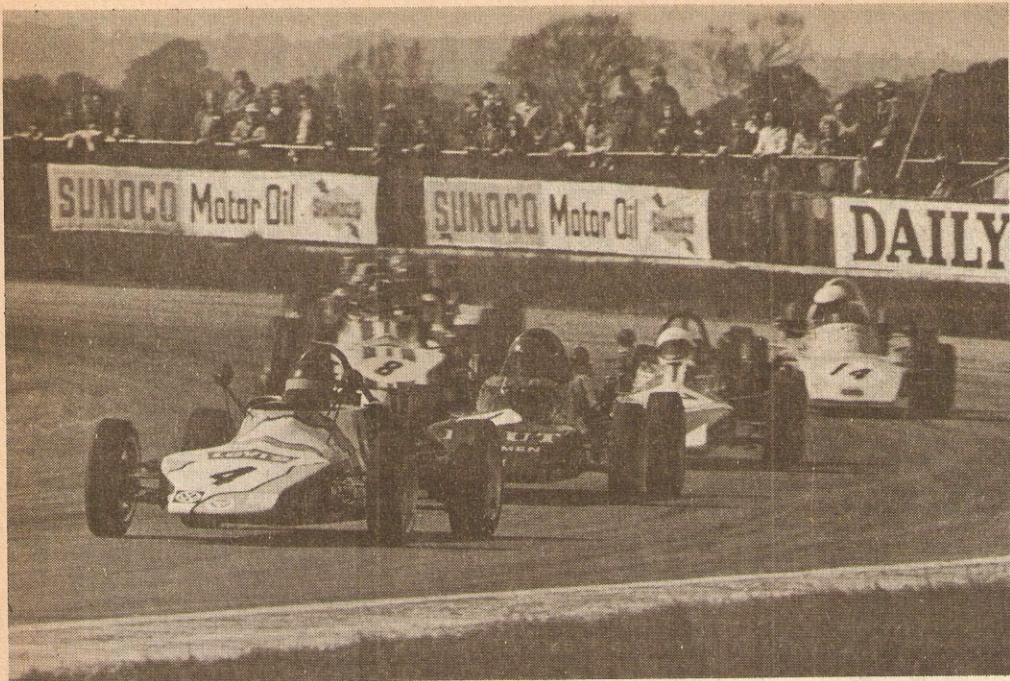
● The increased entry fee together with a rise in general motoring costs was reflected in the lower-than-usual number of clubmen who entered this year's international Welsh rally. Realising that this situation would inevitably occur, SWAC have arranged to promote a 'Mini Welsh.' The one day event, based on Brecon will cover more than 200 miles including 75 miles of stages used on this year's Welsh in the southern part of the country. The event will be held on August 16th and the club will provide a full results and information service. It is expected that the event will be a counter in the Welsh special stage championship.

● After months of delay, Bridgend AC have announced their Mid-Glamorgan Stages rally which will be held on June 29th. It will be the first event of its kind in that part of South Wales and the club have been at great pains to get the necessary roads from private landowners. No forestry roads are included. The event will have a total mileage of about 100 and 20 of these will be held on closed private roads. Entries are £6 and are limited to 50 cars. Further information from Peter Coombes, c/o the Bear Hotel, Corbridge, South Glamorgan.

● Vic Preston Junior is to contest this year's Kenya rally championship in an Escort RS. Preston, who drove the third Stratos on the Safari earlier this year, is currently rebuilding fellow Kenyan Peter Hughes' racing Escort. The car is powered by a 1977cc BDA and this unit is at present with Brian Hart being rebuilt and altered to suit rally conditions.

● Team Robert Moss have a three-car team entered on the Scottish. In addition to regulars Richard Woolbridge and John Jago, Chris Wathen in the Vospers car will be co-opted into the equip for the event.

● New sponsors just announced for the hard working G1 SMT Vauxhall Magnum are Marshall's Chunky Chicken.



Martin van Ginneken gets his nose in front of Leo Steenbergen in the closely fought European Formula Vee event.

SILVERSTONE

Dolomites dominate again

Monday's meeting at Silverstone couldn't be called the most exciting of events, but it certainly had all the ingredients, with full grids, some overseas participation in nine races, and good but blustery weather. Over 6,000 people came to see the action on this National Organs day, and they saw both Stuart Graham and Andy Rouse take convincing victories in their RAC Southern Organs touring car championship races. In their classes, Win Percy had an easier victory than practice would have suggested, and John Handley fought off a strong challenge from Stuart Rolt's Capri for his class win. A myriad of unpronounceable European Formula Vee contenders soundly trounced the British participation in their 25 lap event. Jim Walsh again proved unbeatable in the Brush Fusegear FF races, and Frank Sytner took the most exciting event of the day, the Clubman's Tricentrol round.

Opening the day's proceedings was a 7 lap heat for the Brush Fusegear Formula Ford final later in the day. Jim Walsh (Hawke DL12) just took off into the lead and was scarcely seen again. Richard Wills' MRE was fairly secure in second place, in front of a large dicing mob from which Mike King emerged just in front of Eddie Jordan's Crossle.

The second heat was nearly as clear cut for the winner, if Formula Ford winners are ever clear cut, with Lee Wroe-Johnson taking his Modern Hotels supported Rostron into an immediate lead to the flag. Second was much more exciting, with poleman Eddie Cheever, making his first visit to the circuit, just getting home in front of Glenn Eagling, Lou de Marco and Richard Eyre's Javelin.

The final, later in the day, saw the demise of two likely lads in the first lap, Eddie Cheever spinning at Becketts, and Eddie Jordan getting involved in John Murphy's moment out of Becketts. Lou de Marco was another to be involved. Meanwhile, Walsh had another reasonable lead, and by lap two, it was 1.8s, and that's fairly secure in Formula Ford. As Walsh continued to stay out of trouble for the rest of the race, Mike King, who had taken Wroe-Johnson for second early on, was slowly hauled in again by Wroe-Johnson, and then Richard Wills, and Richard Eyre. It was these three who all contested third for the rest of the race, with Wills just getting his nose in front, and King and Eyre coming next on the same time, with Wroe-Johnson missing out just behind.

Third race of the day was for Oldham and Crowther thoroughbred sports cars, and John Chatham led this one in the famous DD3000 Healey from pole to the flag. Behind him, Reg Woodcock in his venerable TR3 kept up the chase, and was slowly hauled in by John Harper's XK120. But the XK120 was brewing a small fire under the bonnet, and just before the flag, Harper pulled off to allow Woodcock his second place. Gary Bristow

(3.0 Austin Healey) got by Ian Moss' Aston Martin DB4 for fourth. Bruce Brown took sixth in his Elva Courier for his class, never having been headed, but having a lively dice throughout with John May's XK120.

Barrie Williams' Mazda and Andy Rouse's Triumph Dolomite Sprint shared the quickest time for the front row of the two smaller RAC/Southern Organs contending British touring car classes, with Allan Wilkinson on the outside of the grid. Williams made a lousy start as the carbs had flooded, so that after a lap, it was Rouse from team-mate Roger Bell, then Wilkinson's RS2000, and the two Bill Shaw Dolomite Sprints of Gillian Fortescue-Thomas and John Hine. After a couple of laps, Williams' Mazda came back on song, and soon he was closing on the Bill Shaw Dolomites, now led by John Hine.

By lap ten, Williams was by them both, and now hauling in Wilkinson, as the two works cars of Rouse and Bell motored on their way. Then two laps later, Williams was up into third place. A lap later, Wilkinson had a braking moment, but pulled into the pits with the oil pressure dropping. Williams was only to last until lap sixteen of the 25, pitting with the car jammed in second, so the race was left to the massed Dolomites of Rouse and Bell, then Hine and Mrs Fortescue Thomas. The small class was in fact dominated throughout by Win Percy in the Samuri Racing Toyota Celica, who led throughout from Bernard Unett's Hillman Avenger GT and Jennifer Birrell's now rebuilt similar car.

After Leo Steenbergen took an early lead in the 25 lap European Formula Vee round, Martin van Ginneken from Holland soon took his Kaimann in front never to be headed. He was challenged early on by Wim van Kleef, Steenbergen, Ronnie Swartsbergen and Piet van Beveren, also in Kaimanns, but pulled away after five laps, only to be caught by Wim van Kleef towards the end, but not overtaken. Van Kleef had fought his way ahead of Steenbergen and Swartsbergen who took the next places from van Beveren, who just held Bauduin van der Rest at bay for fifth. Best British runners were Peter Wimhurst and Gordon Rae who were dicing together throughout, but were a lap down in tenth and eleventh positions.

The Tricentrol clubmans round was an exciting one, with Vernon Davies' U2 leading for three laps, then Creighton Brown taking over in his U2, and then Frank Sytner getting his model in front to the end. These three also had John Davies' Gryphon and Peter Cooke's Harrison enlivening things, but Davies retired with the engine on two or three cylinders, so Vernon Davies chased home Sytner, from Cooke and Brown. Brian Green drove an excellent race for fifth in class. Nick Adams always had the measure of Chris Gre-

ville-Smith in the FF-engined class.

Richard Lloyd was easily quickest in the bigger class RAC/SO 25 lapper, and led away from pole, only to be taken after less than two laps by Stuart Graham. One felt that Lloyd's Simoniz Camaro was just waiting for the final laps before making a move, but after six laps of following the similar Brut-sponsored car, Lloyd dived for the pits with a red light glowing. The alternator had packed up, not a belt off the engine, and Lloyd was quickly dispatched again. By lap 14 he was in fifth place, Tony Shaw's puncture and Jon Fletcher helping him on his way by retiring with no water, and he overtook Malcolm West's third placed Camaro on lap 20. There was just Vince Woodman's Camaro between Lloyd and second place. It seemed unattainable, but as Woodman approached Woodcote for the last time, he got involved with the rather hairy Nigel Stovin-Bradford (yes, his Camaro appeared), and the exciting 2.5 to 4.0 class battle. And off went Woodman, lightly into the bank, and Lloyd was second to Graham. West came next from an angry Woodman.

That smaller class battle? John Handley in the works Opel and Stuart Rolt (Capri) dived for 14 laps without a let up for the lead, the verdict finally going to the experienced Handley after a good drive by Rolt. Peter Hanson's Opel was third in class.

Final event of the day was a Jaybrand libre race, which was won in excellent style by John Wingfield in his 1.8 Brabham, from Mike Endean's Lyncar. He had John Hardesty's Brabham for company for a while. But the latter dropped back after a rather wild moment. Brian Green drove another good race for fourth.

BOB CONSTANDUROS

RAC/Southern Organs National Touring car championship Round 8, Silverstone, May 26, 25 laps, 40.20 miles

Part one, 1601 cc to 2500 cc and up to 1600 cc. Overall: 1, Andy Rouse (2.0 Triumph Dolomite Sprint), 28m 46.6s, 83.82 mph; 2, Roger Bell (2.0 Triumph Dolomite Sprint), 28m 47s; 3, John Hine (2.0 Triumph Dolomite Sprint), 29m 4.2s; 4, Gillian Fortescue Thomas (2.0 Triumph Dolomite Sprint), 29m 8s; 5, Win Percy (1.6 Toyota Celica GT), 29m 30.6s; 6, Martin Thomas (2.0 Triumph Dolomite Sprint), 29m 43.8s.

1601 cc to 2500 cc class: 1, Rouse, 83.82 mph; 2, Bell; 3, Hine; 4, Mrs Fortescue-Thomas; 5, Thomas; no other finishers.

Fastest lap: Rouse, 1m 7.6s, 85.63 mph (establishes record). **Up to 1600 cc:** 1, Percy, 81.74 mph; 2, Bernard Unett (1.6 Hillman Avenger GT); 3, Jennifer Birrell (1.6 Hillman Avenger GT); 4, Rex Greenslade (1.6 Toyota Celica GT); 5, Stan Clark (1.6 Alfa Romeo GT); 6, Patrick Cobb (1.6 Hillman Avenger GT). **Fastest lap:** Unett, 1m 9.6s, 83.17 mph (establishes record).

Part two, 2501 cc to 4000 cc, and over 4000 cc. Overall: 1, Stuart Graham (7.4 Chevrolet Camaro), 27m 19.2s, 88.29 mph; 2, Richard Lloyd (7.4 Chevrolet Camaro), 27m 48.4s; 3, Malcolm West (5.7 Chevrolet Camaro), 28m 0.4s; 4, Vince Woodman (5.7 Chevrolet Camaro), 29m 38s; 5, John Handley (2.8 Opel Commodore), 24 laps; 6, Stuart Rolt (3.0 Ford Capri GT), 24 laps.

Over 4000 cc class: 1, Graham, 88.29 mph; 2, Lloyd; 3, West; 4, Woodman; 5, Brian Pepper (5.7 Chevrolet Camaro); 6, Tony Lanfranchi (6.9 Chrysler Hemicuda). **Fastest lap:** Lloyd, 1m 3.4s, 91.31 mph (establishes record).

2501 cc to 4000 cc class: 1, Handley, 83.35 mph; 2, Rolt; 3, Peter Hanson (2.8 Opel Commodore); 4, Bill Gubelmann (3.0 Ford Capri 11); no other finishers. **Fastest lap:** Rolt, 1m 7.8s, 85.38 mph (establishes record).

Brush Fusegear Formula Ford, heat one (7 laps): 1, Jim Walsh (Hawke-Close DL12), 7m 39s, 88.28 mph; 2, Richard Wills (MRE-Oselli 73/75F), 7m 42.8s; 3, Mike King (Lola-Close T342), 7m 44.6s; 4, Eddie Jordan (Crossle-Rowland 31F), 7m 45s. **Fastest lap:** John Murphy (Hawke-Scholar DL12), 1m 4.4s, 89.89 mph.

Brush Fusegear Formula Ford, heat two (7 laps): 1, Lee Wroe-Johnson (Rostron-Minister CT3), 7m 41.4s, 87.82 mph; 2, Eddie Cheever (Dulon-Rowland MP17), 7m 46.8s; 3, Glenn Eagling (Van Diemen-Scholar RF 75), 7m 46.8s; 4, Lou de Marco (Hawke-Holbay DL12), 7m 47.4s. **Fastest lap:** Wroe-Johnson and Eagling, 1m 5s, 89.06 mph.

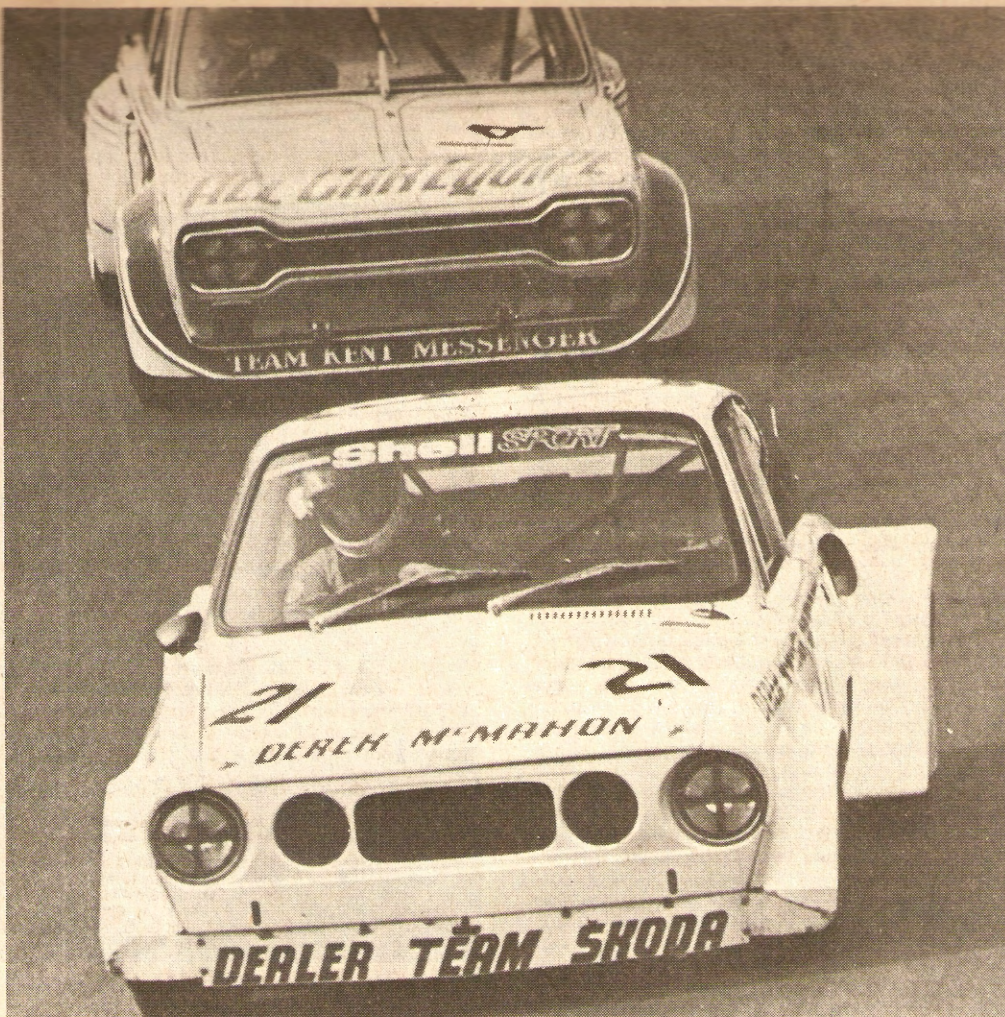
Brush Fusegear Formula Ford, final (12 laps): 1, Walsh, 13m 4.4s, 85.6 mph; 2, Wills, 13m 9.8s; 3, King, 13m 10.4s; 4, Richard Eyre (Javelin-Minister JL2), 13m 10.4s; 5, Wroe-Johnson, 13m 10.6s; 6, Derek Daly (Hawke-Rowland DL12), 13m 16.6s. **Fastest lap:** Wills, King and Wroe-Johnson, 1m 4.4s, 89.89 mph.

Oldham and Crowther Thoroughbred sports car race, over 2700 cc, 1651 cc to 2700 cc and up to 1650 cc (10 laps): 1, John Chatham (3.0 Austin Healey 3000), 11m 30.4s, 83.85 mph; 2, Reg Woodcock (2.0 Triumph TR3), 11m 40.8s; 3, Gary Bristow (3.0 Austin Healey 3000), 12m 0.2s; 4, Ian Moss (3.7 Aston Martin DB4), 12m 6.4s. **Over 2700 cc:** 1, Chatham, 83.85 mph; 2, Bristow; 3, Moss. **Fastest lap:** Chatham, 1m 7.6s, 85.63 mph (record). **1651 cc to 2700 cc:** 1, Woodcock, 82.60 mph; 2, Alan Eden (2.2 Triumph TR2); 3, Paul Lorne (2.6 Austin Healey 100M). **Fastest lap:** Woodcock, 1m 8s, 85.13 mph (record). **Up to 1650 cc:** 1, Bruce Brown (1.6 Elva Courier), 78.65 mph; 2, Jeremy Trace (1.6 Elva Courier); 3, Mike Walker (1.6 MGA). **Fastest lap:** Brown, 1m 12.4s, 79.96 mph (record).

West European Formula Vee championship round (25 laps): 1, Martin van Ginneken (Kaimann), 26m 28.3s, 91.12 mph; 2, Wim van Kleef (Kaimann), 26m 29s; 3, Leo Steenbergen (Kaimann), 26m 35.4s; 4, Ronnie Swartsbergen (Kaimann), 26m 37.6s; 5, Piet van Beveren (Kaimann), 26m 45.8s; 6, Bauduin van der Rest (Celi AC10), 26m 46s. **Fastest lap:** van Kleef, 1m 2.4s, 92.77 mph (record).

Tricentrol clubmans sports round, 1001 cc to 1600 cc modified, and up to 1600 cc FF (12 laps), overall and 1001 cc to 1600 cc modified: 1, Frank Sytner (Mallock U2-Davron Mk 16), 11m 41s, 99.10 mph; 2, Vernon Davies (Mallock U2-Holbay Mk11/14), 11m 43.6s; 3, Peter Cooke (Harrison-Cosworth Mk7), 11m 45.4s; 4, Creighton Brown (Mallock U2-Close Mk 17), 11m 45.6s. **Fastest lap:** Sytner, 56.8s, 101.92 mph (record). **Up to 1600 cc FF:** 1, Nick Adams (Mallock U2-Close Mk 14), 88.71 mph; 2, Chris Greville-Smith (Phantom-RE P75); 3, Alex Ferrada (Mallock U2-Davron Mk 16). **Fastest lap:** Adams, 1m 4s, 90.45 mph.

Jaybrand Racewear Formula Libre round (10 laps): 1, John Wingfield (1.8 Brabham FVC BT35), 9m 23.8s, 100.67 mph; 2, Mike Endean (1.8 Lyncar), 9m 29.6s; 3, John Hardesty (2.0 Brabham-BDA BT36), 9m 31s; 4, Brian Green (1.6 Gryphon-Davron C4A), 10m 3.4s; 5, Noel Starbury (1.6 Hustler-Walker SS4); 6, Denis Welch (1.6 Merlyn-Marks Mk 14A), 10m 10s. **Fastest lap:** Hardesty, 54.8s, 105.64 mph.



The moment of truth: Alec slides past Nick Whiting as they swoop through Paddock.

BRANDS HATCH

Alec Poole shows his class

Even if it's no longer the Fordsport day that everyone remembers, the Sunday Whit bank holiday Brands Hatch meeting is still one that is a must for competitors, pressmen, and spectators alike. The latter are there because there's still good racing, and this was demonstrated last Sunday when the BRSCC ran off a slick six-race programme in about three hours, a paragon of organisation. Star performance of the day came from Ian Taylor who fought through from the back of the grid in his Ken Hensley Racing Dulon FF2000 to take a fine victory where others fell off, in the APG FF2000 round. The other major race saw a triumph for the 2-litre Super Saloons of Alec Poole and Nick Whiting, vanquishing their bigger Tricentrol championship competitors, amongst which there were some interesting new machines. Although practice was in some cases wet, the racing was held in increasingly improving conditions including some sunshine.

Tony Dron and Gordon Bruce took off into an early lead in their Escort Sports in the opening race, a ten-lapper for Penthouse championship contending Escort Sports and Mexicos. But Steve Thompson quickly disposed of Dron in his Opposite Lock Club sponsored Mexico. Then a fair mix-up at Kidney lost Dron across the grass to earn a one-lap penalty. So we had Bruce and Thompson dicing for a lap, pursued by Graham Hollis, John Waterman and Mike Freeman. After a third's distance, Thompson was through to the lead, and that's where he stayed to the end. Slowly Waterman hauled in Hollis and Bruce, taking the latter on the sixth lap finishing one second behind Thompson. Bruce got involved in a fair tussle for third, eventually losing out to Hollis with Mike Freeman next.

Creighton Brown and John Davies seemed to get a better start than poleman Geoff Friswell in the LEC Clubmans round. But Friswell soon had his semi works U2 in the lead, never to be headed. Brown too was up there but Davies was punted early on by Noel Stanbury in the Walker entered Hustler, so that Caldwell Smythe (U2) and Martin Mansell (U2) dived for third position. But just as Mansell received notice for a jumped start, he

went off into the Paddock Armco, and unfortunately involved a marshal. The car's impact sadly broke his leg and severely injured one side of his body. The race was justifiably and fairly quickly stopped so that car and marshal could be removed, but not before Brown overtook a slowing backmarker under the yellow flags and lost his second position. Smythe then inherited second from Charles Tippet and Frank Sytner following him, the latter's car not sounding at all healthy.

In the small class, Nick Adams hauled in Chris Greville-Smith's U2 quite steadily, and got by to take good points again. Championship leader Peter Clark was never in contention.

Third event of the day was for our lot — typewriter drivers from various papers and magazines racing Shellsport Escort Sports. David Hardcastle of Motor took a narrow lead from poleman Chris Witty in the opening lap, but Witty is not to be slouched off that quickly, and was rapidly on the rally man's tail. Murray Taylor from the opposition and Terry Grimwood of Triple C followed. After a lap of close motoring, Witty found Hardcastle progressing a mite too slowly, and a quick nudge saw him on his rightful loose surface at Bottom bend, and Wittypaldi was through. At about the same time, Grimwood saw off Murray Taylor, and proceeded to hound after Witty, which he did for the remaining eight laps to good effect, for the lead at the flag was just 0.6 s. Behind, Clive Richardson of Motor Sport slowly hauled in Taylor, taking him on the seventh lap at Pilgrims. Chris Goffey of Autocar found himself in fifth position at the end, after Ian Phillips fell foul of Jeremy Walton during a spin by our editor, Walton taking sixth, but the bossman was well down in eleventh. Hardcastle put in a good drive to finish back in eighth after another spin.

Fourth on the agenda was an Allied Polymer Group FF2000 round over 20 laps. Whether the thought of a case of McKechnie wine had any influence on it or not, Derek Lawrence's Roy Thomas' engine wouldn't start from pole position, and as Damien Magee (Palliser) and Adrian Reynard (Reynard) went into an early lead, the championship leader was left on the grid. With the

front two being joined, Bernard Vermilio's works Merlyn, the leaders were round for two laps before Magee got in front at Clearways. Then a lap later Reynard dropped again to Vermilio, and now the former JPS driver was battling for third. Reynard dropped back to the next group which included teammate Jeremy Rossiter in another Reynard, and Ian Taylor's Dulon. Taylor had had a bad grid position after practising on slicks in the wet as the wets wouldn't fit.

On lap seven, Vermilio took the lead, and as Damien Magee was challenged for his second position by Taylor, so the Irishman lost it at Clearways, and Taylor just had Vermilio in his sights. But then Vermilio went off at the same place, and Taylor was through to the lead for the remaining eleven laps. Rossiter took his teammate on the next lap for second place, and that's how the first three finished. Behind them, Lawrence put in a really smooth drive to finish fourth, taking the twice-spinning Frank Bradley (Elden), who eventually retired with overheating, leaving fifth to the recovered Vermilio.

Nick Whiting took off to an excellent but slight lead in the 25-lap Tricentrol Super Saloon round, just ahead of Alec Poole's 2.0 Skoda and Dave Brodie's superb 3.4 Ford Capri. Brodie was the first to go with the rear torsion bar welding breaking up as it had in practice, so Martin Birrane (5.0 Ford Capri) and Gerry Marshall in his new 5.0 Repco powered Firenza were left dicing for third. Poole was looking for a way round Whiting's 2.0 Escort, and on lap seven he found it into Paddock. Marshall had meanwhile found his way round Birrane, and was now a secure third, but Birrane's Adlards Capri was smoking a little, and was eventually to pull off with excessive oil breathing after 13 laps.

By this time, he had been caught by the fifth placed Bill Dryden in Gerry Marshall's usual 2.3 Firenza, so Dryden was now fourth. And that's the way it stayed until lap 21, when these four were the only ones on the same lap. Then Dryden went missing with the car just not driving any more, the engine dead. And two laps before the end, DTV lost their second car when Marshall's drive went to one wheel only. So we were left with just two cars on the same lap, Whiting having closed well on Poole during the final laps, but Poole having luck with the backmarkers, although it was academic whether Whiting would have got through to win anyway. Dave Millington (Firenza) and Zekia Redjep (2.0 Escort) dived through for third, with Millington taking the honours, in front of the big class winner: Colin Hawker, having a successful if somewhat surprising first race debut in the Toleman's Delivery 3.0 VW-DFV.

A good final race of the day for Formula Fords, was led from pole, not surprisingly, by Rob Wicken in his U Hire Merlyn which is so well known. His early challenge came from Irishman Eddie Jordan, making one of his few travels south. Jordan always kept up some pressure on Wicken, but finished 2.8s behind. Mike Thompson (Rostrom) took a good third place dice from Derek Daly (Crossle), Rob Newall (Jamun), Doug Wood and Doug Westmore, although Newall in fact incurred a one minute penalty which dropped him out of it.

BOB CONSTANDUROS

Penthouse Ford Escort championship round (10 laps): 1. Steve Thompson, 10m 30.6s, 70.79m; 2. John Waterman, 10m 31.6s; 3. Graham Hollis, 10m 34s; 4. Gordon Bruce, 10m 34.2s; 5. Mike Freeman, 10m 34.6s; 6. Geoff Evans, 10m 40.4s. **Fastest lap:** Waterman, 1m 1.8s, 72.23 mph.

LEC Refrigeration Clubmans championship round, class A 1600 cc fully modified and class B 1500 cc FF (5 laps); overall and class A: 1. Geoff Friswell (Mallock U2-Hart Mk 16), 4m 4.2s, 91.40 mph; 2. Caldwell Smythe (Mallock U2-Swindon Mk 16), 4m 16s; 3. Charles Tippet (Gryphon-Swindon C4A), 4m 19.2s; 4. Frank Sytner (Mallock U2-Davron Mk 16), 4m 32.6s. **Fastest lap:** Friswell, 47.4s, 94.18 mph (record). **Class B:** 1. Nick Adams (Mallock U2-Holbay Mk 14), 81.04 mph; 2. Chris Greville-Smith (Phontoam-RE 75); 3. Alex Ferrada (Mallock U2-Davron Mk 16). **Fastest lap:** Adams, 52.6s, 84.87 mph (record).

Evening News Shellsport journalists in Mexicos (10 laps): 1. Chris Witty, 11m 20.8s, 65.67 mph; 2. Terry Grimwood (11m 21.4s); 3. Clive Richardson, 11m 28.6s; 4. Murray Taylor, 11m 31.8s; 5. Chris Goffey, 11m 34s; 6. Jeremy Walton, 11m 34.6s. **Fastest lap:** Witty, 1m 6.8s, 66.83 mph.

Allied Polynr Group FF2000 round (20 laps): 1. Ian Taylor (Dulon-Holbay MP18), 16m 50.6s, 88.34 mph; 2. Jeremy Rossiter (Reynard-Piper 75S), 16m 54.8s; 3. Adrian Reynard (Reynard-Oselli 75S), 16m 57.8s; 4. Derek Lawrence (Crossle-Thomas 31F), 17m 2.4s; 5. Bernard Vermilio (Merlyn-Scholar Mk 28), 17m 4.6s; 6. Wil Arit (Palliser-Rowland P742), 17m 15.8s. **Fastest lap:** Lawrence, 49.4s, 90.36 mph.

Tricentrol super saloon championship round (25 laps): 1. Alec Poole (2.0 Skoda-BDG S110R), 21m 6.8s, 88.56 mph; 2. Nick Whiting (2.0 Ford Escort-FVA), 21m 7.2s; 3. Dave Millington (2.3 Vauxhall Firenza), 24 laps; 4. Zekia Redjep (2.0 Ford Escort), 24 laps; 5. Colin Hawker (3.0 VW-DFV 1600 fastback), 24 laps; 6. Joe Russell (6.0 Chevrolet Camaro), 23 laps; **Fastest lap:** Poole, 49.6.90 mph (record).

Evening News Formula Fords (10 laps): 1. Rob Wicken (Merlyn-Minister Mk 17A), 8m 59.8s, 82.70 mph; 2. Eddie Jordan (Crossle-Rowland 30F), 9m 2.6s; 3. Mike Thompson (Rostrom Axis CT75), 9m 8.4s; 4. Derek Daly (Crossle-Murphy 25F), 9m 9.8s; 5. Doug Wood (Elden-Scholar Mk 10C), 9m 10.6s; 6. Doug Westmore (Axis-Rowland 18B), 9m 12.6s. **Fastest lap:** Wicken, 53.2s, 83.91 mph.

Formula Blow-up

By CHRIS WITTY

Photos by JOHN GAISFORD

It wasn't the best race the formula's had by far. It wasn't the worst but last Monday's race can't really be called entertainment. Once again it was a day of alarming engine failures that played havoc with the European Formula 5000 circus who were back racing on British soil after two sorties abroad.

Ian Ashley scored his second win of the season with his Richard Oaten-backed Lola T330, but it wasn't half a lucky one in the end. It's true to say that Ashley dominated both practice and the race but, a matter of a hundred or so yards from the finish, the burbling Chevrolet V8 let go in a spectacular plume of smoke and Ian was extremely fortunate to have enough momentum to carry him through the chicane and past the pits to the chequered flag.

Ashley won because his lead at that stage was so healthy, no one was left in a close enough position to take advantage of his engine blow-up. David Purley, Richard Scott and Gordon Spice all took turns at holding second spot, the two Lolas destined to be sidelined with engine failures while Purley's Ford-powered Chevron lost its clutch. Thus it was a lucky Teddy Pilette who found himself eventually second in the Team VDS Lola T400 ahead of Guy Edwards' T332, which had recovered well after an early spin.

Ashley's win puts him into the lead of the championship and, during the course of the race, he equalled the circuit record held jointly between the F2 cars of Brian Henton and Jacques Laffite together with Vern Schuppan's F5000 Lola.

There were some new faces to be seen on the F5000 front. One was Derek Bell who was making a return to F5000 in the RAM/Thursdays Chevron B28 which Alan Jones had raced the previous week at Zandvoort. Bell last drove an F5000 car exactly a year ago at the same circuit. He wasn't to have a terribly happy time in practice with the car's rather unpredictable handling and Derek ended up by actually failing to improve on his 1m 13.8s which was set in the first early morning session. This put him eleventh on the two-by-two grid.

Another new face to actually appear in a practice session was Chris Amon but the Talon, alas, was plagued yet again with engine dramas and after setting a mediocre 1m 15.8s with water and oil pouring from everywhere, he didn't start.

Pole was taken by Ian Ashley in his familiar Lola T330/2 in both sessions. His eventual time of 1m 11.0s equalled the course record but was still some way off Schuppan's pole time from last year.

A surprise was to be found alongside for there was Brian McGuire in his ex-Evans T332 who equalled Ashley's time just before the end and looked well pleased with his efforts. It's obvious that the T332 models are well suited to Thruxton.

David Purley, who had been equal quickest with Ashley in the first session, ended up by improving to 1m 11.6s, his Cosworth Ford V6 sounding really sweet. He would probably have gone quicker had the wing stay not broken and cost him valuable time.

Next up was another T330 series Lola, that of Tom Belso who, with his new found, but limited, support from Texaco and Marlboro, has shot up the grids. It perhaps reflects that all the Dane needs, for which to be a leading front runner, is the necessary finance to remain competitive. Belso was 0.2s slower than Purley.

Equalling Belso's time was Richard Scott's Durex Lola, the fastest of the T400s which weren't particularly at home around the fast sweeps. Gordon Spice was going well in his T332 to post 1m 12.2s and Guy Edwards, in yet another T332, equalled it.

Teddy Pilette in the Team VDS Lola T400 failed to improve from his earlier 1m 12.8s and noises from the Morand resulted in an engine change before the race. Also having problems was his team-mate Peter Gethin, the current championship leader and winner of the last two rounds. Gethin was well down.

Well up, considering this was his first visit to the circuit, would have been Boy Hayje in Toine Hezemans' ex-Hesketh March 731. Unfortunately during the second session, something broke coming up to the chicane and the V6 Ford powered car whistled off backwards into the bank with a thump, rendering Hayje a non-starter.

Tony Dean's Chevron B28 was the only other runner in the 13s. The rest were the usual crowd in their usual order.

Non-starters were Andy Sutcliffe, who had the engine blow in the second RAM B24/8 and Mick Hill's March while Alan Rollinson was giving the new McLaren M18/22-like Contender its first, but troubled, public outing.

RACE

It was Ashley who thundered off from pole to head the pack away up toward the tricky complex. Already Purley had slipped through ahead of

McGuire while Belso was also pressing heavily and looking for an opportunity to get by.

Out around the back, the pack quickly fanned out, as it does all too familiarly in this category, but eyes were focused at the front and it was interesting to note that Purley's V6, although lacking the horses down the straight, could make up sufficient ground around the twiddly bits to make a real race of it.

By as early as the second lap, these two had pulled clear from McGuire who was hanging on well in front of Belso, Scott, Spice and Pilette. It looked really good, but, as at Zandvoort the previous week, it wasn't to last.

Purley got really close to Ashley on lap 6, almost scrapping his nose on the Lola's gearbox but then the Chevron spun up at the complex two laps later. Purley had lost the clutch, found a box full of neutrals and couldn't re-engage a suitable cog. The car looped round and David was left stricken and out of the hunt.

By this time McGuire began to find the steering of his Lola getting heavier and he had to ease the pace slightly. It soon allowed Scott through and he rushed off after the leader and, at one stage, looked to be catching him. But the gap remained pretty well static.

Spice was the next to pass McGuire and he too rushed off after Scott. Meanwhile Belso and Pilette squabbled furiously, they too passing McGuire as did Bell, who was trying to make up ground in the RAM Chevron. It wasn't to last for an ominous plume of smoke signalled the end when the engine overheated after 10 laps as he began to make headway toward Pilette.

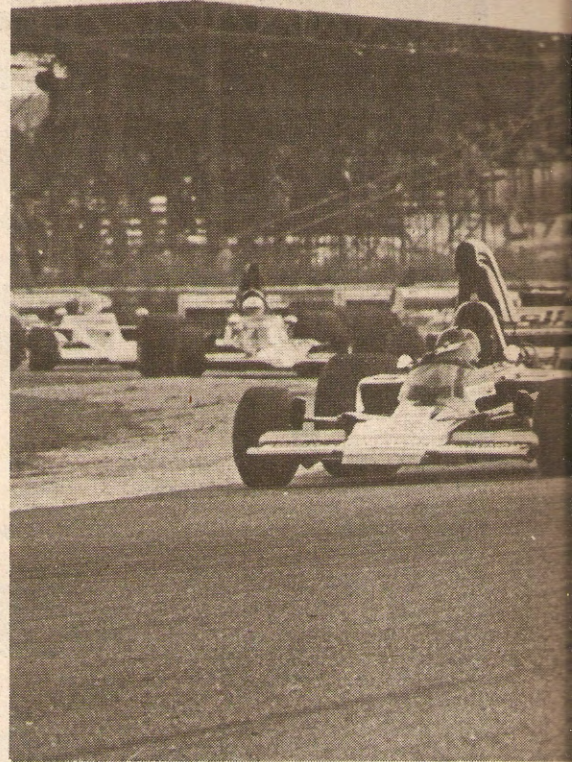
As for Teddy's team-mate Gethin, he just wasn't really in the hunt and when he eventually caught McGuire, the two spent the rest of the race in company together.

Bell's demise put Dean and Edwards up onto the leader board, the Lola having been forced into a lurid moment on the first lap and Guy was now pulling back the places which, on lap 2, had been dead last. He was destined to finish a well driven, if somewhat fortunate, third overall.

With Ashley still secure in front, Spice now began to put the pressure on Scott and the green Reed machine closed in and looked certain to pass just after half distance. But his engine note suddenly changed and the challenge began to fade. It looked just a matter of time before he too would retire. But Scott beat him to it, the Durex car suddenly having the oil pressure take a dive on the approach to the chicane and Richard hit the kill switches. He was out. Spice was now second but two laps later, Pilette thrust past the ailing Lola which headed for the pits on lap 28. At the same time, Edwards forced his way by Belso's misfiring T330 and that really, was more or less it, except for Ashley's last lap, last corner blow up. At least it woke us up, and probably him for that matter!

Shellsport European F5000 Championship round 7, Thruxton, May 26, 35 laps — 85 miles

- 1, Ian Ashley (Lola-Fewkes/Chevrolet T330/2), 42m 50.4s, 115.49 mph;
 - 2, Teddy Pilette (Lola-Morand/Chevrolet T400), 43m 10.2s;
 - 3, Guy Edwards (Lola-Whitehurst/Chevrolet T332), 43m 35.2s;
 - 4, Tom Belso (Lola-RES/Chevrolet T330), 43m 49.0s;
 - 5, Tony Dean (Chevron-Whitehurst/Chevrolet B28), 43m 57.2s;
 - 6, Peter Gethin (Lola-Morand/Chevrolet T400), 34 laps;
 - 7, Brian McGuire (Lola-RES/Chevrolet T332), 34 laps; 8, Brian Robinson (McLaren-Close/Chevrolet M19), 33 laps; 9, John Turner (Lola-Whitehurst/Chevrolet T330), 33 laps; 10, Chris Featherstone (McRae-Morand/Chevrolet GM1), 32 laps.
- Fastest lap:** Ashley, 1m 11.2, 119.46 mph (equals circuit record).



First lap, first corner; Ashley leads McGuire, Purley (hidden)

Nilsson wins

Despite the race being stopped after three laps in order to extract Rupert Keegan from his crumpled March, it was the works March of Gunnar Nilsson which dominated the latest round of the BP F3 series.

Nilsson had claimed pole, led all the way and moved himself back to the head of the championship. However, he was pressed towards the end by Patrick Neve in the Safir who, during a stirring drive following an earlier hold up when Alex Ribeiro spun, set a new lap record and now jointly needs the championship with Nilsson.

The works March of Gunnar Nilsson sat on pole, the Swede having recovered from his Brands virus and he was the only under the record on 1m 16.8s.

Leading F3 dice. Gunnar Nilsson shields Patrick Neve with



RACE

Nilsson got the jump on them all at the start but Neve was quickly through from the second rank to chase the Swede followed by Sullivan and Ribeiro. In little over a lap these four had pulled clear but then the race was stopped.

Apparently Rupert Keegan's BAF March had stripped 2nd gear soon after the start and in the rush for the first corner, Rupert's front left hand wheel was clipped by Tony Rouff's Erlich. The March turned sharp left into the barrier while the Erlich spun over the top and also into the barrier.

Keegan was trapped by his big toe (see *Pit and Paddock*) and had to be cut free by the rescue units.

When the race was restarted, Nilsson again rushed away but this time Ribeiro and Sullivan kept Neve out. But not for long. The power of the Holbay twin-cam quickly took the Safir past the Modus on the straight but Ribeiro's Toyota was a different proposition.

Meanwhile Nilsson kept pulling away. His lead grew to huge proportions on lap 6 when Ribeiro spun entering the chicane forcing both the Safir and Modus to virtually stop. The Modus got into second spot and held off Neve for four more laps before having to eventually give way. Neve then set off after Nilsson who was now visibly backing off, conserving his tyres. Despite Neve's lap record, the cool Swede was well aware of the situation and crossed the line to score his fourth F3 win this year.

Sullivan eventually finished third, successfully keeping Herve Regout's smoothly driven B&O March behind him, closely followed by Richard Hawkins, a recovered Ribeiro and a disappointed Perkins.

Non starters for the re-run were Taylor, whose engine had cooked itself, Chris Barnett, with a broken rocker, and the promising Brazilian Ingo Hoffman who'd had the bracket on the throttle slide snap and had been driving the first three laps of the "first race" with a full throttle!

SUPPORTING RACES

After an initial challenge by Jon Adlard's Mini, Brian Prebble managed to lead the small Forward Trust saloon qualifier from flag to flag. Second was the similar Imp of Peter Monkhouse well ahead of Robin Bastable's Mini.

The small class was won by Roger Gill's Imp while Adlard dropped to an eventual fourth after making contact with Bastable midway through the event.

The BARC made a concerted effort to bring back sports car racing to one of its meetings, this idea probably following on the success of the Silverstone race a couple of months ago. Unfortunately it was a very motly collection of cars that assembled and machines ranged from poorly driven Can-Am cars to well-driven 2-litre sports prototypes to outdated specials and even 1-litre Ginetta G4s.

It wasn't a terribly good advertisement for sports car racing at all.

The race was eventually won by John Lepp who was having his first ever race in a Lola, this being

drove at Silverstone and Spa. Lepp was on pole, although well off the record but was led for the first six laps by Martin Raymond, having a run in John Blanckley's regular Chevron B23.

Lepp closed in quickly on Raymond after an indifferent start due to a no clutch and looked set to take the lead. It was given to him when Raymond spun at the complex, dropping to fifth. He came back up to take second place off Richard Roberts (in Robin Smith's Chevron) on lap 16, only to spin again. He got going yet again and passed Roberts two laps later, his progress made easier by a slowly deflating front tyre on Roberts' car which finally collapsed as he took the flag.

John Sheldon was dicing initially with Roberts earlier on until a wire fell off the black box and the engine died.

Alain de Cadenet gave his new DFV-powered Le Mans Lola a run, although it was evident that the car needs an awful lot of sorting with its tricky rising rate suspension systems.

A good run was put in by Scotsman Iain McLaren and Brazilian Antonio De Castro Prado who, after an early pit stop and an excursion respectively, came back up through a very strange field indeed.

The final race of the day was the big saloon race. It wasn't really the answer that the meeting really required and after Dave Millington submitted the lead to Brian Cutting's raucous Escort Oldsmobile on lap 3, there wasn't anything the Vauxhall could do.

Richard Longman had a nasty shunt at the chicane in his Mini (see *Sports Extra*) while Phil Winter's dogged efforts to pass Joe Russell's ex-Muir Camaro came to nought in the end, although he was nominated as Alcoa's Driver of the Day.

BP Super Visco Static F3 Championship Round 5, Thruxton, May 26 — 15 laps

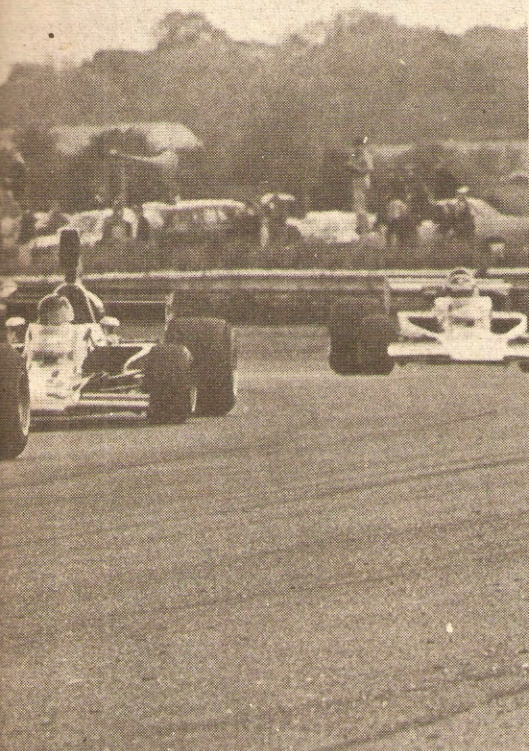
- 1, Gunnar Nilsson (March-Novamotor Toyota 753), 19 m 28.6 s, 108.87 mph;
- 2, Patrick Neve (Safir-Holbay Ford tc RJ03), 19m 30.6s;
- 3, Danny Sullivan (Modus-Brown Ford tc M3), 19m 38.6s;
- 4, Herve Regout (March-BMW 753), 19m 39.6s;
- 5, Richard Hawkins (March-Novamotor Toyota 743), 19m 40.0s;
- 6, Alex Ribeiro (March-Novamotor Toyota 753), 19m 40.4s;
- 7, Larry Perkins (Ralt-Novamotor Ford tc RT1), 19m 41.4s; 8, Bob Arnott (March-Brown Ford tc 743), 19m 53.8s; 9, Pierre Dieudonne (March-BMW 753), 19m 54.8s; 10, Doug Basset (GRD-Novamotor Ford tc 374), 20m 18.6s.

Fastest lap: Neve, 1m 16.4s, 111.02 mph (record).

Forward Trust Special Saloon car championship round, up to 850 cc, 851 to 1000 cc (10 laps): 1, Brian Prebble (1.0 Hillman Imp), 16m 2.2s; 88.15 mph; 2, Peter Monkhouse (1.0 Hillman Imp), 16m 9.6s; 3, Robin Bastable (1.0 NL Mini), 16m 16.6s; 4, Jon Adlard (1.0 BL Mini), 16m 25.2s. **Fastest lap:** Prebble, 1m 35.0s, 89.28 mph. **Up to 850 cc:** 1, Roger Gill (1.0 BL Mini), 16m 46.4s, 84.28 mph; 2, Michael Holland (848 Hillman Imp); 2, Reg Ward (850 Mini). **Fastest lap:** Gill, 1m 38.4s, 86.20 mph.

Sports cars (20 laps): 1, John Lepp (2.0 Lola-Heavens Cosworth BDG T294), 26m 22.2s, 107.21 mph; 2, Martin Raymond (2.0 Chevron-Blanckley Cosworth FVC B23), 27m 00.2s; 3, Richard Roberts (1.8 Chevron-Richardson Cosworth FVC B23), 27m 14.6s; 4, Antonio De Castro Prado (2.0 March-BMW 74/55), 27m 20.4s; 5, Iain McLaren (2.0 Chevron-Hart Cosworth BDA B26 31), 27m 42.8s; 6, Alain de Cadenet (Lola-Cosworth DFV 380), 19 laps. **Fastest lap:** Lepp, 1m 16.0s, 111.60 mph.

Forward Trust Special Saloon car championship round, 1001 to 1300 cc and over (10 laps): 1, Brian Cutting (3.5 Ford Escort-Oldsmobile V8), 14m 59.6s, 94.28 mph; 2, Dave Millington (2.3 Vauxhall Firenza), 15m 05.0s; 3, Joe Russell (6.0 Chevrolet Camaro SS) 15m 39.6s; 4, Phil Winter (1.3 BL Mini), 15m 40.0s. **Fastest lap:** Cutting, 1m 27.4s, 97.04 mph. **1001 to 1300cc class:** 1, Winter, 90.23 mph; 2, Chris Clarke (1.3 Mini-Cooper S); 3, Andy Holloway (1.0 Hillman Imp). **Fastest lap:** Winter, 1m 32.0s, 92.19 mph.



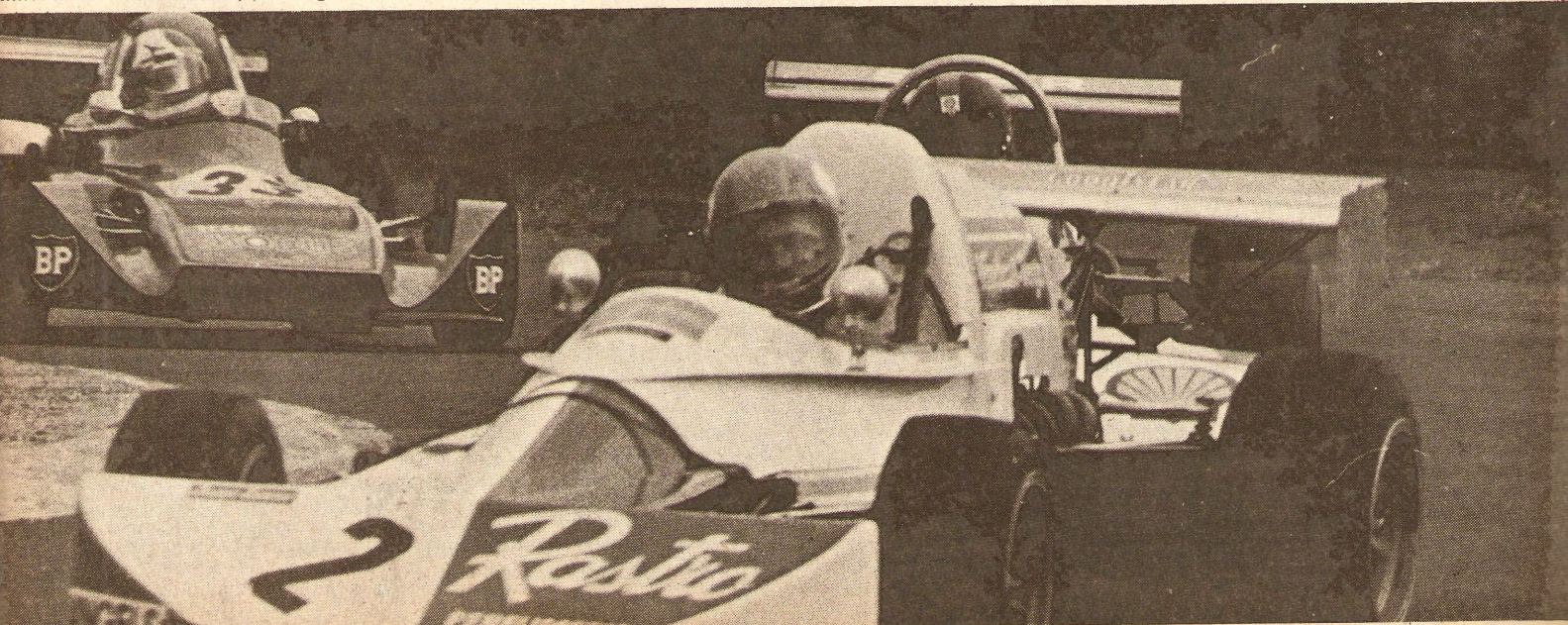
outside) and the rest.

a canter

Accompanying him on the front row, having equalled the 1m 17.2s record, were Danny Sullivan's works Modus and Alex Ribeiro's works March. Patrick Neve was next up on 1m 17.4s, his works Safir now having been fitted with one of the new Holbay twin-cams rather than its customary Pinto ohc unit.

Then came Larry Perkins in the works Ralt on 1m 17.6s, but he was suffering from an unbalanced car due to the team trying the latest M&H tyres (see *Pit and Paddock*) from America. His brother Terry was destined not to start having suffered a blown head gasket in practice while Ian Taylor was well down in the works GRD suffering once again from overheating problems with the Holbay twin-cam.

Sullivan and Alex Ribeiro following.





At full stretch on Eppynt, the hitherto unromantic little Skoda makes a spine-tingling sight in Saaristo's hands as it hurtles over a crest.

PROFILE

Saaristo—Skoda sensation

by PETER NEWTON

They were huddled in a tightly knit group at the corner of the humid hotel foyer, heads bent, totally absorbed in their staccato conversation. Hands flashed in unison and with gesticulations reminiscent of Targa Florio fans, they stepped up the colour and tempo of the sights they had witnessed. As the discussion became increasingly raucous so the Latin gestures became impressions of cars flicking through corners; lines and styles were discussed with an explosive emotion which seemed somehow incongruous among the bland, featureless surroundings of the purpose-built chain-link road house; yet they were talking about a combination which swept aside the suffocating atmosphere of that hot, humid Saturday afternoon; replacing in an instant the deflated lethargy with visions of timeless forests; shafts of sunlight cascading through the trees onto the sweeping cambered tracks below, and the distant half-imagined call of a rally car somewhere among the infinite pines . . . they were talking about Markku Saaristo and his incredible Skoda . . .

There is one particular brow in Halfway forest that looks innocent enough as you shamble up the track towards it. It is "blind" to be sure, but then there are many of those; its the sort of brow where you can quickly ascertain the brave, the foolhardy and the play-safe among the drivers as they make yet another lightning decision before lifting-off into the gloom. You catch a blurred glimpse of white faces under crash helmets, a cacophony of sound and fury as a land-based projectile leaves its intended habitat, shaking from itself a hail of stones and dust; wheels akimbo. Just occasionally you see the narrowed eyes under the helmets widen for an instant, or is it just your imagination, for as the ground drops away from the car and the harsh clatter of the stones on the underside dies away for a brief instant, the crew, suddenly fallible, stare out at the horizon coming up to meet their hurtling, roaring machine. There is a bridge seemingly almost within flying distance from the brow, its "off-line" and staggered, and getting through it at high speed demands concentration, car control and technique of the highest order. The BDAs' crisp

guttural sounds seem to hit every note in the musical spectrum . . . up and up, 6,000, 7,000, 8,000, a dab of brakes and the chorus retreats away into the forest; downchange; on the cams again and up the scale; a quick lift and with tails arcing round, they appear in the distance, shimmering toys that surge towards you like tracer, the image hardening as fifth is engaged and the senses must rush to catch up with the snarling beast which sets the ground a tremor under foot. One after another they vault the brow. Markku Saaristo plays safe; he takes it flat; as fast as the little Czechoslovakian machine will go. But he takes it in a way which virtually ensures his and the car's safety.

These days the Group 2 Skoda is capable of about 95 mph flat out, and the sight of it close to this speed while at least two feet in the air on opposite lock is somewhat devastating to the uninitiated, and it brought one or two grunts of surprise from the assembled company of hardened cynics at the bridge some weeks ago . . . was he going to plant it on top of the bridge or miss the track altogether? Another mad foreigner on his way to retirement. With a jolt the Skoda touched

down, seemingly one wheel at a time and impossibly off balance. He would never make it. But it was this very lack of balance (or commitment) that ensured he did; for making the car change direction once in this attitude was a relatively simple task; and with its natural rear weight bias, the Skoda was over the bridge and away, giving a final wag of its tail as an epitaph to its departure.

Colin Francis admitted later that in his experience, if a British driver had attempted that jump at a similar speed, the car would most probably have hit the bridge . . . Saaristo's style is of course common to many Scandinavian pilots (Markku Alen being a notable exception) but just as we have few people who are capable of staying with the best of them, so many Scandinavians are not by any means totally adept at practising the techniques which are supposed to keep them on the road. The result of getting it wrong while practising the Scandinavian way of doing things is often many times more catastrophic than the "conventional off," as anyone who has seen the well-known film of the Volvo on the 1,000 Lakes will testify.

Saaristo is firmly in the former category however. He tends to "float" the car around continually and he will be working at the wheel every instant, feeling the movements of the car across the track, ready to change its attitude instantly should sudden hazards present themselves. He talks happily about the similarities between rally driving and "ballroom dancing," and the simile is not as ludicrous as one's first thoughts would suggest; especially when it is demonstrated more convincingly than any verbal explanation. He tends instinctively to use the centre of the road rather than utilizing the cambers on bends to "ditch hook" as an aid to getting the car round; reasoning that the possibility of meeting oversize rocks, logs and other impedimenta on the sides of the roads is not worth the risk. These considerations naturally make him less hard on the car than most, and he is a hard "thinker" while at the wheel. Ever mindful of the Skoda's power deficit, he will never



Saaristo — over 50 rallies for Skoda.

on any occasion have more than 20 litres of petrol (about five gallons) in the car if possible; something which it is possible to get away with on the Welsh, and something which Colin Francis was instructed to monitor carefully. Markku was also very impressed with the diminutive Colin's weight-saving properties; having met him for the first time just before the Welsh!

Saaristo is 34 in two months' time and he started in the game at the comparatively advanced age of 25 sitting in the ubiquitous Volvo, which seems virtually *de rigueur* for aspiring Finnish rally stars. However he did not start as a driver; having caught the intense enthusiasm for the sport from his brother (he is one of six brothers altogether) who used to take him along to read the maps. This one was a doctor and so had only infrequent weekends on which to rush madly around on the ice, thus eventually Markku struck a deal whereby he competed in the time-consuming rallies, while his brother did ice racing whenever he could. It was not long before it became apparent to both parties that Markku was quicker on the ice than his brother, and towards the end of 1965 the pair won a minor rally which gave them both immense satisfaction; and led Markku to the conclusion that he had to get a rally car of his own.

Five barren years were to pass, however, before he found he could spare the necessary cash to purchase anything at all, and when the great day arrived the choice turned out to be rather an unusual one for a Finn to make (or it would have been but for the fact that Pauli Toivonen was handling the imports at the time) . . . a Hillman Imp Sport. It was this car which turned him into a staunch devotee of the rear-engined configuration, and it is with the Hillman Imp that some of his fondest memories remain. Thanks to the energies of Toivonen, there were plenty of Imps being sold in Finland at this time and the enthusiasm of the dealers helped him on his way. It wasn't long before local rallymen realized what a fine competition car the Imp was in the right hands. Between January and April of 1970 he did 10 rallies in the car, scoring repeated class wins and many excellent overall placings which totally belied the horsepower of the little machine. His hobby was costing him excessive amounts of hard-earned cash though, and in May, with his new-found reputation to back up his claims, he decided to find out whether someone else would be prepared to pay the bills for him. Convinced of the advantages offered by the rear-engine lay-out in snowy and icy terrain, he knocked nervously on the door of the Finnish Skoda importers.

Markku is a salesman by trade, but he did not have to try really hard to sell himself to Skoda who were very keen to become involved in the game. Anxious to ascertain just how good the man was, they offered him a preliminary contract for two rallies; one of which was a very minor local affair. The second was a Finnish national and had much more kudos attached, so enabling the Skoda importers to see how their car matched up to the best opposition in the class.

The first rally, despite the preparation of the car which he describes with a grimace as "incredibly rough," was an unqualified success. He not only won his class but won the rally outright as well. The real test was soon to follow. On the Finnish championship event the car was better prepared, and at around 100 mph on the 15th stage he rolled

it into an impossibly tiny ball. Three days were to pass before he managed to pluck up the necessary courage to face the importers and admit his folly to them. It was an overjoyed Saaristo who found that they were not in the least bothered and he came out with a one year contract in his pocket. . . .

The current Skoda was then the S100, a rather crudely under-developed machine in rally form, with just 988cc to push its considerable bulk around; nevertheless in '71 Markku tackled all the Finnish championship events in this car, developing it more to his liking as the year progressed. Ironically enough, he was beaten in the 1-litre class on the 1000 Lakes by a G2 Imp. The year went quite well however and in '72 the first of the S110's became available, equipped now with an 1107 cc power unit. It was in November of this year that he made his first trip to Britain for the RAC, and for the first time also the car was equipped with 1300cc power giving approximately 115 bhp (similar to the unit's output today) and designated S120. It was still very much in the experimental stage, having been built almost entirely by the enthusiastic Finnish importers. Markku had rolled it in testing just two weeks before the start, so the remaining time was spent putting the pieces back together in an almost entirely untried state. Julian Chitty was to be his co-driver and he remembers the rally as one of the worst he has ever experienced. It was not just the car which was giving trouble. Totally unused to British rallying he was concerned over the number of 'fresh air' corners; a far cry from snow banks; and he vowed "never to come back again." His most lasting memory is of the Skoda service crew who changed the clutch at the Senney Bridge halt in sub-zero temperatures in just one hour. (This job involves removal of the complete engine/gearbox from the car). Another painful discovery was the Skoda's reaction to the hills which abound in British forests; it crawled up them like a snail on holiday, a factor which had been overlooked in the predominantly flat wastes of Finland.

He did come back however, after a break of a year, and what he achieved on last year's RAC will remain with all those who witnessed his drive for a long time to come. Richard Hudson-Evans, who witnessed it from the co-driver's seat remembers the occasion as one of his greatest experiences in rallying. Richard hardly recalls him using the brakes at all; remembers him commentating on stages to speed himself up; and mentions in detail the incredible neatness and precision of the man. The crew worked the little Skoda up to 13th overall before the crown wheel and pinion let go in Scotland, and that one drive put Markku Saaristo's name on everyone's lips; he and Skoda were a sensation of the rally. At the beginning of this month, on his third appearance in this country he did it again, and the tumultuous applause he received while collecting the Caprice Award for the Welsh's finest performance, only underlines the popularity and following that this immensely likeable man has generated in this country.

It comes as something of a surprise to find that there are no elaborate techniques providing the

regularly employ left foot braking unlike many of his colleagues, although it could be argued that with the Skoda's configuration, the art is not really necessary; and there are certainly no ready answers provided by the car which is without even an LSD, ("our biggest problem"). He has been with Skoda exclusively for four years now; has recently signed a new two year contract with them, and has so far completed over 50 rallies in their cars. He answers questions with a disarming, self-effacing frankness. Yes, he is very happy to stay with Skoda, as their contract allows him the freedom to choose events; a freedom which he must have; since his work is most important, rallying merely a hobby. Yes, he would love to drive something really competitive and his contract does not forbid him to do so; but then, he grins infectiously, he likes being the underdog and taking on all comers regardless. Yes, he would like to drive almost anything as long as it is not front wheel drive, for as he says, with sense of humour continuously simmering below the surface, he is "too old a duck to learn new tricks!"

Next year he has worked out his own plan of 16 projected rallies within the factory budget which he will be doing along with his regular co-driver Timo Ahanen; and as he is virtually his own boss in a Helsinki-based import-sales business, he is in the fortunate position of being able to take odd times off to pursue his favourite hobby. Plans for the future involve the development of the S120 coupe in G2. This car is homologated at 720 kgs or about "20 persons less" weight than the present saloon. In addition the coupe is equipped with four wheel disc brakes, five gears, and a limited slip differential. Markku will be destruction testing the car throughout the summer to see "how it keeps," before its introduction probably at the beginning of the Finnish rally season early in '76.

Saaristo is very much aware of his responsibility towards the media. He has his own column in a Finnish motoring journal and his loyalty to sponsors is an object lesson in promotion. In three years, together with his Norwegian team mate John Haugland, Saaristo has developed the Skoda from nowhere into an international 1300cc class winner. He carries out all the development work in conjunction with the Finnish importers and the factory; but his own car shows differences in detail from that of Haugland (his car has more rear brake bias and is set higher, which has the effect of altering the roll centre). He also prefers Bilstein shock absorbers whereas the factory fit Koni.

Merely because he is "on holiday" during his European rallying activities does not mean that he won't be taking the task in hand with the utmost seriousness. He wants to win as badly as any Finn, and that is very badly indeed. Furthermore he valued his contracts with Skoda immensely and he feels there is still infinite scope for the factory and all the European importers to cash in on the successes of the rally team. We will have two further chances of seeing them in Britain this year, on the Scottish and on the RAC; meanwhile Mr Saaristo's stage times make interesting comparisons — not bad for an "old duck."

The third time through Hafren and only minutes away from retirement after another superb performance.





Jon Dooley get his Alfaetta crossed up pursuing Mike Smith's Capri.

SNETTERTON

Mazdas maintain merriment

Bright sun, and Radio One brought the crowds to Snetterton on Monday and few, if any, newcomers to motor racing went home disappointed after this fine afternoon of championship races organised by the BRSCC. In the season's closest finish, three Mazdas crossed the line at the end of the second 15-lap Radio One event with Barry Andrews passing Jock Robertson to win by a bumper's width with Mike Wilds alongside the Marshall-Wingfield car and a similar distance behind. In the main event of the day — the 20 lap Allied Polymer FF2000 round — Jeremy Rossiter shook the regulars with a well earned win from the championship leader Derek Lawrence.

Brian Rice continued his recent run of form with an easy win in the first Radio One race, the gap between his Cars International Chevvy Camaro and that of John Brindley being over 20 seconds at the end. The other Camaros generally fell by the wayside, the most likely to challenge the leaders being Derrick Brunt but he had a flat engine from the first lap and pitted several times.

Most of the entertainment came in the £1,700 to £2,299 class which Gerry Marshall led throughout in the Hamilton Motors Magnum fending off a determined Ivan Dutton (Capri) until Dutton made the task a whole lot easier for Marshall by falling off, first at Riches and then in a much bigger way at Russell from which he was lucky to emerge with an intact car.

Dramas occurred in Formula Mazda before the race (as detailed in *Sports Extra*): Wendy Markey led the first lap from pole but soon pitted with a hot-sounding motor, (the fan belt was off), this gave Championship leader Jock Robertson a comfortable lead and the crowd turned their attentions from him to the thrilling scrap between Barry Andrews (Southern Organs) and Mike Wilds who was having a one-off drive in the

Ronnie Scott entered car. This pair swopped the lead on most laps with Andrews seeming to have more power on the straights while Wilds did the most incredible feats of acrobatics in the corners. On the last lap, instead of several seconds lead, Robertson was engulfed by Andrews and Wilds on the run in from Russell. Unbeknown to all, his Mazda had a puncture, and as he weaved to shake off the pursuers, Robertson took the left-hand line but Andrews went with him, snatching the win on the line. Wilds went to the right and took third on the road but as he did not appeal against the morning's disqualification he was not classified in the results. Jean-Pierre Aux thus took third after a fine climb.

Simon Watson (L&G Fire Protection Imp) had a rare old tussle with Ivan Dutton's Simca Rallye for

Reliant 750 National championship round (10 laps): 1. Kim Perry (DNC Mk 3), 14m 41s, 78.33 mph; 2. John Giles (JGS Mk5), 14m 47s; 3. Robert Wells (Libra Motive), 14m 47.2s; 4. Rodney Hill (Mystic T2), 15m 8.6s; 5. Bob Simpson (Reliant Special), 15m 22.6s; 6. Richard Stephens (PSL 111b), 15m 36s. **Fastest lap:** not given.

BBC Radio One championship round, over £2300, and £1700 to £2299 (15 laps): 1. Brian Rice (5.7 Chevrolet Camaro), 21m 32.4s, 80.10 mph; 2. John Brindley (5.7 Chevrolet Camaro), 21m 52.6s; 3. Gerry Marshall (2.3 Vauxhall Magnum), 22m 34.2s; 4. Marc Smith (3.0 Ford Capri), 22m 43.8s. **Over £2300:** 1. Rice, 30.10 mph; 2. Brindley; 3. Jon Dooley (1.8 Alfa Romeo Alfetta). **Fastest lap:** Rice, 1m 24.4s, 81.77 mph. **(Establishes record).** **£1700 to £2299:** 1. Marshall, 76.44 mph; 2. Smith; 3. Jeff Allam (2.3 Vauxhall Magnum). **Fastest lap:** Ivan Dutton (3.0 Ford Capri), 1m 27.4s, 78.96 mph. **(Establishes record).**

Allied Polymer Group FF2000 round (20 laps): 1. Jeremy Rossiter (Reynard-Piper 75 SF), 23m 33s, 97.68 mph; 2. Derek Lawrence (Crossle-Thomas 31F), 23m 33.6s; 3. Bernard Vermilio (Merlyn-Scholar Mk 28), 23m 54s; 4. Roger Orgee (Royale-Close RP22), 24m 13.6s; 5. Frank Bradley (Elden-Brown Mk17), 24m 17.2s; 6. Adrian Reynard (Reynard-Oselli 75SF), 24m 27.6s. **Fastest lap:** Rossiter and Bradley, 1m 9.4s, 99.44 mph. **(Record).**

Special saloons over 1300 cc, 1001 cc to 1300 cc, 851 to 1000 cc and up to 850 cc (10 laps): 1. Colin Hawker (3.0 VW-DFV 1600 Fastback), 13m 17.2s, 86.57 mph; 2. John Homewood (1.0 Sunbeam Imp), 13m 29.6s; 3. Jeff Mann (1.3 Ford Anglia), 13m

the cheapest class which ended rather unfortunately at Sear where the Imp rolled after a rear tyre blew out.

Just nine cars started the APG FF2000 race and unfortunately one cannot see the grids getting much fuller this year. Of the two practice casualties Frank Hopper (taking over from Damien Magee in the works Palliser) was most fortunate to escape with just bruising from a very heavy crash at Russell. Although thin in cars the race did not lack excitement. Bernard Vermilio led for the first three laps in the works Merlyn but was soon passed by both Derek Lawrence (Crossle) and Jeremy Rossiter who, like Lawrence shared a time of 1m 9.4s for the front row. Lawrence led for the next six laps but could not hold off Rossiter's more powerful Piper-engined car for long despite his regular closing up in the corners. The gap between Reynard and the Crossle was never more than a second but just enough to give Rossiter his first championship win with Lawrence remaining well ahead in the overall points table. Vermilio was a safe third with Roger Orgee (Royale) fourth although his lonely race came in for attention by Frank Bradley's Elden in the closing stages.

Of the remaining events, Kim Perry added to his already substantial lead in the Reliant 750 Championship with an easy win with his DNC. Colin Hawker had little trouble in winning the saloon race despite several teething troubles in the Toleman's VW-DFV; John Homewood's remarkable Imp took second.

A local win rounded off the afternoon. Rob Orford's white Van Diemen having an easy time after both rivals Chris Ings (Van Diemen) and John Poxon (Crossle) fell off in the early stages and spent the rest of the race making up places.

MIKE DIXON

51.6s; 4. Dick Adams (2.3 Vauxhall Viva), 13m 54s. **Over 1300 cc:** 1. Hawker, 86.57 mph; 2. Adams; 3. Tim Stock (2.3 Vauxhall Magnum). **Fastest lap:** Hawker, 1m 16.2s, 90.57 mph. **1001 cc to 1300 cc:** 1. Mann, 82.99 mph; 2. Tony Allies (1.3 BLMC Clubman); no other starters. **Fastest lap:** Mann, 1m 21s, 85.20 mph. **851 cc to 1000 cc:** 1. Homewood, 85.24 mph; 2. no other finishers. **Fastest lap:** Homewood, 1m 18s, 88.48 mph. **Up to 850 cc:** 1. Roger Skippen (Hillman Imp), 76.19 mph; 2. Pete Northover (Mini); 3. Bernard Tester (Mini). **Fastest lap:** Skippen, 1m 28.8s, 77.72 mph.

BBC Radio One championship round, £1300 to £1699 and up to £1299 (15 laps): overall and £1300 to £1699: 1. Barry Andrews (2.0 Mazda RX3), 22m 49s; 2. Jock Robertson (2.0 Mazda RX3), 22m 49s; 3. Jean-Pierre Aux (2.0 Mazda RX3), 22m 53.2s; 4. Eric Cook (2.0 Mazda RX3), 23m 6.4s. **Fastest lap:** Wendy Markey (2.0 Mazda RX3), 1m 29.4s, 77.19 mph. **(Establishes Record).** **Up to £1299:** 1. Ivan Dutton (1.3 Simca Rallye 1), 69.71 mph; 2. Tim Dodwell (1.3 BLMC Mini GT); 3. Rodney Posner (1.3 Simca Rallye 1). **Fastest lap:** Simon Watson (875 Sunbeam Imp Sport), 1m 35.8s, 72.04 mph. **(Establishes Record).**

Formula Fords (10 laps): 1. Rob Orford (Van Diemen-Scholar RF75), 13m 15s, 86.81 mph; 2. Chris Ings (Van Diemen-Minister RF74), 13m 23.6s; 3. Rob Wilson (Image-Scholar FF1), 13m 25.4s; 4. John Poxon (Crossle-Minister 25F), 13m 33.6s; 5. David Wigdor (Merlyn-Minister Mk 20), 13m 36.2s; 6. John Conway (Merlyn-Rowland Mk 28), 13m 39s. **Fastest lap:** Ings, 1m 16.8s, 89.86 mph.

LYDDEN

Fletcher plays it cool

Karts, bangers and the real thing attracted huge crowds to the Tunbridge Wells MC Festival of Motor Sport at Lydden on Monday. The first race, though, only had four starters. Even so, three of these novice FF drivers (there should have been Super Vees too, but none of them turned up) provided quite a dice. But for a brief few seconds John Waters led all the way in his one-off PAC. John Stewart, whose "bitza" March sports the bodywork from the original 718 pushed him hard for most of the race and took advantage of a mistake at Elbow on Lap 10 to take the lead but lost it again on Hairy Hill. He then tried to go round the outside of Waters but this was not on and he spun leaving Waters to win as he pleased from Alan McBride's Elden Mk10C.

The second twelve lapper was for Modsports, with three Minis thrown in. The grids for all these races were somewhat arbitrary and this gave Duncan Welch (Midget) the chance to lead the tight bunch for four laps before being taken by Tony Clayton's WJ Sims Elan. Slow starter, Nick Ramus, also came charging through with his Midget and set off in pursuit of the fast disappearing Lotus. By the last lap he had caught right up but, try as he might, he had left things too late. Barry Morris was the quickest of the Minis, well down the field.

With his clutch not working FF race favourite, Len Fletcher (Crossle 25F) had to watch the Merlyns of Paul Sleeman and Tony Howard shoot

off into the lead. They got no further than the Elbow before colliding, leaving only Don Gray's Royale for Fletcher to get past. He chased hard for a couple of laps before taking the lead at Chessons. For a while Fletcher seemed to pull away from the trio of Gray, Jeff Illes (Merlyn Mk 20A) and Tony Halliwell (Merlyn Mk17A). Gray was not giving up though, and again reeled Fletcher in. On lap seven he retook the lead and the pair shot up Hairy Hill side by side. The accident seemed inevitable; there was no room for both of them at the Pits Bend and Gray lost it. It was left now for Illes to chase Fletcher with no success while Richard Maile (Merlyn Mk25) snatched third place from Halliwell on the last lap.

The saloon race was the poorest of the day with Kevin Williams leading from start to finish with his Cooper 'S'. They say smoking damages your health but it did not worry Williams — come that, nor did the flat tyre on which he finished. The only show of opposition came from Derek Foy's Cooper which chased hard before falling back and eventually retiring on the 11th lap with a broken fanbelt. Most of the rest of the field had been held up when Neill Payne's Cooper had taken some of them off on the first lap so it was no surprise that class winner Peter Davey (Norman Abbott Escort) who inherited second place from Foy was a long way behind the winner at the end. The lapped Bob Harman (850 Mini) won the smallest class.

A hoard of FFs buzzing along well behind two

pukka formula libres was the recipe for the last real race before the dinosaurs came out. Philip Guerola has only just discovered that the chassis of his faithful Brabham BT30 has been twisted all the time he has had it. Having now straightened it, he was 1.5s quicker than his last outing here. Victory was the reward but not until after a close fight with Gary Anderson who led for the first four laps. The Martini Brabham mechanic had just rushed back from Zolder to drive the one-off Anson he has built over the winter with fellow mechanic Bob Simpson of Tyrell. The proper two litre F3 engine will soon replace it. Novice Anderson drove very well to keep Guerola in sight, while leading the FFs home in third place came earlier race winner, Len Fletcher.

IAN WAGSTAFF

Formula Ford (12 laps): 1. John Waters (PAC-Lucas), 9m 52.4s, 72.92 mph; 2. Alan McBride (Elden-Scholar Mk 10C); 3. John Stewart (March-Scholar 718); 4. John Lenkiet (Elden-Brown Mk11).

Modified Sports cars and Special saloons (12 laps). Overall and Modsports: 1. Tony Clayton (1.9 Lotus Elan), 10m 30.8s, 68.48 mph; 2. Nick Ramus (1.3 MG Midget); 3. Duncan Welch (1.3 MG Midget); 4. Dave Reynolds (1.0 Clan Crusader). **Special saloons:** 1. Barry Morris (1.3 Mini Cooper S), 10m 50.6s, 66.40 mph; 2. Allen (850 Mini); 3. Barry Willis (850 Mini).

Formula Ford (12 laps): 1. Len Fletcher (Crossle-Minister 25F), 9m 38s; 74.74 mph; 2. Geoff Illes (Merlyn-Minister Mk20A); 3. Richard Maile (Merlyn-Scholar Mk 25). 4. Tony Halliwell (Merlyn-Minister Mk 17A); 5. Len Marchant (Brabham-Scholar BT21 128); 6. Don Grey (Royale-Minister).

Special saloons up to 850 cc, 851 to 1000 cc and 1001 to 1300 cc (12 laps): overall: 1. Kevin Williams (1.3 Mini Cooper S), 10m 11s, 70.70 mph; 2. Peter Davey (1.0 Ford Escort); 3. Steve Pattinson (1.0 Mini); 4. Mike Scott (1.0 Ford Anglia). **Up to 850 cc:** 1a. Allan Kember (850 Mini); 2. Bob Harmer (850 Mini); no other starters. **851 to 1000 cc:** 1. Davey, 2. Pattinson; 3. Scott. **1001 to 1300 cc:** 1. Williams. No other finishers.

Formula Libre (12 laps): 1. Philip Guerola (1.8 Brabham-Novic FVC BT 30), 9m 3.6s, 79.47 mph; 2. Gary Anderson (1.6 Anson-Holbay TC); 3. Len Fletcher (Crossle-Minister 25F); 4. Geoff Illes (Merlyn-Minister Mk20A); 5. Paul Sleeman (1.8 Merlyn-Minister Mk11A).



The Renault 5TS being put through its paces at Silverstone recently by John Bolster.

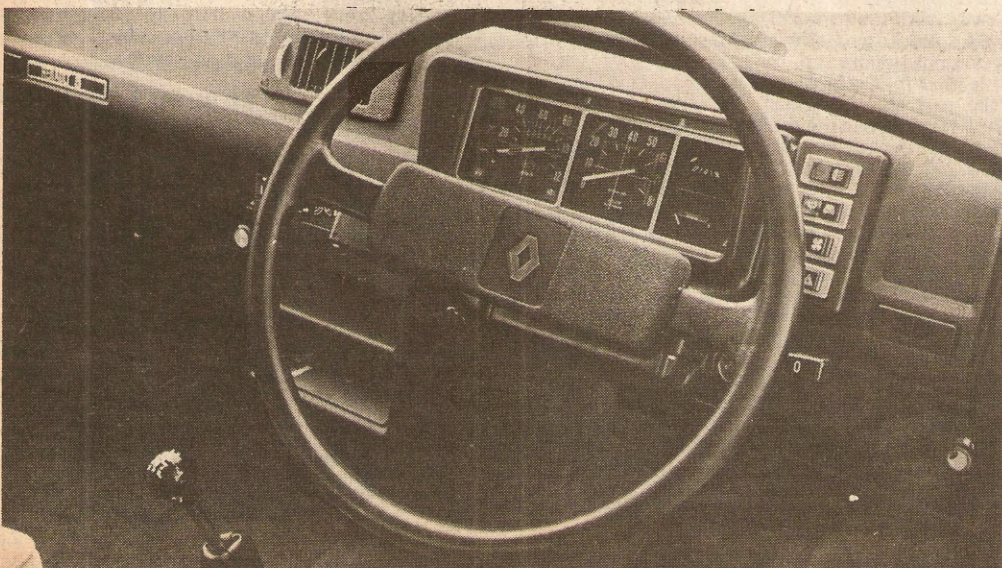
At last—the Renault 5TS

The Renault 5TS is at last available in Great Britain. The French have been having fun with it, including racing, and the Régie Renault have now got around to producing a right-hand drive model, suitably equipped for the British market.

It has the well-known 3-door body, which is virtually a small estate type, with independent suspension of all four wheels by torsion bars, with anti-rolls bars at both ends. The brakes have a servo and a limiting valve for the rear circuit. The padded steering wheel is arranged to give an unobstructed view of the instruments, which include a rev-counter, while the switches are located for easy finger-tip operation.

The main difference between the 5TS and the L and TL is in the engine department. The unit is an updated version of that used in the 12TS and 15TL, with a capacity of 1289 cc and a DIN output of 64 bhp. This compares with 956 cc and 44 bhp for the TL and 36 bhp from 845 cc in the basic L. Claimed maxima are 96 mph, 84 mph and 78 mph respectively.

Interior decoration is more luxurious and instrumentation more complete.



The 5-bearing engine has a cast-iron cylinder block, with wet liners and pushrod-operated valves in a light-alloy head. The carburettor is a twin-choke Weber. The 4-speed gearbox has a floor-mounted lever and the drive is of course, to the front wheels.

ROAD IMPRESSIONS

I was able to test-drive two examples of the 5TS. The first one had rather a low-mileage on the odometer and though I reached an indicated 98 mph, the gearchange baulked strongly going down to third, no doubt due to lack of running-in. I therefore asked for another car with a greater mileage behind it, and could find no fault with the gearchange on that machine. The indicated maximum speed was also up to 106 mph and the acceleration was altogether more brilliant.

The car handled well, with strong castor-return

on the steering. The ride was fairly firm but bumps were well absorbed by the suspension. By no means silent when pressed, the engine sounded happy in its work and was a glutton for revs. The roadholding was obviously excellent, but I shall know much more about the car when I have completed a full AUTOSPORT road test.

SPECIFICATION AND PERFORMANCE DATA

Car Described: Renault 5TS 3-door saloon, price £1,720 including car tax and VAT.

Engine: Four-cylinders 73x77 mm (1289 cc). Compression ratio 9.5 to 1. 64 bhp DIN at 6000 rpm. Pushrod-operated overhead-valves. Weber twin-choke carburettor.

Transmission: Single dry-plate clutch, 4 speed synchromesh gearbox with central remote control, ratios 1.034, 1.522, 2.375, and 3.667 to 1. Hypoid final drive, ratio 3.625 to 1.

Chassis: Combined steel body and chassis. Independent suspension of all four wheels by torsion bars, with anti-roll bars front and rear. Rack and pinion steering. Servo-assisted dual-circuit disc/drum brakes. Bolt-on sports wheels, fitted 145 SR 13 tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev-counter, fuel and water temperature gauges. Heating, demisting and ventilation system, with heated rear window. Windscreen wipers and washers, with wipers and washers for rear window. Flashing direction indicators. Reversing lights.

Dimensions: Wheelbase 7ft 10½in. Track 4ft 2½in/4ft 1in. Overall length 11ft 6in. Width 5ft. Weight 1764 lbs.

Performance: Maximum speed 96 mph (makers' figure).

NEW BRISTOL

Bristol announce a new body style, a convertible of modern conception. This car, called Type L12, has a short folding hood at the rear, a rollover arch incorporating side windows to avoid a blind section, and a front detachable roof. There is a massive separate steel chassis and the body has aluminium panels. Rust in old age will thus be no problem and the exceptional strength assures effective crash protection of the occupants.

A new version of the 411 saloon, the Series V, has a Bristol-designed self-levelling system, greater oil capacity for the 6556 cc engine, electronic speedhold, Avon safety wheels, and some restyling, notably at the front end. It costs £12,587 and the new convertible is £14,584.

6.9 MERCEDES

Mercedes-Benz are offering a new 6834 cc V8 engine as an option for their 450 SEL. With dry-sump lubrication and fuel-injection, it develops 286 bhp and gives the car a 140 mph maximum with 0-60 mph acceleration in 7.4s. Deliveries of right-hand drive cars will start after the London motor show, and a price approaching £20,000 is likely.

Kim Mather came to Croft with his March 752 and took pole position from Andy Barton (March 73/74B) by 2.2s with Geoff Friswell (Mallock) another 0.4s behind Barton. Mather and Barton shot off from the grid and try as he could Andy was unable to get past Mather's car which just had the edge on acceleration. Behind these two Friswell, with a new diff, was really motoring in third place. At the flag Barton's second place behind Mather had given him a new class record while still in third at the flag Friswell had also broken his class record by 2.8s.

PAUL BOOTHROYD

Formula Ford (10 laps): 1, John Simpson (Nike Mk 10), 12m 46.4s, 82.20 mph; 2, Mick Starkey (Merlyn), 12m 48.4s; 3, John MacGillivray (Crosle), 12m 53.2s; 4, Richard Philip (Crosle), 12m 53.2s. **Fastest lap:** Simpson and Ken Pickering (Jamun), 1m 15.2s, 83.77 mph.

Miller Organs Modsports, up to 1151 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000cc (15 laps): overall: 1, Richard Jenvey (Elan), 18m 39.8s, 84.46 mph; 2, John Evans (Elan), 18m 50.0s; 3, Richard Sutherland (Ginetta G4), 19m 15.6s; 4, Andy Fraser (Marcos GT), 19m 20.6s. **Over 3000 cc:** 1, Patrick Keen (Morgan +8), 75.92; no other finishers. **Fastest lap:** Keen, 1m 20.6s, 78.19 mph. **2001 to 3000 cc:** 1, Fraser, 81.42 mph; no other finishers. **Fastest lap:** Fraser 1m 15.6s, 83.33 mph. **1151 to 2000 cc:** 1, Jenvey; 2, Evans; 3, Sutherland. **Fastest lap:** Jenvey, 1m 13.4s, 85.34 mph. **Up to 1151 cc:** 1, John Kirk (Davrian), 79.96 mph; 2, Ian Hall (MiniJem); **Fastest lap:** Kirk, 1m 15.4s, 83.55 mph. (equals record).

Clubmens Sports cars, up to 1600cc fully modified and 1000 to 1600 FF engine (10 laps): 1, Tim Wood (Magnum C75A), 11m 58.4s, 87.69 mph; 2, John Muirhead (Mallock U2), 12m 52.0s; 3, Nick Scott (Mallock U2), 9 laps. **1600 class:** 1, Wood, 2, Muirhead, no other finishers. **Fastest lap:** Wood, 1m 8.8s, 91.57 mph. (record). **FF engines:** 1, Scott, no other starters. 77.24 mph. **Fastest lap:** Scott, 1m 20.2s, 78.55 mph.

Wendy Woolls Special Saloon car Trophy race, over 1300 cc-1101-1300 cc and up to 1000 cc (10 laps): overall: 1, Norman Hodgson (Ford Escort FVC), 12m 34.4 83.51 mph; 2, Keith Bowmaker (Ford Escort V8), 12m 49.0s; 3, Eric Smith (Mini GT), 12m 50.2s; 4, Gerald Clark (1.3 Mini Cooper S), 13m 21.2s. **Over 1300 cc:** 1, Hodgson; 2, Bowmaker; no other finishers. **Fastest lap:** Hodgson, 1m 14.2s, 84.91 mph. **1101-1400 cc:** 1, Smith, 81.79 mph; 2, Clark; 3, Dave Horsley (Mini). **Fastest lap:** Smith, 1m 14.8s, 84.28 mph. (record). **Up to 1000 cc:** 1, Peter Burdiss (Anglia), 73.24 mph; 2, Bruce McLeod (Cooper S); **Fastest lap:** Peter Pitman (Imp), 1m 22.2s, 76.64 mph.

Modified sports 10 laps, over 1300 cc, 1151 cc to 1300 cc, and up to 1150 cc (10 laps): 1, Dave Bettinson (Lotus 7), 12m 32.4s, 83.73 mph; 2, John Kirk (Davrian) 12m 32.8s; 3, Kenny Allen (Clan Crusader), 13m 4.2s; 4, Ian McCullough (Sprite), 13m 6.0s. **Over 1300cc:** 1, Bettinson, 2, Patrick Keen (Morgan +8); 3, Stuart Turner (Elan). **Fastest lap:** Bettinson; 1m 13.6s, 85.60 mph. **1151 to 1300 cc:** 2, McCullough, 80.15 mph; 2, Ronnie Grice (Midget); 3, Barry Wilson (Sprite). **Fastest lap:** McCullough, 1m 17.2s, 81.82 mph. **Up to 1150 cc:** 1, John Kirk, 83.57 mph; 2, Kenny Allen; 3, Ian Hall (MiniJem). **Fastest lap:** Kirk, 1m 13.6s, 85.60 mph (record).

Formule Libre and Clubmens (10 laps): 1, Kim Mather (2.0 March-BDA 752), 10m 57.2s, 95.86 mph; 2, Andy Barton (March 73/74B), 10m 57.4s; 3, Geoff Friswell (1.6 Mallock-Hart Mk16), 11m 14.6s; 4, Douglas Baillie (Chevron B21), 11m 39.2s. **Libre:** 1, Mather, 2, Barton, 3, Baillie. **Fastest lap:** Mather 1m 4.0s, 98.44 mph. Barton, 1m 4.4s 97.83 mph. (1600cc Libre record). **Clubmens:** 1, Friswell, no other finishers. **Fastest lap:** Friswell, 1m 6.6s, 94.59 mph (record).

Records are hammered

The BARC Spring Bank Holiday meeting took place under an overcast sky but this did nothing to deter the large number of spectators or the drivers, several of whom put up new class records.

The Formula Ford Race saw the front row comprising John Simpson (Nike) on pole with Neil Williamson (van Diemen) and Mick Starkey (Merlyn) alongside. At the start it was Williamson first away with Simpson following closely. But Starkey made a bad start to be fifth into the first corner. By the end of lap one Simpson was through into the lead with a very close group of four cars disputing second place behind him. Simpson extended his lead over this group until Starkey was able to take second place and really set off after him. By the finish however Simpson was still two seconds ahead of Starkey with John MacGillivray (Crosle) and Richard Philip in third and fourth places respectively.

From pole position Richard Jenvey (Elan) won the Modsports race overall and his class, in this the main event of the day, which was a round of the Miller Organs Modsports Championship. Behind Jenvey the battle for second place eventually went to the Elan of John Evans after Dave Bettinson (Lotus 7) had to retire with clutch trouble. In the other classes the honours went to Andy Fraser's Marcos GT, John Kirk in his Davrian, who equalled the class record and came in fifth overall. The large class went to the Morgan +8 of Patrick Keen, who was the only starter in his class.

The ridiculously small entry of only seven cars all practiced for the Clubmen's race and the resulting times showed that Geoff Friswell (Mallock) was 2.6s faster than Tim Wood's Magnum; five of the cars actually left the Paddock but only four arrived at the grid. When the flag fell Friswell let out the clutch and the car gave a lurch but no more. The diff had stripped and the car was pushed away. The remaining three runners circulated for the whole race in the order Wood, John Muirhead (Mallock) and Nick Scott (FF Mallock). The only excitement came when Wood pulled to have a loose mudguard removed, but even this did not lose him the lead, a new class record being his reward.

After the Clubmen's event any increase in the number of runners would be an improvement but the saloon grid was also smaller than the entry list. Norman Hodgson in his new FVC powered Escort led every lap to win by over 14s. In second place at the flag was Keith Bowmaker's V8 Escort which actually lost this position for two laps to the exceedingly fast Mini of Eric Smith. As well as taking third place overall Smith also set a new class record. Further down the field the Viva GT of Mike Newman lost a secure fifth place when he had back axle failure exiting the chicane and he just failed to make the finish. The expected challenge from Doug Niven's immaculate new Capri failed to materialise when a head gasket blew on the grid.



Geoff Friswell broke the Clubmen's class record by 2.8s.

The other Modsport race saw Dave Bettinson out again with his clutch problems solved sufficiently for him to win by 0.4s from John Kirk (Davrian), who this time set a new class record. Kenny Allen, in the ASM Clan, had a race long duel with the Sprite of Ian McCullough before finally taking third place.

MALLORY PARK

South African FF 1-2

Following a brilliant performance in both his heat and the final Rad Dougall beat compatriot Kenny Gray by a fifth of a second in the National Organs FF Final at Mallory Park. Such was the size of the entry that three heats were necessary, the other being won by Geoff Lees. The meeting ran extremely smoothly in the capable hands of the Midlands Centre BRSCC. Their own championship races were won by Graham Goode, Ray Calcutt and Brian Murphy.

South African Kenny Gray (Van Diemen RF75) had the first heat sown up from flag to flag leaving fellow front row men Geoff Smailes (Royale RP21) and John Bright (Scalextrix Merlyn Mk IIA) to dispute second. Initially the battle was fairly fraught but finally Smailes pulled away, only for his oil pump drive to shear and though his second place was assured this eliminated him from the final.

Mallory Park stranger Ray Calcutt took the 1000 cc Special Saloon car race hotly pursued by the immaculate Imp of Basil Dage. Initially Malcolm Johnstone's Imp and Don Hardman, driving the Marque Cars Mini (following his debut victory at Cadwell Park), made up a four car dice for the lead before the leading pair pulled away.

Though unfortunately Johnstone had been penalised for an over anticipative start.

Australian Van Diemen pilot Jim Adamson led the second Formula Ford heat from pole position but Geoff Lees' Rob Roy Racing Royale RP21 nipped past to lead on lap three. Matthew Argenti's McInnes Van Diemen and Dave Macpherson's ITT Dulon DL17, using his new Minister engine, then kept up the pressure, the four finally being covered by only one second after ten laps.

Robin Gray (Morgan +8) provided the excitement in the BRSCC's Modsports race as he experienced a terrifying spin at the exit of Gerards which lasted for half of the Stebbe straight and then rocketed up through the field to finish fourth behind Brian Murphy's E type, Brian Litherland in the former's old E Type and Ian Clark's Elan. The dice for fifth and the 1150 class was resolved in favour of Peter May (Arkley SS) after Andy Bailey retired his Sprite suspecting stones under his valves.

Despite an indifferent start Rad Dougall (Royale RP21) soon demoted Phil Dowsett's Crosle and ran away with the third Formula Ford heat to take his first win in Britain. Phil Dowsett had an easy run to second place on the road but was penalised for a jump start. Behind third man Rob Wicken (Merlyn Mk 17A) a battle royal raged, the eventual order being Mike Blanchet, Fred Sigafos, Tiff Needell and Rick Morris.

The BDA Escort of Leicester's Graham Goode charged through from an initial fifth to win the other Special Saloon race as he soon dealt with the Escort of Paul Storr and the Minis of Clinton Bourke, suffering a ten second penalty for a push start, Fred Heaney and Nigel Clark. Behind him Heaney pulled out into second while Storr had to fight for third from Bourke and Clark. Charles Bernstein's beautifully prepared 850 Mini easily won its class from Alan Rogers' Vickers Mini.

The grid for the National Organs FF final lined up in the order Dougall, Lees, Adamson, Argenti and Gray. Lees and Dougall both made superb starts though Lees was unluckily penalised for his and after one lap Dougall led from Lees, Adamson, Gray and Argenti. The white Van Diemen then slipped past the Australian three laps later

overtook Lees round the outside of Gerards but though he closed right up on Douglas towards the end he never really challenged him. With Lees' penalty the third place battle was fought out between Adamson, Argenti and Blanchet. The three finishing in this order some seven seconds adrift. Dougall also lowered the non-Torino record to 50.2 s.

PHIL BLAND

Formula Ford heat 1 (10 laps): 1, Kenny Gray (Van Diemen RF75), 8m 46.2s, 92.36 mph; 2, Geoff Smailes (Royale RP21); 3, John Bright (Merlyn Mk11A); 4, David Kemp (Merlyn Mk20 A); **Fastest lap:** Gray, 51.6s, 94.19 mph.

BRSCC Midland Centre Special Saloon Car championship race, 851-1000 cc (10 laps): 1, Ray Calcutt (Hillman Imp) 9m 31.8s, 84.99 mph; 2, Basil Dage (Hillman Imp); 3, Don Hardman (1.0 Mini Cooper S); 4, Malcolm Johnstone (Hillman Imp). **Fastest lap:** Calcutt, 54.6s, 89.01 mph.

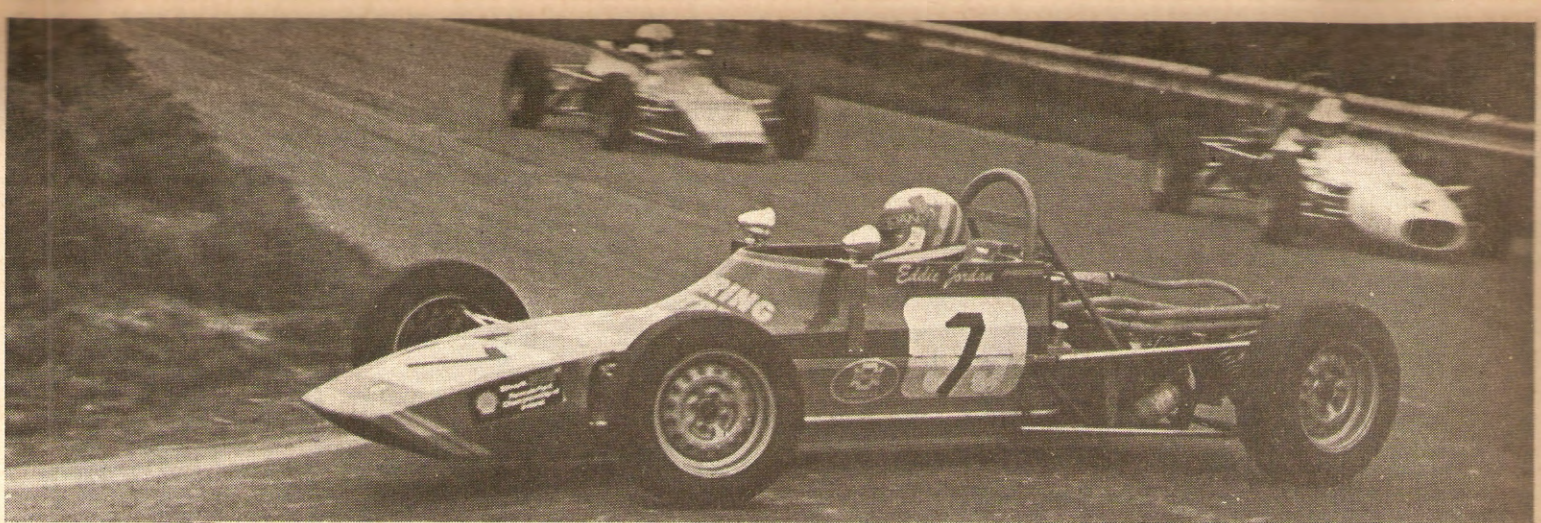
Formula Ford, heat 2 (10 laps): 1, Geoff Lees (Royale RP21) 8m 45.2s, 92.54 mph; 2, Jim Adamson (Van Diemen RF74), 3, Matthew Argenti (Van Diemen RF75) 4, David Macpherson (Dulon MP17). **Fastest lap:** Lees, 51.2s, 94.92 mph.

BRSCC Midland Modified Sports Car championship round (10 laps): overall: 1, Brian Murphy (Jaguar E), 9m 2.2s, 89.63 mph; 2, Brian Litherland (3.8 Jaguar E); 3, Ian Clark (Lotus Elan); 4, Robin Gray (Morgan +8). **Over 3000 cc:** Murphy; 2, Litherland; 3, Gray. **Fastest lap:** Gray 52.6s, 92.40 mph. **2001 to 3000 cc:** 1, Martin Raven (Datsun 2402), 75.0 mph; no other starters. **1151 to 2000 cc:** 1, Ian Clark, 88.14 mph; 2, Geoff Weeks (Vickers Sprite); 2, Pete Mahaman (Mini Marcos). **Fastest lap:** Raven 62.4s, 77.89 mph. Clark 53.4s, 91.01 mph. **Up to 1150 cc:** Peter May (Arkley SS) 9m 36.4s, 84.31 mph; 2, Roger Cowdry (Ginetta G15); 3, Peter Richard (MG Midget); 4, **Fastest lap:** May, 55.9s, 87.10 mph.

Formula Ford, heat 3 (10 laps): 1, Rad Dougall (Royale RP21), 8m 41.8s, 93.14 mph; 2, Rob Wicken (Merlyn Mk17 A); 3, Mike Blanchet (Crosle 30F); 4, Frederick Sigafos (Elden Mk10). **Fastest lap:** Dougall, 51.0s, 95.3 mph.

BRSCC Midland Centre Special Saloon Car championship round (10 laps): Overall: 1, Graham Goode (Ford Escort BDA), 9m 2.4s, 89.6 mph; 2, Fred Heaney (Mini Cooper S); 3, Paul Storr (Ford Escort); 4, Nigel Clark (Mini). **Over 1300 cc:** 1, Storr, 9m 60.2s, 87.38 mph; 2, Peter Hemming (Mazda RX3). No other starters. **Fastest lap:** Storr, 54.4s, 89.34 mph; **1001-1300cc:** 1, Goode; 2, Heaney; 3, Clark. **Fastest lap:** B. Goode, 51.8s, 93.82 mph (equals record). **Up to 850 cc:** 1, Charles Bernstein (Mini), 9m 39.2s, 83.91 mph; 2, Alan Rogers (Vickers Mini); 3, George Champion (Mini). **Fastest lap:** Bernstein, 56.6s, 85.87 mph (record).

National Organs 1600 cc Formula Ford final (15 laps): 1, Rad Dougall (Royale RP21) 12m 54.8s, 94.09 mph; 2, Kenny Gray (Van Diemen RF 75), 12m 3, Jim Adamson (Van Diemen RF74), 4, Matthew Argenti (Van Diemen RF75), 5, Mike Blanchet (Crosle 30F); 6, David Macpherson (Dulon MP17). **Fastest lap:** Dougall 50.2s, 96.81 mph.



Eddie Jordan scored two wins at Cadwell Park in his Crossle 30F.

CADWELL PARK

Jordan scores twice

A thrilling 1-litre Saloon race which saw a first race, first win for Don Hardman's Marque Cars Racing Cooper S coupled with two Formula Ford victories for Eddie Jordan's Crossle were the highlights of a rather poorly supported Lincoln MC & CC evening race meeting at a chilly Cadwell Park on Saturday. Five races, all over 12 laps of the 1.5 mile "Goose" circuit, were run between 6 pm and 8.30 pm following a motorcycle race meeting earlier in the day also run by the enterprising Lincoln club.

In both of the Formula Ford events Eddie Jordan was headed initially by John Bright's Modern Toys Merlyn and even when the Crossle driver got past he was hounded for much of the first race by Bright. His second win was much easier since Bright was under pressure from Nigel Haywood (Merlyn) for half the race until a spin by Haywood in the country eased matters.

The small capacity classes of the two Special Saloon events produced a fine grid of 1-litre cars for race two. Tony Dickinson brushed the dust off his Mini-Ford and took on both Malcolm Johnstone's Imp and Don Hardman's Cooper "S" in a fabulous three-way lead dice until the belt to the fuel-injection drive broke on the Mini's engine. The lead continued to change between Johnstone

and Hardman and a spin by the Mini nearly took both off at one stage, Hardman stayed just in front after lap nine and kept the Mini in front to win, the finishing margin giving no measure of the closeness of the race.

With Tony Sugden non-starting his Escort-BDE with no oil pressure the over 1300 cc class of the second Special Saloon race was empty. Tony Dickinson reappeared to run the 1-litre Mini-Ford in the 1300 cc class since his Imp-BDA kept cutting out on the tight Hairpin in practice. Gerald Clarke's immaculate 1300 Mini led throughout while Dickinson tussled briefly with Geoff Byman's GBD Mini until the Mini-Ford acquired a puncture at the Hairpin. Only four cars finished the race, the third of these, and winner of the Rally Car class, was Mike Lambert whose tyres on the Cooper S somehow managed to survive the 12 laps.

Bill Burley just failed to lap the field in his FSV Royale in the most boring of Libre races, John Bright's Merlyn FF kept ahead of Les Aylott's spluttering Ardua for, second place, these two winning their respective classes.

MIKE DIXON

W. Hindle & Co. Formula Ford race (12 laps): 1, Eddie Jordan (Crossle-Rowland 30F), 14m 24.4s, 74.96 mph; 2, John Bright (Merlyn-Whitehurst Mk 11a), 14m 27.2s; 3, Nigel Haywood (Merlyn-Scholar Mk20/24), 14m 30.8s; 4, Glenn Eagling (Van Diemen-Scholar RF75), 14m 40.2s; 5, Tony Barley (Merlyn-Scholar Mk20a), 14m 42.8s; 6, Richard Dutton (Titan-Brown Mk6), 14m 59.8s. **Fastest lap:** Jordan, 1m 10.4s, 76.70 mph (record).

S.H.S. Vehicle Hire Special Saloon Car race, BARC (Yorks) Special Saloon Car Championship round for the Wendy Woods Trophy. Up to 850 cc and 851 to 1000 cc. (12 laps): Overall and 851 to 1000 cc class: 1, Don Hardman (1.0 Marque Cooper S), 15m 28.2s, 69.81 mph; 2, Malcolm Johnstone (1.0 Hillman Imp), 15m 29.6s; 3, Roger Turner (1.0 Cooper S), 16m 18.4s; 4, Alan Smith (1.0 Mini), 16m 21.2s. **Fastest lap:** Hardman, 1m 15.0s, 72.00 mph (record). **Up to 850 cc Class:** 1, Rodney Clayton (850 Mini), 64.59 mph; 2, Gordon Levett (850 Levett Mini); 3, Penny Dillerstone (850 GBD Mini). **Fastest lap:** Clayton, 1m 21.8s, 66.01 mph.

BP Formula Ford race (12 laps): 1, Eddie Jordan (Crossle-Rowland 30F), 14m 28.8s, 74.59 mph; 2, John Bright (Merlyn-Whitehurst Mk11a), 14m 34.6s; 3, Richard Dutton (Titan-Brown Mk6), 14m 37.6s; 4, Tony Barley (Merlyn-Scholar Mk20a), 14m 55.6s; 5, Wally Liles (Lola T204), 1m 56.2s; 6, Nigel Haywood (Merlyn-Scholar Mk204), 15m 03.4s. **Fastest lap:** Jordan, 1m 10.8s, 76.27 mph.

F. Troop and Son Special Saloon and Rally Car race, BARC (Yorks) Special Saloon Car Championship round for the Wendy Woods Trophy. 1001 to 1300 cc, over 1300 cc, Rally cars up to 2000 cc (12 laps): Overall: 1, Gerald Clarke (1.3 Mini), 15m 05.2s; 2, Geoff Byman (1.3 GBD Mini), 15m 35.0s; 3, Mike Lambert (1.3 Milltune Cooper S), 10 laps; 4, Peter Crane (1.3 Ford Escort Sport), 10. **Special Saloons, 1001 to 1300 cc:** 1, Clarke, 1m 14.2s, 72.78 mph (record). **Special Saloons, over 1300 cc:** No starters. **Rally Cars up to 2000 cc class:** 1, Lambert, (speed not given); 2, Crane; No other finishers. **Fastest lap:** Lambert, 1m 26.6s, 62.36 mph (establishes record).

R.L.F. Bullimore Formula Libre race, Single seater racing cars up to 2000 cc, Sports Racing cars up to 2000 cc, Formula Ford (12 laps): Overall: 1, Bill Burley (1.6 Royale-Heidegger RP18a), 13m 24.2s; 2, John Bright (Merlyn-Scholar Mk11a), 14m 34.4s; 3, Les Aylott (1.6 Ardua-BDA Mk4), 14m 35.2s; 4, Richard Dutton (Titan-Brown Mk6), 11 laps. **Single Seater Racing cars:** 1, Burley, 80.42 mph; no other finishers. **Fastest lap:** Burley, 1m 05.6s, 82.32 mph. **Sports Racing cars:** 1, Aylott, 74.04 mph; no other starters. **Fastest lap:** Aylott, 1m 11.2s, 75.84 mph. **Formula Ford:** 1, Bright, 74.11 mph; 2, Dutton; no other finishers. **Fastest lap:** not given.

LLANDOW

Escorts and Renaults star

Beautiful weather, a demolition derby, *Penthouse Escorts*, start line drama for *Special Saloons*, sparse supersports, leading Renault 5s, entertaining *Formula Fords*, fantastic prodsports and finally *Formule Libre* - these were the ingredients for a great bank holiday meeting at Llandow.

The programme kicked off with *Penthouse Mexicos* who, after losing three of their number in practice, continued their antics through to the race. Steve Thompson went off into a commanding lead chased by Mike Freeman, Graham Hollis and Gordon Bruce. These three had a great dice sometimes over the concrete at Devils Elbow until Gordon spun on Bottom Bend which let in Tony Dron, who had recovered well from a slow start to reach fourth overall.

Special Saloons did not exactly start. They travelled 25 yards before they came to a halt with Reg Palmer's Mk 1 Jaguar, Dave Williams (Wolsey Hornet) Bernard Richards (Mini) and John Rowley (Cooper S) retiring with various forms of damage. Georgie Constantine in the Hytec Showerbaths Mini 1000 went in to an immediate lead in the re-run chased by Derek Chambers in the Manx Mini 1000 and Alan Parfitt in his 1000 Cooper S. Parfitt then retired letting Barry Reece in the 850 Mini through to third.

The Supersports round was a poorly supported affair, distinguished only by a dice between Ian James in his Mallock U2 11B and Peter Cook (U2

Mk14) who took first and second respectively after a race-long battle.

Next the Renault 5s... purists may mock them but this is motor racing as it should be where driving skill counts for all. Trevor Peckham was never really troubled for first place but Neil McGrath and David Hedges and the rest battled throughout for the rest of the places with four drivers sharing the fastest lap. Mick Hill had a meeting with the Armco and Gethin Jones waved a gear lever after a very lurid moment at Devils Elbow, while entertaining the crowds in the grandstands.

FFs provided exciting spectating for a change

BRSCC Penthouse Escort Sport championship round, (10 laps): 1, Steve Thompson 11m 19.2s, 92.04 mph; 2, Mike Freeman; 3, Graham Hollis. **Fastest lap:** Gordon Bruce, Tony Dron and Thompson, 44.2s, 81.45 mph.

Special Saloons, over 1300cc, 1001-1300 cc, 851-1000 cc and up to 850 cc (10 laps): Overall: 1, George Constantine (1.0 Mini), 10m 39s, 84.51 mph; 2, Derek Chambers (1.0 Mini); 3, Barry Reece (850 Mini). **Over 1300 cc:** 1, Phil Reece (1.6 Mini Ford) 10m 57.6s, 82.14 mph; 2, Terry Shepherd (3.8 Jaguar Mk2). No other finishers. **Fastest lap:** Reece, 41.6s, 86.54 mph. **1001-1300 cc:** no starters. **851-1000 cc:** 1, Constantine; 2, Chambers; 3, Gavin Walsh (Mini). **Fastest lap:** Alan Parfitt (1.0 Mini Cooper S), 41.4s, 86.96 mph. **Up to 850 cc:** 1, Reece, 77.47 mph; no other finishers. **Fastest lap:** Reece, 44.6s, 80.72 mph.

Clubmen's Supersports, up to 1600 cc fully modified and up to 1600 cc FF engine. (10 laps): Overall and up to 1600 cc fully modified: 1, Ian James (Mallock U2 MkX1B), 9m 15s, 97.3 mph; 2, Peter Cook (Mallock Us Mk14); 3, Peter Grzelinsky (Mallock U2 Mk14). **Fastest lap:** Cooke, 35s, 102.86 mph. **Up to 1600cc FF**

with Terry Richards in his Merlyn Mk11A and Ian Moore in his Dulon MP15 never being seriously troubled for first and second places. Tony Broster's Dulon MP17 recovered well from a slow start to finish an excellent third.

The Prodsports were fabulous with the lead always in doubt. Chris Meek in his Lotus Europa was obviously the quickest but the question was would he keep it on the circuit? The number of near misses, spins and lurid moment was incredible. This race thrilled from start to finish with Rod Gretton in the V12 E-Type confusing everyone with his portable smokescreen which appeared to be due to leaking bearings on the back axle. Both Meek and Gretton were lucky to survive a near disaster early on at Devils.

Formule Libre was a repeat of the Supersports with Cook chasing home Ian James followed by a much improved Keith Howell who had stopped worrying about his non-existent oil pressure.

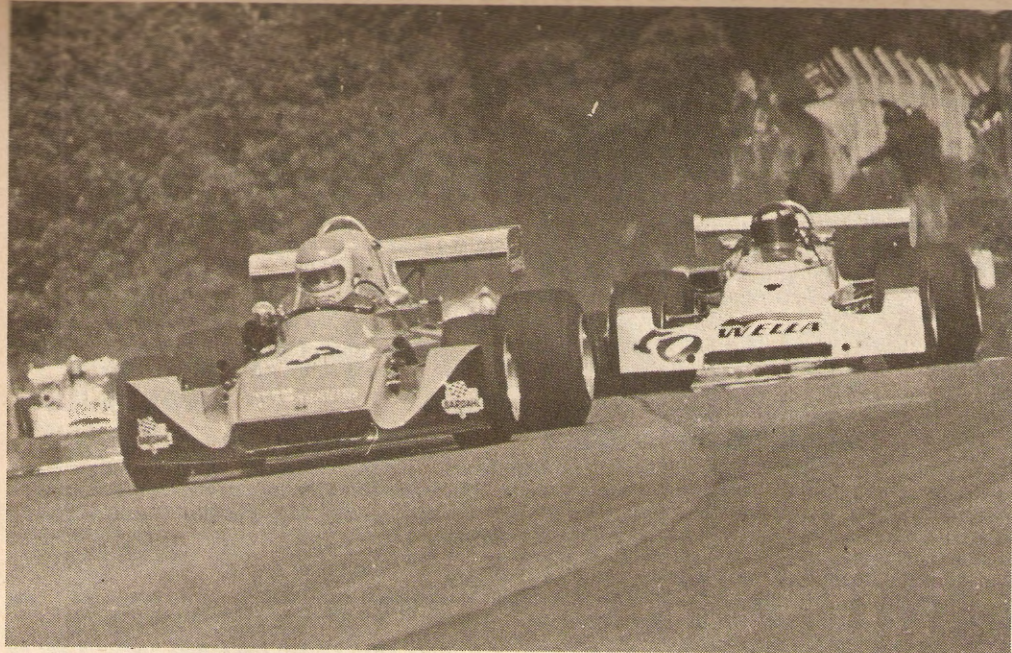
ANDREW THOMAS

engined: 1, Andy Houston (Gryphon C4A), 9m 32.2s, 88.08 mph. No other finishers. **Fastest lap:** Houston, 38.8s, 92.78 mph.

Renault 5 Challenge (10 laps): 1, Trevor Peckham, 12m 46.4 mph; 2, Neil McGrath; 3, Dave Hedges. **Fastest lap:** McGrath, Hedges, Keith Collier and Trevor Peckham, 49.9s, 72.29 mph (record).

Formula Ford (10 laps): 1, Terry Richards (Merlyn Mk11A), 9m 41.6s, 92.85 mph; 2, Ian Moore (Dulon MP15); 3, Tony Broster (Dulon MP17). **Fastest lap:** Richards and Moore, 37.8s, 95.24 mph.

BRSCC Productions Sports Car championship round, £2,250-£4,000, £1,140-£2,250, up to £1,140 (10 laps): Overall and £2,250-£4,000: 1, Colin Blower (TVR 3000 M), 11m 4.4s, 81.15 mph; 2, Chris Meek (Lotus Europa); 3, Geoff Till (Jensen Healey). **Fastest lap:** Meek, 89.96 mph (record). **£1,140-£2,250:** Chris Alford (Morgan 4/4), 11m 46.4s, 76.44 mph; 2, Gerald Vaughn (Triumph TR6); 3, Doc Griffiths (MGB). **Fastest lap:** Alford, 46.4s, 77.59 mph. **Up to £1,140:** 1, Robert Goodwin (MG Midget), 11m 29s, 73.75 mph; 2, Dave Karaskas (Austin Healey); 3, Ken Davies (Austin Healey). **Fastest lap:** Goodwin, 47.6s, 75.63 mph.



Another copybook outing for Brise and the Modus. They led from the first corner to the flag.

OULTON PARK

The freewheelin' Tony Brise

There's no stopping Tony Brise now. His sixth straight win in the John Player Formula Atlantic series at Oulton Park last Monday in the works Modus puts him 50 points clear of his nearest challenger Jim Crawford at the halfway stage. For the second round in succession Crawford failed to score, his engine blowing while second. Something of a surprise was the performance of Nick May in the Strakers of Wimbledon Lola which had been hounding Crawford and then kept the pressure on Brise right to the end.

The BRSCC and the Manchester Evening News collaborated for another MCD spectacular with traction engines, a fun fair and sundry SPARKS personalities and combined to entertain the large crowd on a warm afternoon.

Saturday's unofficial session accounted for two Atlantics. Brian Henton wrote off the Wheatcroft at Cascades while giving Tom a second opinion and Cyd Williams had a monumental at Knickerbrook in Graham Eden's Brabham. Richard Morgan was left without a drive by Henton's efforts but Steve Choularton came to a very sore Cyd's rescue and dusted down his dormant March 73B. Tony Brise, without the benefit of Saturday, was immediately fastest, although the timekeepers were having another off day, and some of their offerings were in the Alice in Wonderland class. Brise was credited with 56.2s, Ted Wentz in the Wella Lola 56.4 s and Peter Wardle 56.8 s in his Surtees TS15, which has recently benefited from a hard day's testing at Silverstone. None of these times were approached in the second session when the watches slowed. Jim Crawford in the works Chevron B29 had Derek Bennett in attendance overseeing a new monocoque which has restored the car to standard specification. It seems the Hart engines are now losing out to the Nicholsons, which rev much more freely, and Jim's time of 57.4s was a hard try. Another pressing on was Ray Mallock in the Team Ardmore March 75B on 57.6s, a time equalled by Nick May's Lola T360B. Bobby Muir's Birrana is now coming good, recording 57.8s, which he shared with New Zealander Brett Riley, having his first outing in the ex-Wheatcroft Chevron B29 interspersed with a few wild moments. Steve Choularton (Chevron B29), Phil Sharp (Lyncar), Val Musetti (March 73B), and Matt Spitzley (Chevron B29) all recorded 58.0s, Derek Cook (Chevron B27), 58.2s and Alo Lawler (Chevron B29) 59.0s. The grid was completed by Cyd Williams in the March, Roy Baker's ex-Jas Patterson March 722, Graham Perry's ex-Purley 722 and Norman Dickson's ex-everybody and Multiglide 712M.

Brise led into the first corner and that was that for the rest. After six laps or so the Nicholson engine (five races without a rebuild) began to overheat but a four second cushion was all he wanted, and when he had it, he cut his revs and raced on, missing fifth gear occasionally but

otherwise making it look all so easy. Not that he could relax too much for the battle over second was quite keen. Wentz had it for a lap before running wide at Old Hall, spoiling the nose splitter and stopping for a spare. The American carried on at great speed but lost one and a half laps and could only make it back to 11th. Crawford took over but, after 11 laps, a valve let go and he gave way to May. Wardle was never far behind but May was showing form not seen since his U2 days and kept the pressure on so that, when backmarkers intervened, the gap to Brise came down for a while. It all evened itself out in the end and Brise, May and Wardle, crossed the line more or less evenly spaced.

The Australian Muir, in Bob and Marj Wallace's Birrana, had his best race yet and was a strong fourth after the promise of Riley's good start, which saw him fifth for a few laps, had faded with gear selection bothers and a spin. Cook went well to take fifth after Choularton's last lap challenge at Lodge ended in a spin, which dropped him to seventh behind Musetti. Mallock retired with no clutch and Sharp with damaged front bodywork, while Williams had to be helped from his car afterwards after a gritty drive to ninth behind Spitzley and just ahead of Lawler. Brise and May shared fastest lap, a record for the new circuit, at 57.0s.

The Speed Merchants/Classic Car race was one of those Willie Green specials which he often

Willie Green turned in a stirring race.



reserves for Oulton Park. This time he had the Bamford Ferrari 275LM and drove it in a manner to which 275LMs were rarely accustomed. For eight and a half laps he chased the nimble Elva-BMW of Richard Thwaites, the Ferrari's tail getting more and more out of line until, on the ninth lap, he roared up Clay Hill alongside the former hillclimber, who was baulked by a back marker, and emerged with the lead and the race. Brian Classick's sleek Iso Bizzarini was the first front engined finisher, followed by Frank Sytner, increasing his historic experience with a fast ride in the Bamford lightweight E Type, spoiled only by a slow start. Rupert Glydon's Lola-Climax was a very good fifth until the throttle cable broke on the last lap.

Bobsleighting stockbroker Chris Baldwin won the SPARKS Shellport Escort race, passing the Earl of Suffolk and Berkshire on lap two, after which it was all downhill. His Lordship, once seen at Oulton in a TR3 in days of yore, climbed to second, from Stuart Hall and Divina Galica, admitted at the back of the grid to make up the numbers, who shows she has learned a lot since her motor racing debut exactly 12 months ago.

Nick Whiting polished off the Simoniz Special Saloon race with his Escort FVC. Geoff Wood's Escort, going better than ever before, held off Tony Sugden's more normal Escort for 12 laps for second until an oil seal failed. John Chappel's 1.3 Cooper S was lapped but a class winning third, after beating off a challenge from Derek Walker's class winning 1-litre Fiat 850 Coupe.

The Super Vee race was marred by the bad timekeeping which resulted in a chain reaction at the first corner as the slow cars in front braked and ended with three write offs, including Tim Keen's SuperNova, the driver sustaining a broken ankle. With the yellow flags out over nearly half the circuit for the duration overtaking became well nigh impossible. Two who succeeded were Mike Young, whose Modus, had been badly baulked by the shunt, and John Morrison, who had had a troubled practice with his SuperNova, which ended on the back row of the grid. They came through to second and third behind the flying Peter White whose Royale RP19 is now unsponsored and much in need of the money his win brought. Morrison set fastest lap during his rapid progress, some way off the timekeepers imagination.

A meagre Formula Ford field was led throughout by Stuart Baird's Brook Hire Merlyn from Nigel Robinson's similar car.

IAN TITCHMARSH

John Player Formula Atlantic championship round 7
Oulton Park May 26, 35 laps

- 1, Tony Brise (Modus-Nicholson M1) 33m 46.0s, 102.86 mph.
- 2, Nick May (Lola-Nicholson T360B), 33m 53.0s.
- 3, Peter Wardle (Surtees-Swindon TS15), 33m 56.4s
- 4, Bobby Muir (Birrana-Hart 273), 34m 11.6s
- 5, Derek Cook (Chevron-Cook B27), 34m 34.0s
- 6, Val Musetti (March-Wood 73B), 34m 37.2s
- 7, Steve Choularton (Chevron-Hart B29), 36m 11.6s; 8, Matt Spitzley (Chevron-Swindon B29), 34 laps; 9, Cyd Williams (March-Eden 73B), 34 laps; 10, Alo Lawler (Chevron-Nicholson B29), 34.

Fastest lap: Brise and May, 57.0s, 104.46 mph (circuit and Atlantic record).

Speed Merchants Classic Car championship round (10 laps):

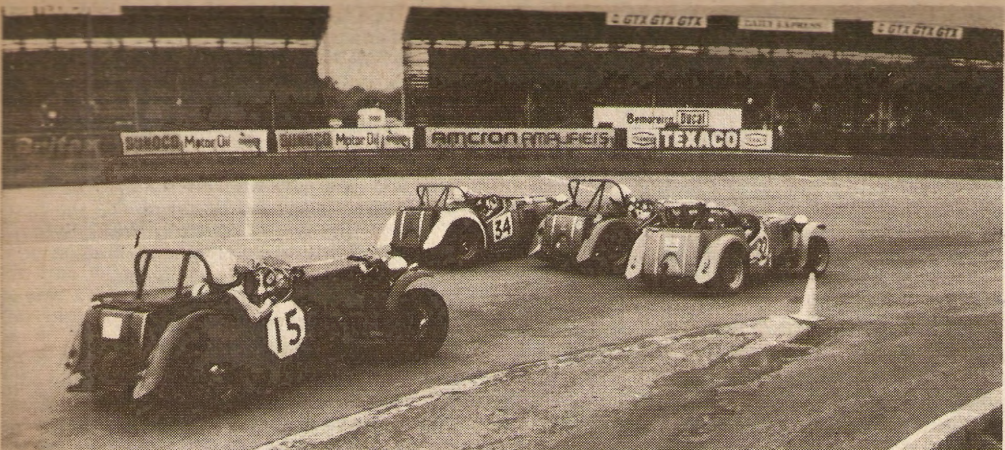
- 1, Willie Green (3.3 Ferrari 275 LM); 11m 44.6s, 84.50 mph; 2, Richard Thwaites (2.0 Elva-BMW Mk7S); 3, Brian Classick (5.3 Iso Bizzarini Le Mans), 12m 21.4s; 4, Frank Sytner (3.8 Jaguar Lightceigh E) 12m 51.4s. Front engined GT cars over 2000 cc: 1, Classick, 80.31 mph; 2, Synter, 3, Robin Rew (2.7 Reliant Sabre 6). Fastest lap: Classick, 1m 11.8s, 82.93 mph (record). Front engined GT cars up to 2000 cc: 1, John Webb (1.6 Lotus Elan), 75.69 mph; 2, Bill Nicholson (1.8 MGB); 3, Sir Aubrey Brocklebank Bt (2.0 Morgan SLR). Fastest lap: Nicholson, 1m 17.0s, 77.33 mph (new record). Sports racing over 2000 cc: 1, Green, 84.50 mph; only starter. Fastest lap: Green, 1m 9.2s, 86.05 mph (record). Sports racing cars up to 2000 cc: 1, Thwaites, 84.45 mph; 2, Michael Ostroumoff (1.1 Lola-Climax Mk1), only finishers. Fastest lap: Thwaites, 1m 7.4s, 88.34 mph (new record).

SPARKS Shellport Escort race (10 laps): 1, Chris Baldwin, 15m 2.0s; 66.01 mph; 2, Earl Suffolk and Berkshire, 15m 80.0s; 3, Stuart Hall, 15m 9.4s; 4, Divina Galica, 15m 9.8s; 5, Rod Mansfield, 15m 10.0s; 6, Tom Percival, 15m 10.2s. Fastest lap: Rod Mansfield, 1m 27.8s, 67.82 mph.

Simoniz Special Saloon Car championship round (15 laps): 1, Nick Whiting (2.0 Ford Escort FVC), 16m 35.4s, 89.73 mph; 2, Tony Sugden (1.8 Ford Escort BDE), 17m 8.2s; 3, John Chappel (1.3 Mini Cooper S), 14 laps; 4, Derek Walker (1.0 Fiat 850 Coupe Ford), 14; Over 1300 cc: 1, Whiting, 89.73 mph; 2, Sugden; 3, Alan Minshaw (4.8 Daf 5 Marathon Oldsmobile). Fastest lap: Whiting, 1m 4.6s, 92.17 mph. 1001-1300 cc: 1, Chappel, 81.95 mph; 2, Susan Tucker Peake (1.3 Ford Escort GT), 3, Ted Taylor (1.3 Mini Cooper S). Fastest lap: Chappel, 1m 11.4s, 83.39 mph (record). 851-1000 cc: 1, Walker, 81.29 mph; 2, Richard Long (1.0 Ford Anglia BDA), 3, Roger Mathews (1.0 Mini-Ford F). Fastest lap: Walker, 1m 12.0s, 82.70 mph (record). Up to 850 cc: 1, Gordon Taylor (850 Mini), 69.34 mph; 2, Harold Nuttall (850 Mini), 3, Bredan Chappel (848 Cooper S). Fastest lap: David Enderby (850 Mini), 1m 18.8s, 75.76 mph (record).

VV (GB Ltd Silver Cup Formula Super Vee championship round (15 laps): 1, Peter White (Royale-Heidegger RP 19), 16m 6.2s 92.44 mph; 2, Mike Young (Modus-Heidegger 72), 16m 7.4s; 3, John Morrison (SuperNova-Heidegger BH3), 16m 7.7s; 4, Ronnie Grant (Taurus-Heidegger M24), 16m 12.4s; 5, Bruce Venn (Elden-Heidegger PH 14), 16m 13.6s; 6, Mike Catlow (SuperNova Heidegger PH 14), 16m 13.6s; 6, Mike Catlow (SuperNova Heidegger BH3), 16m 31.8s. Fastest lap: Morrison 1m 2.2s, 95.73 mph (record).

Formula Ford 1600 (10 laps): 1, Stuart Baird (Merlyn-RE Mk24), 11m 46.4s, 84.29 mph; 2, Nigel Robinson (Merlyn-Rowland Mk24), 11m 53.2s; 3, Frank Potts (Hawke WRA DL11), 12m 3.8s. Fastest lap: Baird, 1m 9.6s, 85.55 mph.



T-Register sandwich - Cresswell, Brown and Clewley are followed by eventual winner Jones.

SILVERSTONE

MG's annual jamboree

That great British institution, the MG Car Club held its annual jamboree and race meeting at Silverstone on Bank Holiday Saturday and those attending may thank their lucky stars that the weather wasn't as on the previous Saturday because the large number of camping enthusiasts would have had a rough time had it been so. As always, the race programme was packed with Handicap races of varying length, a couple of High-speed trials (indistinguishable from races) and some scratch races.

The first of the scratch races was for assorted MGAs and somewhat predictably was won by Rob Haigh's very much modified pushrod engined version bored to nearly 1.9 litres and looking very much like a rabbit jellymould. Haigh had started from the back of the grid after practice problems and was followed home by Mick Walker's pushrod car and the battling Throughbred twin-cams of Rob McElroy and Roy McCarthy.

Another 5-lap scratch race for modsport Midgets and Sprites appeared to bring out all the lowered widened and lightened Spridgets ever made and resulted in a corking race while the leading four finishers Graeme Dodd, Bill Wood, Keith Ashby and Malcolm Beer battled it out without quarter given nor asked, Dodd's

recently-gained experience possibly helping him win on his home circuit. Laurence Quinn brought home the first unmodified Midget, the only one to be unslapped at the finish, Jim Thacker's long-lived frogeye Sprite was the first up to 1150 cc car home, almost dead-heating with Hugh Colman's 1.3 Midget in the process.

The MGC, B and B V8 5-lapper was spoiled somewhat when Bill Nicholson's famous and immaculate B, which was on pole sharing the same practice time as Malcolm Trewhitt's burly C, started throwing out oil as it came to the grid and had to retire with a cracked filter housing. Trewhitt was left to win as he liked followed by Tony Palmer's B which managed to stay clear of a mighty battle raging for third place between the Bs of David Cleverdon, Terry Osborne, Barry Sidery-Smith, Bob Neville's B V8 and Jim Loveday's B. John Targett's standard B won it's class easily from Bob Image.

Strong men who quail at the sight of Formula Ford racing would probably faint away at a good T type thrash! This year's T type race was one of the best the writer has seen. The finishing order should give a clue to the knowledgeable; Chris Jones, Gerry Brown and Dave Clewley, all finishing within one second and for the most part joined by Peter Cresswell until he retired. This

scrap was a sight to behold, three cars abreast at Woodcote, jostling for position, weaving to break tow down the straight and the hairiest outbraking manoeuvres imaginable. At one point Cresswell and Clewley had Brown in a neat sandwich at Woodcote, there was an agonising clunk-click and the centre TC was momentarily reduced in width! Jones, Cresswell and Clewley all shared the fastest lap at a staggering 1m 15.2s, 77 mph average! Peter Smith brought home the first unmodified car, his tidy TD a long way ahead of the next car in his class.

Malcolm Trewhitt won the final of the handicaps of which there has been two 5-lap heats. There was an excellent turn-out of the older MGs in the Triple M Handicap, there being no less than four of the legendary blown 1,100cc K3s in a race won by Andy McLennan's J4.

ROBIN REW

Allcomers Handicap, Heat 1 (5 laps): 1. N. Cawthorne (1.6 MG A), 7m 57.0s, 67 mph; 2. R. Innes-Kerr (1.6 MG A), 7m 57.6s; 3. M. Prutton (1.3 MG TF), 7m 57.6s; 4. C. Jones (1.6 MG A TC), 7m 37.6s. **Fastest lap:** P. Everingham (1.8 MG B), 1m 18.6s, 73.65 mph.

Allcomers Handicap, Heat 2 (5 laps): 1. Martin Wilson (1.3 MG Midget), 6m 54s, 79.52 mph; 2. A. Wood (1.1 A/H Sprite), 6m 57.4s; 3. L. Hillwood (1.1 Lola FJ), 6m 58.2s; 4. M. Beer (1.3 MG Midget), 6m 58.6s. **Fastest lap:** R. Haigh (1.9 MG A), 1m 07.6s, 85.63 mph.

Scratch race for MG A, MG A 1600 and Mk. II, MG A Twin Cam Cars (5 laps): 1. R. Haigh (1.9 MG A), 6m 06.4s, 79.00 mph; 2. M. Walker (1.7 MG A), 6m 23.4s; 3. R. McElroy (1.6 MG A TC), 6m 34.0s. **Class winners:** Haigh, Keith Blight (1.6 MG A), McElroy, Jones. **Fastest laps:** Haigh, 1m 08.2s, 84.88 mph; McElroy, 1m 15.8s, 76.37 mph; Jones, 1m 22.8s, 69.91 mph.

Scratch race for MG Midgets and A/H Sprites in three classes (5 laps): 1. G. Dodd (1.3 MG Midget), 5 m 52.6s, 82.08 mph; 2. W. Wood (1.3 MG Midget), 5m 53.4s; 3. K. Ashby (1.3 MG Midget), 5m 55.2s. **Class Winners:** Dodd; L. Quinn (1.3 MG Midget), J. Thacker (1.1 A/H Sprite). **Fastest laps:** M. Beer, G. Dodd and K. Ashby, 1m 08.8s, 84.14 mph; L. Quinn, 1m 25.2s, 67.94 mph; J. Thacker, 1m 11.8s, 80.62 mph.

Scratch race for MG T-type cars in 2 classes (10 laps): 1. M. Trewhitt (3.0 MG C), 8m 00.6s, 80.27 mph; 2. A. Palmer (1.9 MG B), 6m 06.0s; 3. D. Cleverdon (1.8 MG B), 6m 09.8s; 4. T. Osborne (1.8 MG B), 6m 10.4s. **Class Winners:** Trewhitt, Palmer, J. Targett (1.8 MG B), 6m 53.4s, 70.01 mph. **Fastest laps:** Trewhitt, 1m 10.6s, 81.99 mph; A. Palmer, T. Osborne and J. Loveday (1.8 MG B), 1m 11.6s, 80.85 mph; J. Targett, 1m 20.6s, 71.82 mph.

Scratch race for MG T-type cars in 2 classes (10 laps): 1. C. Jones (1.3 MG TC S), 12m 50.0s, 75.18 mph; 2. G. Brown (1.5 MG TC), 12m 50.4s; 3. D. Clewley (1.3 MG TC), 12m 50.8s; 4. R. Gammons (1.5 MG TC), 13m 07.8s. **Class winners:** C. Jones, P. Smith (1.3 MG TD). **Fastest laps:** P. Smith, 1m 29.0s, 65.04 mph; D. Clewley, C. Jones and P. Cresswell (1.3 MG TC), 1m 15.2s, 76.98 mph.

MG Championships Handicap (10 laps): 1. N. Stevenson (1.6 MG A), 12m 32.6s, 61.63 mph; 2. M. Walker (1.6 MG A), 12m 37.0s; 3. R. Gammons (1.5 MG TC), 12m 39.2s; 4. A. Naylor (1.5 MG TC), 12m 43s. **Fastest lap:** R. Haigh (1.9 MG A), 1m 07.2s, 86.14 mph.

Handicap for Triple-M Cars (5 laps): 1. A. McLennan (847 cc MG J4 S), 7m 14.02, 69.07 mph; 2. D. Sharp (1.3 MG NA), 7m 31.2s; 3. P. Cranage (1.3 MG Magnette S), 7m 34.6s; 4. S. Beer (1.1 MG K3 S), 7m 35s. **Fastest lap:** S. Beer, 1m 17.8s, 74.41 mph.

Handicap Final (10 laps): 1. M. Trewhitt (3.0 MG C), 12m 28.0s, 80.63 mph; 2. M. Wilson (1.3 MG Midget), 12m 29s; 3. P. Willmer (1.3 MG TC S), 12m 32.4s; 4. A. Naylor (1.5 MG TC), 12m 32.4s. **Fastest lap:** R. Haigh (1.9 MG A), 1m 07.2s, 86.14 mph.

CASTLE COMBE

Scarratt's Evered Trophy

The Hagley and District Car Club attracted a fine entry for their seven-race programme at a dry but blustery Castle Combe on Monday. The meeting opened with a 10-lap scratch race for Frazer Nashes and a fine battle for the lead was staged between the Le Mans replica of Simon Phillips and the infamous Cognac Special of Ron Footitt. Phillips took a tenuous lead on the second lap and despite intense pressure from Footitt, came home with a couple of seconds in hand leaving the third placed Mille Miglia of Bill Summers nearly a minute adrift and the only other unslapped runner.

The second ten-lapper was a Mini Seven championship round and again saw a splendid battle for the honours. Graham Wenham took an early lead from Terry Pudwell who harassed the leader all the way, finally forcing him into a slight mistake. Pudwell seized the opportunity to take the lead but needed to turn in a class record-breaking lap to assure himself of victory as Wenham was never more than a second adrift. Jim Mancey held down third throughout, from Chris Tyrrell in fourth, who was pushed all the way by Reg Armstrong and Allan Seekings, the last three being covered by a second.

John Allan was in a class of his own in the Super Visco F1300 ten-lapper winning as he pleased with twelve seconds in hand over Andrew Jean's U2. Jean had inherited second place when Allan McBeath's Gopher retired. Third was taken by R. Davies, chased home by

Bill Cooper's Aquila which just held off Dick Miller's Centaur during a last lap sprint for the line.

The fourth event saw a mixture of Mille Miglias, contesting a round of their championship, and special saloons. Having suffered practice problems, John Coundley started his Mini from the rear of the grid, but six short laps later, he was in first place and pulling away from the V8 Cortina of Graham Conolly. Conolly retired shortly afterwards leaving Coundley to take a well-earned victory while the rest of the special saloons succumbed to the challenge of the fastest Miglia cars. Alan Curnow again dominated this category setting a new class lap record as he pulled away and headed Steve Harris by 8s at the end. Russell Dell challenged Harris quite hard towards the conclusion of the race, failing by just over 0.5s to get on terms.

A grid of beautifully prepared cars then assembled to do battle over ten laps for the Low Cost Racing Formula 4 championship round. Eddie Heasell initially led the screaming pack in his Brabham BT38C but it only took one lap for Fergus Tait to establish himself at the head of the field with his Delta. From then on, by dint of some record-breaking laps, he pulled away to take a comfortable 10s win. Heasell meanwhile came under fire from the March 733 of Ian Briggs, with the latter just snatching second on the line while once again Lorina Boughton drove a cool race with the GRD taking fourth place just four

seconds down on Briggs.

Main event of the day was for the Evered Trophy featuring Monopostos over 20 laps. Although Jim Yardley and David Coombs, Beagle and Manta respectively, were early leaders, it was Trevor Scarratt who came through the traffic to take a 3.5s win over Nigel Howard-Jones' RTW. Alan Baillie was unable to catch John Lancaster who took third place, neither Yardley nor Combes finishing.

Final event was a six-lap handicap for Frazer and GNs, and despite the appearance of Alan Cottam in the Cognac Special, it was the 1930 Falcon of Steve Stephenson which emerged victorious.

ROBIN BOUCHER

Frazer Nash scratch event (10 laps): 1. Simon Phillips (1.9 Frazer Nash replica), 13m 41.6s, 80.62 mph; 2. Ron Footitt (1.9 Cognac Special); 3. Bill Summer (1.9 Frazer Nash Mille Miglia). **Fastest lap:** Phillips, 1m 20.4s, 82.39 mph.

Mini Sevens (10 laps): 1. Terry Pudwell, 14m 0.04s, 78.82 mph; 2. Graham Wenham, 14m 1s; 3. Jim Mancey, 14m 12.9s. **Fastest lap:** Pudwell, 1m 22.4s, 80.39 mph (Record).

Supervisco F1300 (10 laps): 1. John Allan (1.2 Allan Mk4), 12m 6.2s, 91.21 mph; 2. Andrew Jean (1.3 Mallock U2 Mk 6/11B), 12m 18.2s; 3. R. Davies (1.3 Davies), 12m 26.6s. **Fastest lap:** Philip Lloyd (1.2 Nomad), 1m 10.5s, 93.96 mph.

Mini Miglias and Special saloons (10 laps): 1. John Coundley (1.3 Cooper S), 12m 53s, 85.69 mph; 2. Alan Curnow (1.0 Longman Mini), 13m 3.5s; 3. Steven Harris (1.0 Mini Miglia), 13m 11.9s; 4. Ian Permain (2.0 Vauxhall Viva-BMW), 14m 12s. **Fastest lap:** Coundley, 1m 15s, 88.47 mph; Curnow, 1m 17.2s, 86.29 mph (Record).

Low Cost Racing Formula Four championship round (10 laps): 1. Fergus Tait (1.0 Delta), 11m 32.6s, 95.63 mph; 2. Ian Briggs (1.0 March 733), 11m 42.9s; 3. Eddie Heasell (1.0 Brabham BT38C), 11m 43s. **Fastest lap:** Tait, 1m 7.2s, 98.57 mph (Record).

Monoposto championship round (20 laps): 1. Trevor Scarratt (1.6 Brabham BT21B), 22m 40.4s, 97.38 mph; 2. Nigel Howard Jones (1.6 RTW F415M), 22m 43.5s; 3. John Lancaster (1.6 JCM), 22m 49.3s. **Fastest lap:** Scarratt, 1m 6.3s, 99.90 mph.

Frazer Nash and GN Handicap (6 laps): 1. Steve Stephenson (1.5 Frazer Nash Falcon), 8m 42.6s, 63.37 mph; 2. Chris Chilcott (1.5 Faster Tourer), 8m 50.2s; 3. Dennis Johnson (1.5 Frazer Nash Colmore), 8m 54.9s. **Fastest lap:** Allan Cottam (2.0 Cognac Special), 1m 25s, 77.92 mph.

Seymour's run ends

From an entry of 97 the first of the two Bank Holiday BT&RDA Autocross Championship rounds — run by GEC (Stafford) MC at Walton, near Stafford, on Sunday, was won very convincingly by Mike Turpin in his Turpin Special. On his first outing of the year he trounced Nick Seymour by some four seconds and while Seymour was left to ponder the following day at the Hagley meeting, George Warren also went away puzzled because for the first time for exactly a year he was nowhere even in his class.

Spins on both his runs put last year's Champion down the class but while he was pondering the possibilities of troubles with the back end of the BDA Escort. Peter Withers and Brian Betteridge, in big Mini and 2.1 VW, were celebrating first wins of the year, the latter particularly for it was his first outing with a brand new car.

Graham Harper gave the Honda 1500 its first win of the year in the standard car class, but he had to go some to beat the Audi 80 of John Granville, who was two and a half seconds quicker than Harper on the first runs on a still very slippery virgin grass field. Muriel Banks took third in her same-as-before Cooper S. Martin Barnard was yet again a hollow winner of the over 1600 class with his Datsun 240Z as he was the sole competitor.

Predictably Nick Garner took Class A his time of 1m 38.8s being the only one below 1m 40s while first run leader Clive Holland had to settle for second. The clash between Bob Merridale and Dick Keen produced a 1.5s win for Keen in his Escort while Clive Trueman was all smiles from a third place not that far adrift of Merridale.

Dimi Mavropoulos took victory in his class in front of no lesser man than George Warren.



● One competitor who was rather peeved at the Mallory organisers' attitude was Graham Goode; Graham, who does not hold a trade entrant's licence, runs his own small garage, Autocare Ltd, and wished to sponsor his own car. Unfortunately, the organisers insisted that the signwriting be taped over.

● Phil Elson's dramatic improvement at Santa Pod continued with a two out of three victory over Mike Hall, with a best run of 8.6s from his blown 392, though it should be said that Hall's three-speed equipped car was running straight methanol, but the three runs were all very close and just the stuff for fuel altered fans.

Man to watch in the sports car class is undoubtedly Roger Burn with the Clan Crusader. Nippy off the line despite only having a 998cc unit he was almost two seconds quicker than Paul Northall in the GT6 but Rob Gibson went away kicking himself after twice catching a penalty marker when twice in the lead.

After no time on his first run when he snatched second too quickly and left himself without gears, Brian Betteridge powered through to take the rear engine class from Tony King, while King's co-partner in the Imp, Anne Harris got within three tenths of Tony on her second run. Identical times of 1m 39.1s gave Roger Brunt's far from immaculate 999 Mini the loot in Class E while Reg Fitt, in a new car, had his best ever placing in autocross by producing a 1m 40.4s to pip Bruce Male by a whisker with Frank Morris half a second adrift after a drive shaft failure first time out.

With Warren indulging in old time waltzing the young Cypriot Mavropoulos collected the honours in Class F with a neat second run of 1m 39.8s leaving Nobby Cresswell, also in an RS 1600, second with Dave Fuell's 2 litre BDA four seconds away in third.

Still maintaining he was running the car in, Terry Smith failed to collect the big Minis class this honour going to Peter Withers in his 1340 version beating Smith 1558 lightweight device by one and a half seconds.

BTD: M. Turpin (Turpin Special), 1m 32.9s.
Class winners: G. Harper (Honda), 1m 46.9s; M. Barnard (Datsun 240Z), 1m 44.3s; N. Garner (Mini), 1m 38.8s; D. Keen (Escort), 1m 41.8s; R. Burn (Crusader), 1m 39.4s; B. Betteridge (VW), 1m 42.0s; R. Brunt (Mini), 1m 39.1s; N. Mavropoulos (Escort), 1m 39.18s; P. Withers (Mini), 1m 36.3s; N. Seymour (Volnik), 1m 36.5s.

Scots' sprint success

Undismayed by the defeat of their soccer heroes at Wembley the Scottish contingent ruled the roost, as expected, last Sunday when the MG Car Club ran the California Cup team autotest on part of the Grand Prix circuit at Silverstone. Seventeen teams contested the California Cup, the BMC Trophy series and the Register Trophy, Scotland doing the double in the California Cup and the BMC Trophy.

Thanks to the efforts of Ian Gould (Midget), Euan Murray (Midget) and John Lindsay (Midget), the Scots retained the California Cup with ease, doing the 12 tests in 896.0s to beat the Midlands team of Richard Budd, Cliff Payne and Peter West, all in MGB's by more than a minute.

In the MBC Trophy the Scots success was even more emphatic for Jonathan Cook (Sprite), James Hall and David Hall, both in Midgets, clocked 870.6s to beat the North East Lincs Centre by almost one and a half minutes. The latter were represented by John Twells (Cooper S), Mick Pitcher (Clubman GT), and Peter Mitchell (Sprite).

The Register Trophy, which drew five teams, went to the South West Centre. Led by Steve Dear in the original Cream Cracker MG PA and ably assisted by Charles Shepstone (MG PB) and Richard Goord (MG TF), they won with 1072.2s against a time of 1181.2s put up by the North East Centre represented by David Taylor (K3), Bryan Bowles (TC) and Peter Leech (TD).

Class winners: M. Hall (Capri), J. Twells, E. Murray, B. Herrald (MGB), R. Beresford (J2), B. Weston (TC). **Best Overseas:** T. Maathais (MGB), from Luxembourg. **Ladies:** Mrs H. Kynaston (Sprite). **Novice:** D. Leech (MGB).

Hemmings heads Minis

Minis ruled the roost last Sunday at Sutton Heath, Wansford, near Peterborough when the local club ran their autocross, a round of the London Counties championship. Peter Hemmings nipped over from Hucknall, Notts to collect BTD in his 1385 version in 108.4s beating the rally Cooper of Stan Rolfe by more than a second. Very slippery early practice conditions gave way to a fast course for the 73 competitors using three laps of a 900yds course. The only other driver who might have caught either of the two front runners was David McDine who would have been second quickest in his 1 litre Mini but for clobbering a penalty marker to win the class by three seconds.

The closest scrap was among the specials where Norman Bradshaw, in his six year old Bradbuilt was a little vexed with himself for not taking the class, failing by half a second in the face of David Butler VW Special. Ladies' award winner Mrs Rose Anne Clinton did well to be only three seconds down on her husband John in their Ascona, John taking the standard car class.

BTD: P. Hemmings (Mini), 108.4s.
Class winners: T. Fraser (Mini), 115.9s; I. Turner (Escort), 114.8s; M. Fox (Mini), 111.1s; A. Lyall (Escort), 110.9s; J. Shenton (Elan), 114.0s; D. Butler (VW Special), 113.1s; S. Rolfe (Cooper), 109.7s; J. Clinton (Ascona), 123.0s. **Ladies:** Mrs R. Clinton (Ascona), 126.0s.

● For once Middle comp at Santa Pod went to another driver: Pete Smith driving John Williamson's Jag/Falcon to an 11.3s win. Favorite Bob Messent pulled out early in competition with spun bearings following an oil pipe breakage on his Jag engine.

Symons beats champion

Damp conditions during the timed runs prevented any records being set last Sunday at the Tregrehan hill climb near St Austell run by the Truro MC for some 90 competitors. John Symons from Torquay took BTD in his 1300 Mini in 22.43s beating last year's Assn of S Western MC's champion Garry Morse by just under four tenths of a second. Morse, in his Clan Crusader, had a right ding-dong with Don Statton in another Clan, the pair being separ-

ated by a whisker in their tussle for the 1150cc sports car class.

The majority of the other classes also brought excitement from the close times. Mike Cannon took the 851-1100 front engine forward class in 23.74s, Mike Davis was only 0.03s behind him and R. Datson was a mere 0.06s behind Davis. In the over 1100cc class the first three in a class of 13 were separated by the comparatively large margin of four tenths. Chris Moyses (Cooper S), did 23.2, John Hosking (Cooper), was on 23.3s and P. Williams recorded 23.6s in his Cooper.

Among the over 1150cc sports cars Ian Doble's Morgan took the class in 24.8s with John Waters (Sprite) breathing down his neck on 25.0s.

Winner of the fastest saloon award was Robin Bowes in his Viva who did 23.12s which beat Melvyn Trayhurn's three litre Capri by a second while Peter Gilbert and T. Andrews, both in Minis finished a second apart in the front engine forward class up to 850cc.

BTD: J. Symons (Cooper), 22.43s.
Class winners: P. Gilbert (Mini), 24.23s; M. Cannon (Mini), 23.74s; C. Moyses (Cooper), 23.20s; Mrs C. Peat (Imp), 23.30s; P. Calcraft (Mexico), 25.13s; R. Bowes (Viva), 23.12s; G. Morse (Clan), 22.8s; I. Doble (Morgan), 24.8s; G. Myers (Ginetta G 12), 24.4s; T. Hart (Nike F/F), 26.61s

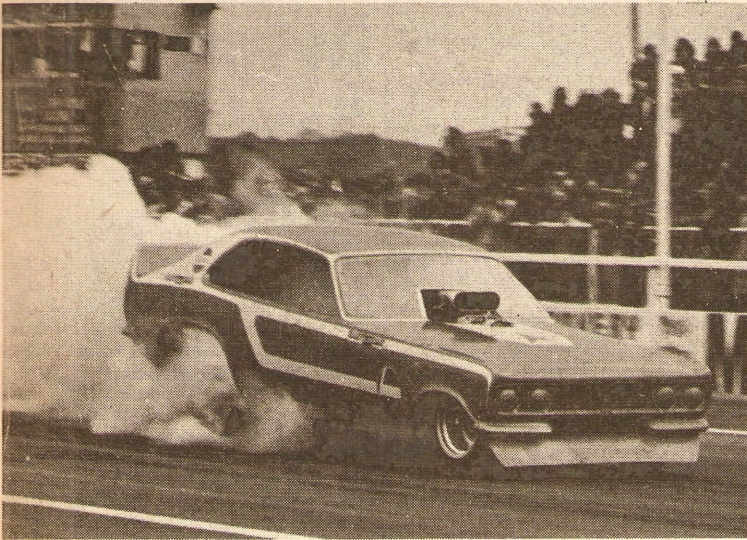
Sutcliffe wins Cooper dice

A fine second run of 90.53 s was just enough to give Mike Utley BTD at last Sunday's Lancs AC sprint at the Woodvale course, the event being a round of the Longton and Lancs championships. Utley took his 1600 Brabham to victory on his second run getting the verdict over Paul Gardner's McLaren M4B by a mere 0.18 s.

Just over 100 competitors contested the event in overcast but dry conditions but there were few close battles among the 16 classes. Best battle was among the 1151-1500 cc touring cars where Brian Sutcliffe collected the class with his Cooper S

in 104.59 s, a tenth quicker than John Casey's similar machine. Perhaps the best performance, outside the top two was the drive of Bob Prest, who took his U2 up in 91.94 s to win the clubmans to 1600 cc class emphatically and he finished up fourth BTD.

BTD: M. Utley (Brabham), 90.53 s.
Class winners: R. Greenwood (Cooper), 108.29s; B. Sutcliffe (Cooper), 104.59s; B. Walker (Escort), 100.81 s; T. Carthy (Mini), 105.28 s; R. White (Escort), 97.65 s; C. Wild (Capri), 106.55 s; D. Pedder (Midget), 117.38 s; D. Liversedge (Elan), 102.06 s; P. Fay (Morgan), 105.43 s; P. Davey (Sprite), 105.11 s; B. Speak (Europa), 94.29 s; B. Prest (Mallcock U2), 91.94 s; T. Turnbull (Ginetta G 12), 101.02 s; M. Walker (E Type), 94.60 s; J. Crowson (Terrapin), 93.53 s; P. Gardner (McLaren M4B), 90.71s.



Dennis Priddle gave his new funny car its British debut this weekend.

Crane's magic mill

Without doubt the biggest news of the weekend at Santa Pod centred yet again on Pete Crane's Top Fuel entry, for although Dennis Priddle's new Funny car also made its British debut, this had been expected, the car having run a strong 7.6s in Sweden the weekend before.

Crane's bombshell to the drag racing world nestled just behind his shoulders in the shape of an all aluminium Milodon engine of some 500 cubic inches. This is based on the late model 426 Chrysler Hemi as opposed to the early 392 that the Donovan ally engine is fashioned after. After one warm-up run Crane unleashed a 6.17s run to show that he was serious in the race for a five-second run, but later runs on Sunday were troubled by clutch problems of minor nature that kept him in the low sixes.

Other entries included Owen Hayward, who spun a bearing in the Houndog rail and was unable to make a hard pass on the first day, Ron Picardo in 'Firefly' who went very well to record a 7.3s against Dave Stone in the blown Hemi-Hunter, which was embarrassed by a surplus of power leading to wheelies and other alarming antics until the team got the clutch and ballast situation headed in the right direction with a 7.7s run.

Priddle's funny car made its first timed run on Sunday with a blistering 7.03s at 198 mph, rival Owen Hayward in the Houndog funny having to cut the motor when

a stunning 8.6s to 8.7s for Hall's big 6.3 Chrysler.

The second day's racing was what everyone was looking forward to — could Crane make history with a five-second run, could Dennis Priddle get his new funny into the sixes and beat the two big American cars?

The answer to the first question was no, for Crane's form deserted him again, and although he ran consistently through the day, he could not match the 6.17s time of Sunday. His first run was against Dave Stone in the HemiHunter rail, but disaster nearly struck Stone as he fired up, a stone jamming the throttle open as he approached the end of the fire up road at sixty miles an hour. With one hand on the brake desperately trying to stop, he had to let go of the wheel to kill the ignition, and the front offside wheel caught the barrier, stopping the car with, luckily, only minor damage to the front axle. Crane soloed to a 6.7s at 203 mph. Ron Picardo won the second semi-final after the lights malfunctioned, but Owen Hayward in the Houndog car was still unhappy with the crank in the expensive engine, so was not too sorry about missing a hard run. In the final Ron nearly came to grief against the crash barrier, the big 'Firefly' kicking up clouds of dirt as he trailed Crane through to 6.6s 210 mph to 8.8s. It seems more or less certain that a five will come soon, but it obviously takes more than a little luck as well to get everything just right.

But the answer to the other question was yes, for Priddle unleashed an arrow-straight 6.96s/187 mph against Peter Barnet in the Pro-Comp Castrol funny.

Herridge beat Hayward in a thrilling race that started with a three-foot wheelie for Herridge, but he kept on it and got past Hayward at the finish with a 7.06s run, Hayward not getting a time. Hayward was not finished though, for on a later run to decide third place he hit a 6.9s after controlling a slide onto the dirt that lasted half the strip!

For the final, the tension was at fever pitch, both Herridge and Priddle loaded for bear and laying down vast clouds of smoke, two burn-outs each. At the green both cars pulled their wheels clear, but poor Dennis came down slightly crooked and had to shut down as he headed for the fence, with Herridge powering through to a 7.02s at 204.

It was a shame that a great two days' racing should have ended like this, but there's always next time, and Priddle will be more eager than ever to win.

Lane again

Despite intermittent rain on Sunday, fast times were still set at the Guyson/BARC hillclimb championship round this weekend. Yet again BTD fell to the Fenny Marine GM1 of Roy Lane, his class winning time of 32.05s proving unbeatable. However, in the top eight run off, Lane shocked everyone by spinning on his first ascent. But his second run stopped the clock at 32.17s to pip the Pilbeam of Alister Douglas-Osborn by a third of a second.

The diminutive 1.6 Ensign of David Franklin again motored well to snatch third place by 0.04s from the illhandling Grunhalle Lager March of Chris Cramer.

This leaves Lane seven points clear in the BTD award championship, while the main championship is now headed by the Carlow Mini of Colin Rogers, who, having taken a class win by one hundredth of a second from Patrick Watts, is now 1.5 points clear of Roy Lane.

Championship leader before Gurston, Nicky Porter did compete at the Wiltshire Hill and now finds himself out of the top six which is completed by the Cooper S of John Meredith, Chris Cramer, Roy Walker's Cooper S and David Franklin.

Travelling men

Some people do a lot of travelling for their racing. Frank Sytner, after racing on Sunday at Brands, kicked off Monday at Oulton Park practising JCB's lightweight E type. Then he helicoptered to Silverstone to practise U2s in Clubman's and libre races. Then back up to Oulton to race the Jaguar and finish third in class, back down to Silverstone for two races, the first of which he won, the second in the BDA-engined U2, he retired from.

For the Thoroughbred Sports Car race, John Harper drove all the way from a race in Spain to contest second place at Silverstone, but retired with a small fire.

● Ian Richardson was to drive his Chevrolet Corvair in the Super Saloon race at Brands Hatch on Sunday, but he devoted his time, and early morning hours, to assisting Tony Strawson who now has a seven litre engine to replace the cracked block of his 5.0. Strawson started Sunday's race from the back of the grid, but pulled off early on with the distributor cap loose.

Turnbull's record

When David Render blew a piston on his second practice run in his Brabham BT 35 at last Sunday's Quinton MC sprint at Curborough, Rob Turnbull was left to collect BTD in 31.7s and in so doing he collected a new record for his class, beating his own record of almost a year ago by 0.8s. The organisers only received 45 entries so everyone had three timed runs with a bonus of a fourth if they wanted further practice.

BTD: R. Turnbull (Brabham BT 35), 31.7s.
Class winners: C. Matthews (Imp), 41.7s; G. Thompson (Mini), 38.4s; M. Jeffries (Cooper), 40.6s; H. Shepherd (Jaguar E Type), 39.0s; J. Coles (Turner), 41.9s; G. Wood (Elan), 35.8s; M. Green (Lotus), 35.7s; T. Southall (Mallock U2), 33.6s; J. Ravenscroft (McLaren M10B), 32.9s.
Best Quinton: M. Oxborrow (Mini), 40.2s.

Smith's easy victory

Stephen Smith from Stroud collected the honours at the Tavern MC production car trial at Goblin Coombe, Lulsgate, Avon, last Sunday. In his Imp he dropped only 29 marks on the 14 hills which were very sticky on the first runs after a sharp shower. Other class winners were: John Taylor (Mini), 47 marks; Les Frappall (Cortina), 68 marks and Peter Bishop (Renault 8), who dropped 36 marks.

Lotus 7 in again?

Now it seems that the Lotus 7 may race in modsports racing. Dave Bettinson went up to Croft on Monday where he had an entry, and simultaneously, Dean Delamont of the RAC sent a telegram to the organisers saying that the RAC had agreed in principle to the car running in modsports events. Bettinson then had to get all the competitors to agree to his participation and went out and was lying second in his first race when a mechanical fault heralded retirement. In the second race, he took the Lotus 7 to its second

modsports victory out of its three races.

Unfortunately we were unable to contact Mr Delamont of the RAC regarding this change in the situation when we went to press on Tuesday.

● Peter Harrington's bad luck with his new Merlyn Mk 29 continued at Mallory since it blew its gasket in the morning practice necessitating an engine change. Unfortunately time did not permit and it became a non-starter.

Seymour closes up

A fast dry course produced some reverses of fortune for the BT&RDA Autocross contenders when they contested the second of the Bank Holiday rounds in the Midlands on Monday run by the Hagley & DLCC midway between Stratford and Evesham. Mike Turpin again grabbed BTD but Nick Seymour got within half a second of him, Terry Smith decided it was time to open out his new lightweight Mini, George Warren made amends to beat Dimi Mavropoulos and Roger Burn made his point that the Clan is top sports car of the moment.

The Audi 80 of John Granville was back in the winning spot in the standard car class beating even Martin Barnard's Datsun 240Z. The latter however, does not have to drive very much these days as he is still all alone in the over 1600 cc class. Nick Garner and Derek Cleaver both put in 67.5 s runs in the up to 870 cc class but Garner got it on an aggregate while Philip Jackman was only a tenth behind in collecting his first championship points.

Messrs Keen and Merridale again made mincemeat of the opposition in the small capacity Escort/Anglia class, Keen making it a holiday double by almost a second. Burn's sports car class win - he beat Rob Gibson's Sprite by more than a second - means that he will be an

even more serious contender if and when he puts in the larger engine. Paul Northall (GT6) worked hard for his third place only a tenth behind Gibsons' Sprite. Another impressive run gave Tony King the rear engined class with his Imp and Anne Harris again took the Ladies award in finishing second. The previous day's winner Brian Betteridge suffered clutch trouble on his first run. The up to 1-litre Minis were as close as ever but this time it was the HF Sprint Team Mini of Frank Morris who stole the points with Bruce Hale nipping into second place by a tenth over Roger Brunt. George Warren did not have an easy passage to the big Escort/Anglia class for his 1900 BDA was less than a second quicker than the RS1600 of the Cypriot newcomer and Dave Fuell in third, is still learning to drive car. Smith's first win came in 64.7s and he left Derek Baskerville - the South West Riding star - behind to the tune of .8s while Malcolm Bradley was a surprised and delighted third with his 1293 version.

BTD: M. Turpin (Turpin Special), 63.6 s. **Class winners:** J. Granville (Audi 80) 69.4 s; M. Barnard (Datsun 240Z), 70.0 s; N. Garner (Mini), 67.5 s; D. Keen (Escort), 67.0 s; R. Burn (Clan), 64.5 s; A. King (Imp), 65.8 s; F. Morris (Mini), 65.7 s; G. Warren (Escort), 64.1 s; T. Smith (Mini), 64.7 s; N. Seymour (Volnik), 64.1 s. **Ladies:** Miss A. Harris (Imp), 67.4 s.



Announced last week, winning at the weekend. That's the record so far for Colin Hawker's 3.0 DFV powered VW 1600 fastback. It took the big class win at Brands and an outright at Snetterton.

Thomson's BTD

Rapid motoring by Ian Thomson in his own 850 Mini gave him BTD by a clear second at the first round of the 361 Autocross Championship at Rickey's Field, Cranham, last Sunday. Thomson nipped round three laps of the 110 yds course - to be used for all six meetings this year in the series - in 1 m 57.0 s. Thomson's run left Graham Hathaway to record the next best time in winning the big Mini class and Thomson, who now has a share in the 1450 cc Hathaway machine, was third in that class. Thomson's younger brother Clive made it a family double by taking Class 1 with his own car in 1 m 59.6 s. Hathaway, with his 1300 Escort, also collected the gold in the 13 strong up to 1300 front engined rwd class beating Paul Lucas by over three seconds.

The big Escort class, with a healthy 12 starters, produced a close finish with Mick Helm's 1700 Escort inching home by two tenths from Graham Wilkinson's 1650 Anglia. Another close finish - for second and third - came in the road going class where Geoff Lobb (Ascona) and Terry Foster (Escort TC) tied on their first runs but Lobb was one and a half seconds quicker than Foster later in the day. Both finished up a second down on Greg Steele (Escort). Alan Bolt survived a nasty roll with his Thunderbolt caused when the high velocity coupling broke and this left Peter Cook to take his Half a Mo to an easy win among the six specials.

BTD: I. Thomson (Mini), 1 m 57.0 s. **Class winners:** C. Thomson (Mini), 1 m 59.6 s; G. Hathaway (Escort), 2 m 1.4 s; J. Pharez (Elan), 2 m 1.4 s; B. Vevvers (VW), 2 m 8.6 s; B. Crump (Mini), 2 m 0.0 s; M. Helm (Escort), 2 m 2.6 s; G. Hathaway (Mini), 1 m 58.0 s; P. Cook (Half a Mo), 1 m 58.2 s; G. Steele (Escort), 2 m 10.2 s. **Novice:** D. Canacott (Mini), 2 m 13.0 s.

Fast Morris

Seven new class records were established last Sunday down in west Wales when Pembroke MC ran their usual bank holiday sprint at the Talbenny airfield course near Havverfordwest. A fine morning gave way to heavy rain midway through the second runs and this resulted in the top ten run off being cancelled.

Brothers Billy and David Morris, the quickest farmers in that part of the world, battled amongst themselves for BTD with Billy coming out on top in the family Ensign F3 with a time of 94.05s for two laps of the 1200yds course. This beat his brother David by almost a second but the pair were some way off David's outright course record of 92.78s.

The lads who hit the headlines with new class records were, in running order, Malcolm Davies in his Anglia who took the touring car class up to 1500cc in 105.87s, an improvement of almost two seconds; Tom Williams (Escort TC) who went round in 105.90s to clip eight tenths off the over 1500cc class; T. R. Wood from Staffordshire in his 1293 Cooper who did 103.69s to take the over 1 litre special saloon category; Neale Johnstone, another Midlander who took the up to 1 litre class in 103.92s; Tim Davies in his Sidewinder who clipped more than two seconds off his own 1100cc racing car class best; Stuart Watts (Elan) who nipped half a second off his own mod sports class in 104.51s; and last but not least the 1974 Welsh Sprint Champion Peter Waldon found an extra half second with his Midget to take the up to 1300cc mod sports class.

This left the only class without a new record that for GT and sports over 1300 where John Wilson and his brother Brian were first and second in a class of seven in their Mallock U2.

BTD: W. Morris (Ensign), 94.05s. **Class winners:** M. Davies (Anglia), 105.87s; T. Williams (Escort TC), 105.90s; T. Wood (Cooper), 103.69s; N. Johnstone (Mini), 103.9s; P. Waldon (Midget), 105.66s; S. Watts (Elan), 104.51s; J. Wilson (Mallock U2), 95.36s; T. Davies (Sidewinder), 95.06; D. Morris (Ensign F3), 95.01s.

● **Nasties:** someone with a screw loose had the charm to put a screwdriver through both water and oil radiators on Richard Eyre's Javelin at Silverstone on Monday. But Eyre had the damage patched up to finish fourth in the Brush Fusegear FF final.

Mazda muddles persist

It appears that apologies are due following our report of the Mallory Park Radio One production saloon car round, where our reporter mentioned a disqualified Mazda that was still racing. This has caused considerable embarrassment to the Peter Russek sponsored Arian Automotive team, Wendy Markey, being the driver.

The actual position is that following the Silverstone round, the car was sealed and since then, Peter Jowett, chief scrutineer, has deemed the car legal, although there is still some doubt concerning the rear springs, and this must now be treated as *sub-judice*. An RAC tribunal will decide this in due course. So there were no disqualified cars running at Mallory Park.

But things took another turn at Snetterton on Monday. After practice for the £1300 to £1699 class, John Markey, as preparer of his wife Wendy's Peter Russek sponsored Mazda, protested the Mathwall prepared cars of Jock Robertson, Jean Pierre Aux, Mike Wilds, Eric Cook and Peter Slade. All the cars concerned were deemed illegal by the RAC eligibility scrutineer, the main point of issue being the addition and further machining of metal to the pick-up points of the Mazdas' front struts. All the drivers except Mike Wilds appealed against the decision and were allowed to race, thus the results as shown are subject to the result of the appeal. That is except Wilds who was immediately deleted from the finishing order.

Minis' close battles

Plymouth driver Guy Beddington took BTD at last Monday's Sprint run by Newquay AC over three laps of a one mile course at St Eval, near Newquay. In his Jaguar V12 he had a best time of 2 m 38.5 s to win by nearly six seconds in a field of 80 competitors. There were two close class battles both among the Minis. Michael Davies took the up to 1-litre class by just over a second and a half from Ron Datson and in the over 1-litre class John Hoskin and Noland Pitts were only half a second apart at the end of their run.

The usual sports car battle between Messrs Morse and Statton went, this time, to Morse and by a clear cut margin. In his Clan his best

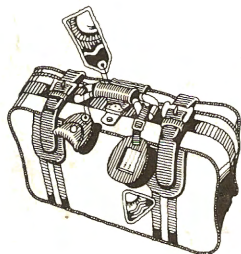
run of 2m 44.4 s was second quickest of the day and left Statton behind by almost two seconds. In the largest class of 14 road and rally saloons Paul Calcraft was again easily the best in his Mexico finishing nearly two seconds up on Barry Burton's Capri. Graham Calderwood was a model of consistency in the road going sports class where he did identical runs of 3 m 7.4 s in his Elan.

BTD: G. Beddington (Jaguar V12), 2 m 38.5 s. **Class winners:** P. Gilbert (Mini), 2 m 51.8 s; M. Davies (Mini), 2 m 53.8 s; J. Hoskin (Mini), 2 m 45.8 s; J. Peat (Imp van), 2 m 54.5 s; C. Sims (Viva GT), 2 m 49.0 s; G. Morse (Clan), 2 m 44.4 s; D. Cleverton (MGB), 3 m 00 s; J. Wadsworth (Chevron), 2 m 46.5 s; E. Simpson (Nike), 2 m 44.5 s; P. Calcraft (Mexico), 3 m 14.4 s; G. Calderwood (Elan), 3 m 7.4 s. **Best improvement:** G. Myers (Ginetta), 2 m 44.4 s. **Ladies:** Mrs Peat (Imp van), 3 m 4.2 s.

Mike Gassler

It is with regret that we announce the death of Mike Gassler, the marshal who was badly injured in the accident on top straight during the clubman's race at Brands Hatch on Sunday. Gassler, 54, who came from Barnhurst, had been a flag marshal since 1972 and was a regular on post 2 with the blue flag. We send our sincere condolences to his family.

To be taken on holiday.



Directions:
Say you're going to the gents,
and make for the nearest hotel
on the front.

Order a large Campari with lots of ice,
a shoosh of soda and a juicy slice of orange.
Sip it. Read the Sports pages.
Have another one.
That's the way to get the holiday spirit.

There's no Comparison.

