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AUTOSPORT

Jarier gives March - BMW first Formula 2 win

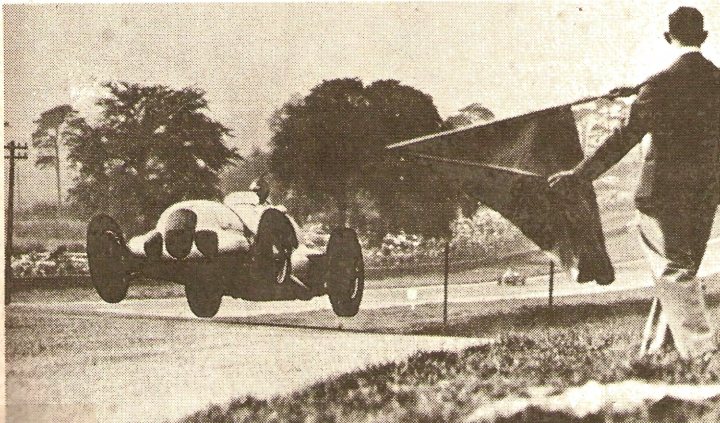


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nine 1973
racing cars
in colour

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Donington is coming back to life! The collection opens to the public this Saturday, but it will be some time before scenes like this from before the war are to be witnessed. The picture is from those at Donington.

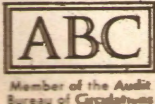


Publisher : Simon Taylor
Editor : Richard Feast. **Deputy Editors :** Ian Phillips, Robert Fearnall. **Technical Editor :** John Bolster. **Rallies Editor :** John Davenport. **Assistant Editor :** Bob Constanduros. **Assistant Rallies Editor :** Ian Sadler. **Northern representative :** Ian Titchmarsh. **Overseas Editor :** Pete Lyons. **European Editor :** Patrick McNally. **Assistant Overseas Editor :** Jeff Hutchinson. **Staff photographers :** Peter Burn, Tony Osborn.
Group Advertisement Manager : Rodney Powell. **Advertisement Manager :** Colin Woods.

Correspondents—Scotland : Bill Henderson. **Northern Ireland :** Esler Crawford. **Ire :** Brian Foley. **Italy :** Alan Phillips. **Australia :** Geoff Harris. **New Zealand :** Peter Greenslade. **South Africa :** Dave Clapman. **USA :** Gordon Kirby. **Canada :** John Halcro. **Argentina :** Dr Vicente Alvarez. **Brazil :** J. A. da Silva Ramos. **Singapore :** Boon Heng Chung.
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EDITORIAL

Marching on

Racing car manufacturers undoubtedly have their good and bad times. Their fortunes fluctuate, up one minute and down another, often parallel to the progress of their chosen driver. No better example of this can be found than March Engineering, who are currently reaping success after the difficult times of the past 12 months. With little or no success in Formula 1 last year, the departure of the driver they had nurtured during his formative years, Ronnie Peterson, the return and rapid exit of Chris Amon, the loss of the STP sponsorship—all these factors added up to a depressing future for the company.

But the picture is changing to the good. The 2-litre sports car went very quickly, if not for sufficiently long periods, in the Springbok series. After Russell Wood's Formula 3 win at Brands Hatch earlier this month, and Jean-Pierre Jarier's long overdue first at Mallory Park last Sunday, there comes news that STP are, after all, prepared to back March in Formula 1 racing this year. That F1 car is for Jarier, the Mallory F2 winner and the man who surprised many as the Bicester selection for the Peterson and Amon replacement. Jarier, who, incredibly, has not won a race since his *Formule Bleu* days in 1968, seems to have justified March's judgment with his F2 win.

Many commentators will, of course, attribute his success to the BMW power under his right foot. Undoubtedly the strong, torquey German unit was a major contributing factor. But one part is only as good as its complementary items if there is to be any degree of good fortune. At Mallory Park the BMW engine, the March chassis, the Goodyear tyres and the skill of the driver gave March a good start to the season.

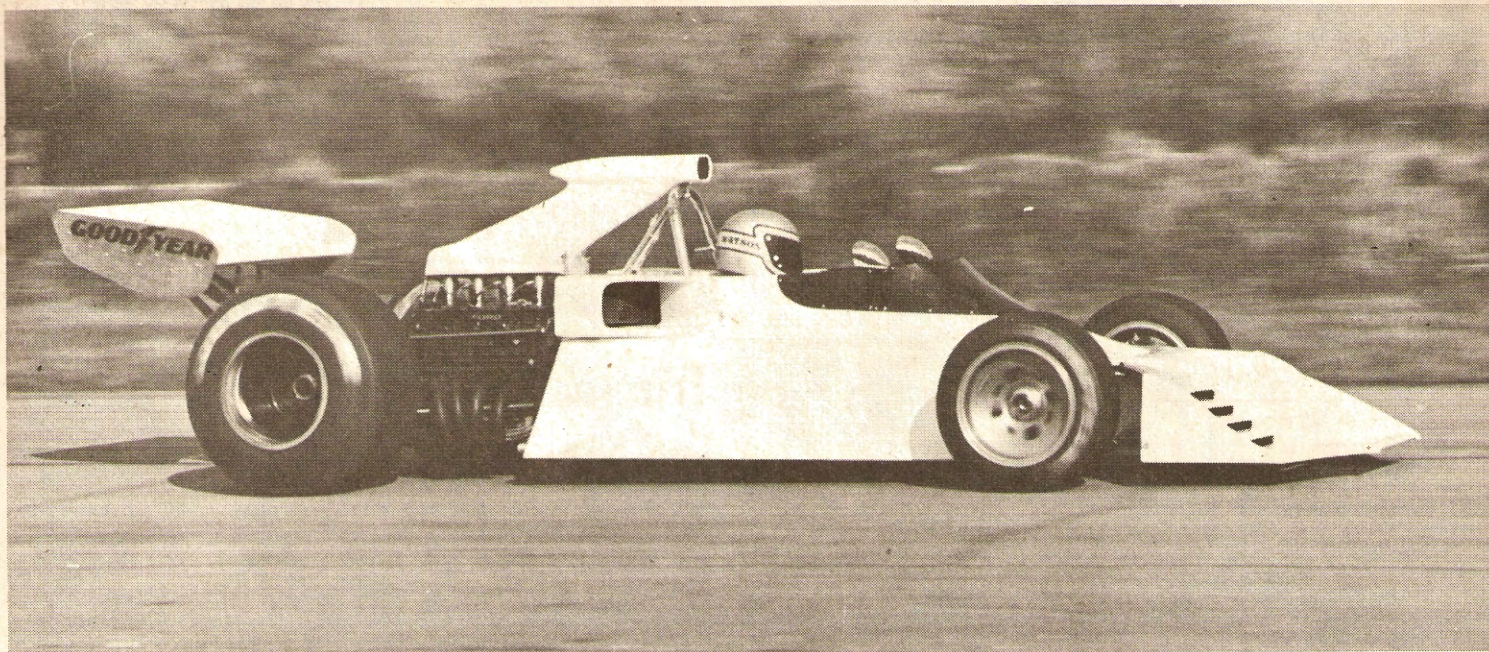
The focus now switches to Brands Hatch, where the Formula 1/5000 Race of Champions will be run this Sunday. Among the dozen Formula 1 cars should be Motor Racing Developments' Brabham BT42 (see page 2), a dramatic all-new car from the drawing board of the Duckhams Special designer, Gordon Murray. This car, and a revised John Player Special from Lotus, will make interesting additions to the F1 grid, but of equal interest in the tremendous field of F5000 cars. With five Chevron B24s, seven Lola T330s, three Trojans, three McRaes and a March 73a, among others, it is without doubt the finest field of its kind ever assembled in Britain.

These early season prospects for the big V8 formula are first class, although when the US series gets under way later this year the fields will thin out. The formula's powerful potential has always been recognised. But it is only really now, and at the Mallory meeting on April 1, that British spectators will have the opportunity of seeing that promise fulfilled.

our cover picture

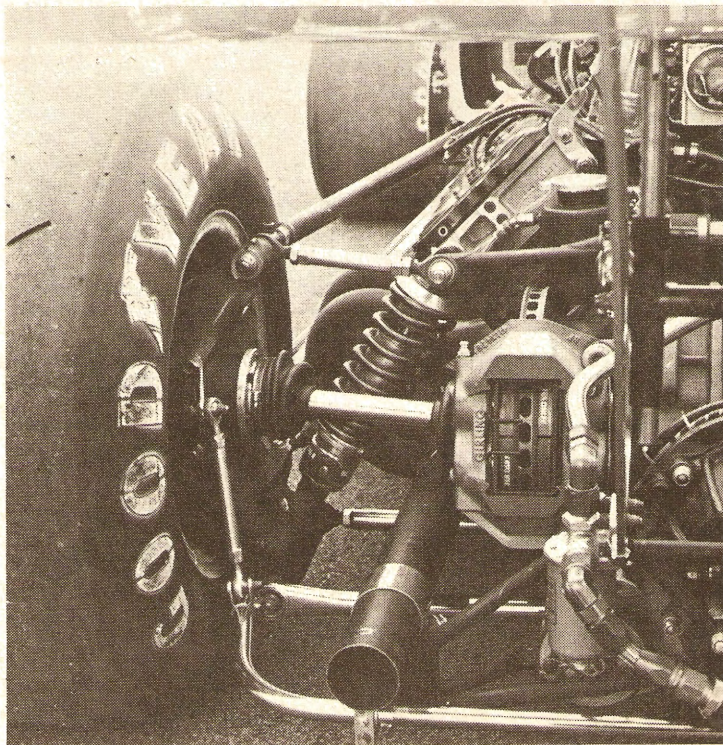
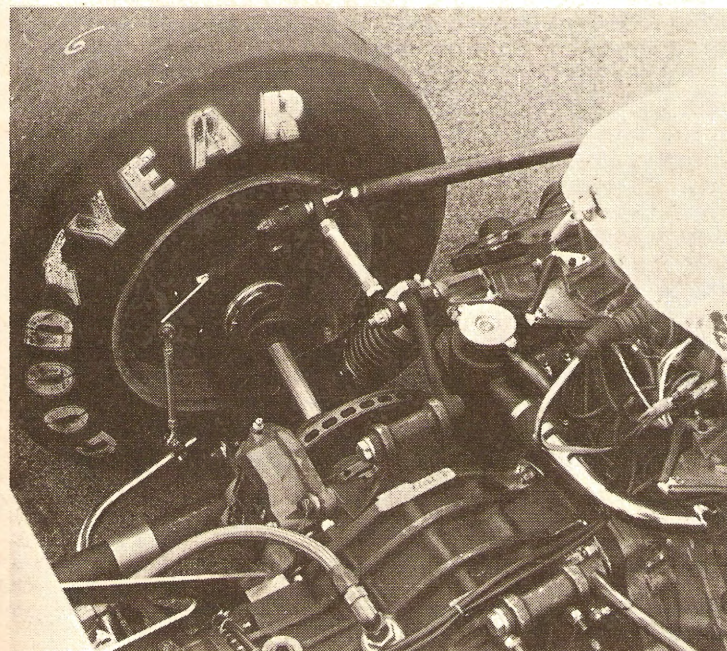
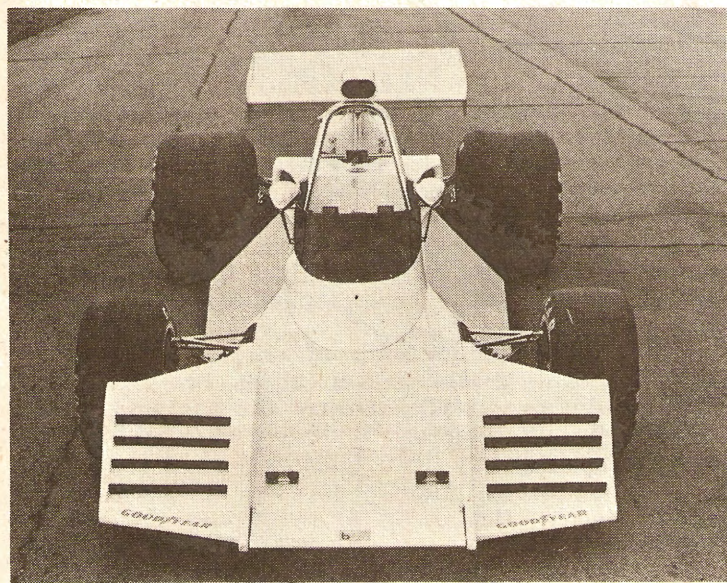
March-BMWs to the fore, with Jean-Pierre Beltoise leading Mallory race winner Jean-Pierre Jarier. Giving chase at the start of this first heat are the Surtees of Jochen Mass, James Hunt, Mike Hailwood, and the rest.

Photo : Peter Burn



MRD test new Brabham BT42

Motor Racing Developments gave their new Formula 1 Brabham BT42 its shakedown tests at Goodwood on Monday prior to the car's scheduled race debut at the Race of Champions this weekend. John Watson, who is due to drive the car at Brands Hatch, did some bedding-in laps, getting down to an easy 1 m 11 s with lots more in reserve. Main features of the car, which is Gordon Murray's first F1, are its aerodynamics, the narrow track and the rear suspension. The louvred front wings hide twin water radiators, with an adjustable wing over the nose between them. All upper surfaces are designed to give maximum negative lift. The more complex rear suspension, which passes loads into the engine and adapter plate under the gearbox, is designed to give better traction and control. The car is built right down to the weight limit and has a low centre of gravity. The driver, who sits 5 in further forward in the new car than in the previous BT37 model, is additionally protected by a roll hoop around his legs.



Stewart explains Kyalami incident

Jackie Stewart, while completing an interview with Mike Doodson and Pete Lyons this week, took the opportunity to explain his side of the yellow flag affair in South Africa.

"I am totally convinced that I didn't take advantage of the yellow flag. The fact that I passed 14 other cars or whatever showed that I didn't need to do so. I passed them at other places, the end of the straight and at Juksei.

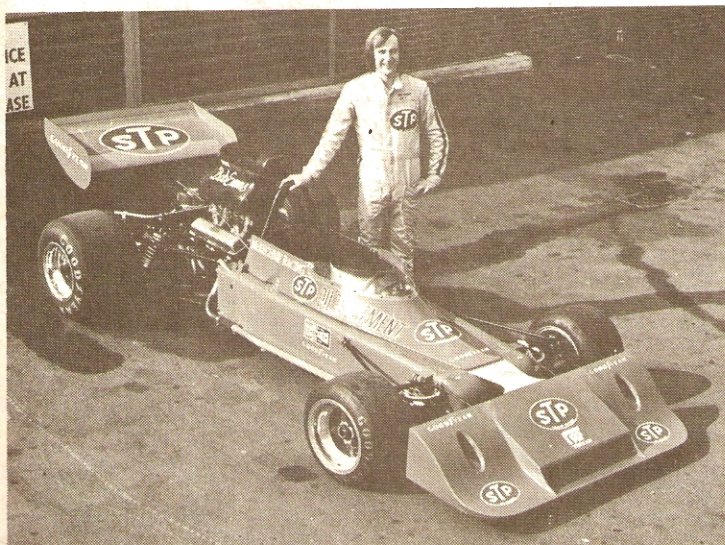
"I did not pass, in my opinion, under the yellow flag. The position for me to pass was at the bottom of the hill. The accident occurred at the exit of Barbécue corner. The flag was showing at the apex of Crowthorne, the corner before. When the accident took place I was 600 yards behind and I was the first to pass it. I got alongside Peter (Revson) using the slipstream to pass, and we had not

entered the braking area when I passed him. The flag marshal at that point said that I did not pass under the yellow flag. I think if everyone had sat down after the race for 30 minutes and discussed it, there would have been no protest.

"I did pass Jody (Scheckter) under the white flag but the circumstances were completely different. Denny Hulme was in front having just come out of the pits after his stop and Jody went alongside. Jody braked very heavily when he was level with Denny and I could not avoid him so swerved to the left.

"I have been racing for a long time now and have never taken advantage of the yellow flag. I've been exonerated by the South African Federation, or whatever it's called, not by the SAMRAC, or Alex Blignaut or Francis Tucker, but by the federation itself," he said.

Evans' STP Trojan



Bob Evans with the Alan McKechnie/STP Trojan.

Bob Evans will be sponsored by STP in an Alan McKechnie run Trojan F5000 car this year starting at the Race of Champions this weekend. He has driven the Lola T300 which McKechnie ran for Alan Rollinson last year in a couple of *libre* races but this will be his first time in F5000.

Evans has been backed by McKechnie for the past two seasons in F3. In 1971 he drove the original Puma which had not been used since it was built in 1969. Last year he used a March while

waiting for the new Puma, and was the leading privateer with the marque, winning the Ford-sport day Brands Hatch meeting. Evans first came to the fore with his famous purple Palliser towards the end of 1970 in Formula Ford.

Alan McKechnie has long been a supporter of F5000 and has run a car virtually throughout the history of the formula. STP backed Graham McRae last year in all his F5000 exploits but this year McRae will only run in their colours in America.

● When asked to confirm or deny a story that he had bought a new McLaren M23 for Roger Williamson, Tom Wheatcroft replied "We're not doing any sports car racing this year!"

● John Lyon, who had a successful year with a G1 Escort in 1972, is driving a new Escort Sport this season sponsored by Berlitz Schools of Languages.



Tony Trimmer—F1 at Brands.

Trimmer in Iso-Marlboro

Tony Trimmer will drive the second Frank Williams Iso-Marlboro at the Race of Champions this weekend. Trimmer gets the drive because Nanni Galli is still indisposed following his recent testing accident at Vallelunga. Trimmer is without a regular drive of any sort at the moment following the collapse of the deal with Harry Stiller to run an F3 Brabham. Trimmer has driven F1 cars in non-championship events before but has always had mechanical problems.

CSI demand Kyalami inquiry

The CSI have opened an inquiry into the accident at Kyalami when Clay Regazzoni was burnt. They have demanded a full plan of security from the organisers showing the positioning of the personnel and the fire fighting equipment which they had. They also want a full report of the stewards' action after the accident and photographs taken of the incident.

They will also be considering the overtaking under the yellow flag incident. It seems that the wording of the section H of the International Sporting Code which deals with the question will come under close scrutiny and will be more clearly defined.

Rods cause F2 BMW blow-ups

BMW competitions manager Jochen Neerpasch was present at Mallory Park to witness the domination of the F2 engine, but left in a big hurry after the first heat. He was on his way back to Munich to stop production of the con rods for the engine following the dramatic blow ups experienced by Jean-Pierre Beltoise and Colin Vandervell. Max Mosley explained that these failures were not unexpected as previous testing had shown that the rods fatigued within five miles of 100. Jean-Pierre

Hobbs' US programme

David Hobbs has again lined up a hectic racing programme in the United States. At the moment it seems British enthusiasts will see David race three times, in the opening Rothmans European F5000 Championship events. David's first priority is Formula 5000 and for the third year running he is driving for the Lime Rock-based Carl Hogan team. His mount is a new Lola T330 powered by a 500-plus bhp Morand-Chevy engine and sponsored by Haggard Slacks. His team-mate for the second year running is 27-year-old Brett Lunger, who also has European F2 commitments with Chevron.

In the three 500-mile USAC races David is to drive Roy Woods' new Eagle-Offy. David remarked, "Both the car and myself will be decked out in the black and red colours of Carling Black Label beer." If the Ontario 500-miler is cancelled David may run in one or two other USAC rounds.

For CanAm Hobbs has lined up a drive in Woods' ex-Revson McLaren M20 with a straight-forward 494 cu in (8.1 litres) Chevy mill. "Roy was going to buy a Porsche 917-10, but decided against it when he learned that a 1972-spec car costs £65,000, complete; an engine is £25,000 and a gearbox £5000. Penske will have the only 73-model Porsche, so what's the use!" David explained.

David, aged 33, is still based at Upper Boddington in Northamptonshire. He continues to live out of a suitcase in the States because of the travelling distances between circuits. "If I want to go from Riverside to Indianapolis it's a 4½ hr flight and with the time against you—you lose three hours." However, Margaret Hobbs and the two boys, Gregory and Guy, will be in the States from time to time to cheer David on.

● The 850 cc special saloon class lap record at Brands Hatch on March 4 was set by Trevor Willcocks as well as Neil Dineen.

Jarier's winning engine was not fitted with these rods however and went faultlessly, bar a lack of fuel pressure in the first heat.

Incidentally one of the bits from Beltoise's engine flew through the window of race control, another hit Jochen Mass and our advertisement manager was showered in the public enclosure. Jarier was hit by a piece from Vandervell's car on the back straight and his airbox was smartly removed by another piece.

F2 association and CSI discuss future

There was a meeting last week between the F2 Constructors' Association, represented by Ron Dennis (Rondel), Grahame White (Chevron) and Peter Gaydon (MRC), the CSI, Claude Le Guezec and the organisers of the Hockenheim and Monza races.

They had a long discussion about the structure of F2 and although there seems little possibility of any changes this year they laid the foundations for a revised championship for 1974.

The discussions centred around the cost of promotion for the organisers and the cost of running cars for the constructors. The costs have soared over the past five years and although the prize and start money scale has been increased by 20 per cent this year it is hardly representative as the scale was reduced four years ago.

The calendar was also discussed when the Constructors pointed out that it would be very difficult for them to produce reliable cars five weeks running which they will have to do at one stage this year if the calendar remains the same. They also pointed out that it goes against the CSI's edict that championship races should be a minimum of 10 days apart. With the cancellation of the second Thruxton event the basic events

are now down to 11. In order to try to clarify the complementary events situation the CSI have written to the organisers of all the events asking them to confirm whether or not they will be able to pay the full F2 Championship prize money scale. If any organisers cannot meet the scale then the event will be removed from the championship calendar although not necessarily cancelled. The CSI hope that they will be able to finalise the calendar by the end of this month. Already the complementary events at Imola and Nogaro have been cancelled and if the replies from other organisers mean that other events have to be cancelled then the number of complementary events which will count towards a drivers points total will be reduced to three instead of four.

There was some confusion at Mallory Park among the competitors as to whether the race counted towards the Championship but it has been confirmed that it will. So all those who took part have used up one of their optional races whatever is decided about the rest of the calendar.

The meeting was held in a very cordial atmosphere and all sides were delighted with the progress which was made.

Match to do L&M F5000

Australian Gold Star champion Frank Match has announced plans to contest the North American L&M series this year in a Repco-Match A51. Although the racing hardware and driver are all-Australian, the Repco-Match team will be joined by a new US racing organisation, Earley Racing Enterprises, of Dover, Ohio, with Carroll Smith as team manager.

Smith and US principals, president Dr T. E. (Tom) Earley and his father Dr E. T. Earley visited New Zealand and Australia for the Tasman series to arrange the deal for the L&M venture. Match will take two cars to the US. In 1971 he drove a Repco-powered McLaren in the first two L&M races, winning the first and finishing second in the other. Due to Australian commitments he was unable to complete the series.

The engines he will use this time are being prepared by Melbourne-based Repco Engine Developments and are the same as those used by Match and Elfin works driver John McCormack in this year's Tasman series. Continual development has increased power output to a steady 490 bhp. Although 500 bhp has been reached on experimental engines on Repco's dyno rigs, the modifications used to obtain this figure are still being evaluated.

John Martin Lewis

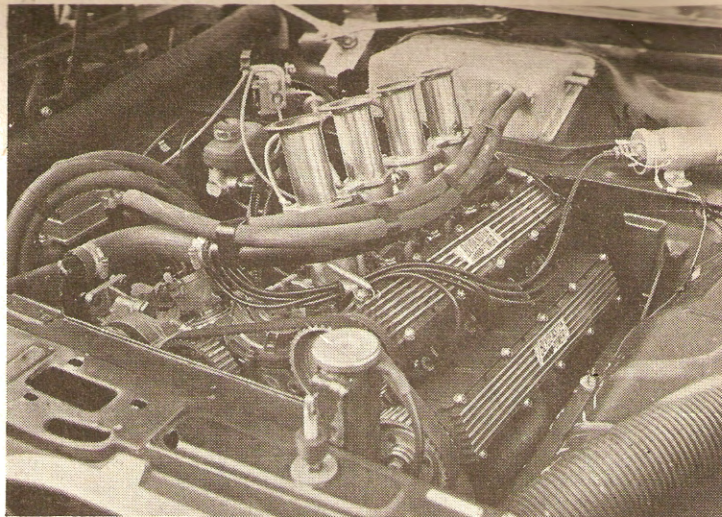
John Martin Lewis, the well-known motor race commentator, died following a heart attack last Friday. A former hillclimb competitor with an HRG and AUTOSPORT contributor, he was a committee member of the North Thames Centre of the BARC. John (63), who lived in Neasden, north London, leaves a daughter, Caroline.

G2 in Belgium

Kent and Castrol are sponsoring a major Belgian Group 2 touring car championship this year, the "G2 Champ." To encourage participation for overall victory, 100,000 Belgian Francs will be awarded to the winner of each of the nine qualifying rounds with another 100,000 francs shared out among the next overall finishers.

With 200,000 francs being awarded at each round, entries from Britain, Germany and Holland as well as from the top Belgians are expected in this new series, which aims to create interest in top level saloon racing.

The qualifying rounds are: April 1, Zolder; April 15, Nivelles; April 29, Zolder; May 5, Spa; June 10, Nivelles; June 24, Nivelles; September 2, Zolder; September 16, Zolder; October 14, Nivelles.



The Bill Blydenstein tweaked Lotus/Jensen-Healey engine appeared for the first time last weekend. At Mallory Marshall equalled the saloon record in practice and walked away with the race.

Ford's V6 turbocharged

A turbocharged V6 engine by Ford Advanced Vehicles Operations was among the exhibits at the Geneva Motor Show which opened this week. The 3-litre unit currently develops 184 bhp and has a potential output of over 200 bhp. At Geneva the turbocharged engine, which has been under development for two years, will be fitted to a "Ghia Mustela."

Also on the stand was the Ghia Mk 1, a development on the Ford Granada theme by Ghia Operations of Turin. Ghia Operation was formed in December, 1972, when Ford purchased the remaining shares in de Tomaso and appointed Jack Head as general manager. The new organisation comprises Ghia, Vignale and the Turin design Centre of Ford Italiana.

More details of this, and other Geneva happenings, in our show report next week.

Regazzoni recovering

Clay Regazzoni is now back in Switzerland following his release from hospital in Johannesburg last week. He spent the first night at home with his wife and children before going to a clinic in Lugano. His burns are first degree on his right arm and hand but less severe on the left. Although his visor melted in the fire his face was not burnt.

He will be out of action for about a month which means he will miss the Race of Champions and probably the International Trophy at Silverstone. He will however be fit for the Spanish GP.

● Jean-Pierre Beltoise fell foul of the British police on his way back from Mallory last Sunday. Apparently they were not impressed with the speed or style in which he drove his Alpine 310 on the M1 and nabbed him at the end of the motorway.

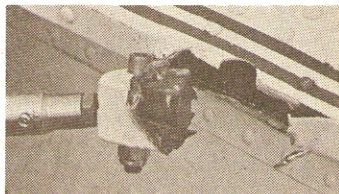
Tyrrell explains RoC absence

Comments about Jackie Stewart's non-appearance in this weekend's Race of Champions—notably in AUTOSPORT'S Correspondence columns and in Speed International's publicity handout about the meeting—have brought a sharp rejoinder from Ken Tyrrell.

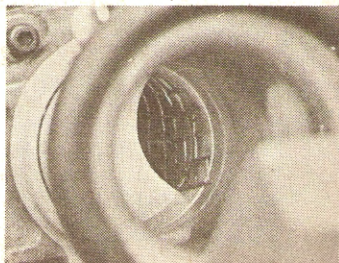
Tyrrell commented this week, "Both Jackie and François were very keen to take part but the decision not to go came from me and John Webb was informed some four months ago.

"As manufacturers we are relatively new to Formula 1 racing, and we have not yet caught on to the trick of building Formula 1 cars quickly. With extensive modifications due on our cars before the Spanish Grand Prix and a very crowded calendar this summer we have put first things first, and that means World Championship events must take priority."

Nevertheless, Tyrrell did indicate that Elf Team Tyrrell hoped to be at the GKN/Daily Express International Trophy.



James Hunt's retirement at Mallory Park when in second place was caused by the front pick-up points tearing out of the chassis (above). Richard Scott's practice shunt was caused by a piece of protective gauze falling in one of the injection trumpets and fouling the throttle slide (below).



Iberia sponsor Graham McRae

Iberia Airlines announced this week that they would be sponsoring Graham McRae's attack on the Rothmans European F5000 Championship. This will be the third year that Iberia have been involved in sponsorship, having backed two events in 1971 and the works Ensign F3 team last season. The success of these projects has encouraged them to continue in the sport. They considered a large number of projects from F1 to club races but it was felt that in the near future the regulations governing F5000, F1 and USAC are likely to be based on a common formula, and that the obvious economic and commercial advantages of production based components such as engines cannot be ignored by anyone involved with, or considering involvement with the sport.

"As sponsors, when selecting where our involvement should lie, we have borne this very much in mind," a spokesman said. "We are therefore delighted to be mak-

ing this move now into F5000." McRae will be using his Tasman winning McRae GM1 in the Rothmans series which opens this weekend at Brands Hatch.



Graham McRae—Iberia GM1.

BRIEFLY

● The Swiss Automobile Club have awarded Mike Hailwood a Gold Cup for his bravery in saving Switzerland's top driver Clay Regazzoni in South Africa from his blazing BRM. The award will be presented to him on April 8 at the Jim Clark Memorial Trophy F2 meeting at Hockenheim.

Clay Regazzoni on his return from South Africa said "I must again thank Mike for his courageous actions, because the marshals in this kind of accident tend to lose their heads and it is thanks to Mike that I am still alive."

● BBC Radio will be covering all the European Grands Prix this year plus Le Mans, the TT and other major British events. Practice reports of the GPs will be in *Sport on Two* on Saturday afternoon and a report and results in *Sunday Sport* which will be from 7-7.30 pm on Radio 1, starting April 8.

● Tiff Needell, who has been one of the leading runners in Formula Ford over the past couple of years with the Lotus 69F which he won in the AUTOSPORT 1971 Racing Car Show competition, is badly in need of sponsorship. He is hoping to do the BOC and European championships but unless some backing can be found will be forced into retirement in a couple of months.

● The surprise driver for the DART GRD at Mallory Park was supposed to be Tom Walkinshaw. However, the plan was knocked on the head in a big way when the car was comprehensively written off while Walkinshaw was testing at Snetterton last Thursday. Walkinshaw put the accident down to either the throttle sticking wide open as he approached the hairpin or his foot being caught on both the throttle and the brake.

● American Randy Lewis will continue in F3 this year with a new Brabham BT40, sponsored for the second year by Wrangler Casual Wear. The car will be entered under Wrangler Racing and will use Novamotor engines. When the car is not racing it will be used for promotions throughout Europe and Lewis will be doing a weekly radio broadcast on AFN from Frankfurt. If all goes well this year he will move into F2 next season.

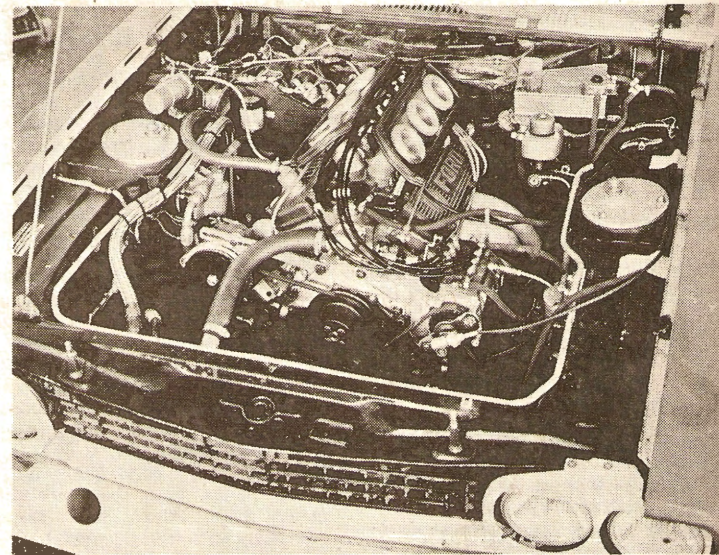
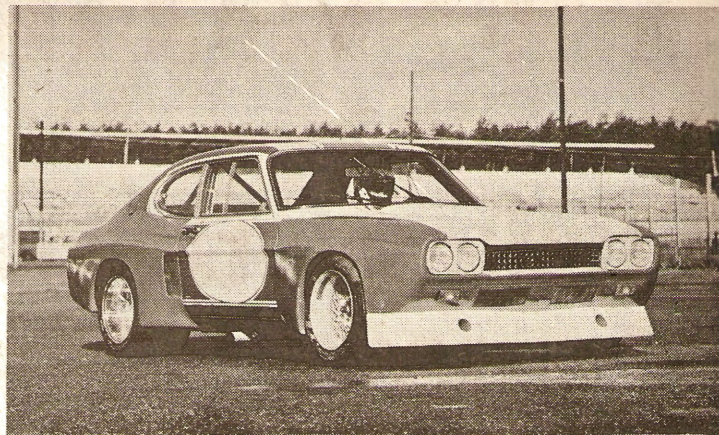
● The latest FIA motor sport bulletin clarifies that Group 2 cars that participate in events qualifying for the World Championship of Makes will not be granted points for this championship.

Regarding the positioning of the rear wings in all formulae, from January 1, 1974, nothing above the rear wheels must protrude more than 1 metre behind the centre line of the rear axle.

● Although David Purley ran his last year's March 722 with new Falconer bodywork in the opening round of the Yellow Pages Atlantic Championship last Sunday, he will in fact be using a Lola for most of the championship. Lola are currently building a car and Purley will have support from the works for the project and the team will be known as David Purley Racing with Lola.

● Formula SuperVee in Britain is offering even more prize money this year. InterRent, the VW based car rental service which operates throughout Europe, will be giving £30 to the winner of each of the 12 Silver Cup Championship races. This is in addition to the prize money already being offered by VW (GB). With further trade support it is possible that first place prize money will be more than £240. InterRent are also offering a trophy to the driver with the highest number of first places.

New Ford and BMW's test



The latest Ford Germany Capri was at Hockenheim last week and drivers Gerry Birrell and Jochen Mass were astonished at the power that the Kugelfischer injected 2990 cc V6 (centre) is now giving. Hans Stuck was down at Paul Ricard at the same time, giving the latest 3-litre BMW its shakedown tests (bottom).

● Latest Ladbrokes odds for Race of Champions:

4-7, E. Fittipaldi; 6-1, R. Peterson; 8-1, J.-P. Beltoise; 8-1, D. Hulme; 8-1, V. Schuppan; 12-1, M. Hailwood; 16-1, John Watson; 20-1, G. Hill; 25-1, J. Scheckter; 33-1, H. Ganley, N. Lauda, J. Hunt.
Evening News Champions Consul Race: new favourite: Jimmy Greaves at 5-2; 7-2, Ivan Mauger; 5-1, Richard Meade; 6-1, Chay Blyth; 7-1, Reg Harris; 7-1, Geoff Lewis; 8-1, Clement Freud; 20-1, John Daves; 20-1, David Duckham; 20-1, David Hemery; 25-1, Tom Percival; 33-1, Henry Cooper; 33-1, Colin Cowdrey; 33-1, Johnny Leach; 33-1, Mick McManus; 33-1, Fred Titmus; 50-1, Rachel Heyhoe-Flint.

● The organisers of the Swedish Grand Prix scheduled for Anders-torp on June 17, have informed us that the race is on. The safety modifications to the circuit, suggested by Jackie Stewart and Ronnie Peterson last December will be completed by April 1; a number of teams have booked the circuit for tyre testing next month. The organisers state that it would take an earthquake or war to stop them holding the event now.

ALL YOUR WEEKEND SPORT

SILVERSTONE

Can Russell Wood score another F3 win on Sunday?

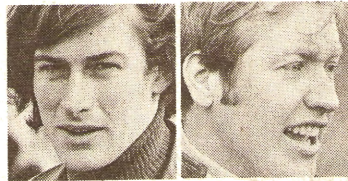
Can Russell Wood repeat his Brands Lombard Formula 3 win in the second round of the Championship at Silverstone this Sunday? Driving the Chequered Flag March, Wood will be one of several March 733 exponents at this, the first big Silverstone championship meeting of the year. Among the others is Ian Taylor who made such an impressive F3 debut at Brands two weeks ago.



F3: Ian Taylor (left) versus Alan Jones (right).

But the streamlined Marches have plenty of opposition in the 20 lap Lombard North Central qualifier. Around the fast 1.64 mile club circuit, Wood and Taylor have to contend with the

GRDs of Alan Jones, Tony Brise, Masami Kuwashima (who won the last F3 race at Silverstone), Barrie Maskell and Australian Larry Perkins, controversial Irishman Damien Magee in his old Palliser, Andy Sutcliffe's works Royale (making its first appearance), and American Randy Lewis in a Brabham BT41. There are plenty more entries for this major race of the day which starts at 4.35 pm.



More F3 stars: Andy Sutcliffe (left) and Damien Magee (right).

Saloon battles

Is Mick Hill going to have it all his own way in special saloons? In the first round of the Esso Uniflo special saloon championship, there is a massive entry for the two races and in the biggest class, Hill's latest Boss Capri has to contend with Hazelwood's 4.3 Daf-Rover 55, Strawson's Falcon and the V8-engined Escorts of Cutting and Gray. The big bangers are mixed with the 1-litres where Ray Payne's Imp faces a might of Minis like those of Peter Baldwin, Steven Soper, Alex Boyle, Graham Lloyd and Ray Edge.

But earlier in the programme the 1300 cc contestants wage battle—the Minis of Bob Fox, Ian Bax, Ian Briggs and Simon Ridge—and mixed with them are the many 850 Minis and Imps, obviously in a separate class.

F1 entertainment

Yet more saloons. Another instalment in the Castrol production saloon championship promises plenty of fun. Richard Lloyd's Camaro starts favourite on Silverstone's wide expanses, but there are the 3-litre BMWs of Lanfranchi and Bell, the Alfa GTVs of Handley and Clark and the 3-litre Capris of Sprice, Crabtree and Cutting out to defeat the Camaro.

Battle classes throughout the field are assured, whether it's

between the Firezas (Barrie Williams, Thorne and Stock) and the Mexicos (Allan Wilkinson), or the Escort Sports of Dutton and Lyon or in the cheapest class, between the Moskvichs, Minis and Hondas.

A good seat in the Woodcote grandstand for Event 4 for production saloons, should provide plenty of entertainment!

Packed clubmen's

There are hordes of entries in the Tricentrol Group clubmen's formula championship round, mostly made up of the latest U2s and Gryphons. Alan White is our favourite but watch out for Terry Cockerell, Peter Evans, Richard Groombridge, Sid Marler and Mike Sales.

Opening the programme is a 10 lapper for mod sports, in which Brian Hough will be racing the ex-Worswick 5.4 TVR Tuscan for the first time. Bill de Selincourt's E-type should be well up in the running while Bill Nicholson will be after yet another class win with his MGB.

The big-bangers finish off this fabulous day's racing with the Jaybrand libre championship round. Lol Hopkins' CanAm BRM, Bobbie Bell's BRM P83 and John Campbell's F5000 Surtees TS8B are the contestants likely to make the running.



G1 contestants: Lanfranchi (left) and Handley (right).

Seven top line and varied races—first-class and full entries—excellent amenities. These are the ingredients for Sunday's Silverstone championship meeting. Practice gets under way at 11.20 am and should be over by 2.20 pm and soon after it's time for the first race at 2.45 pm. Seven hours of action-packed entertainment are laid on. The circuit is situated between Towcester and Brackley on the A43.

Brands F1 stars

This weekend sees the annual International Race of Champions meeting at Brands Hatch. Main race is the Formula 1/5000 race where top names include Emerson Fittipaldi, Ronnie Peterson, Denny Hulme, Jody Scheckter, Jean-Pierre Beltoise and Mike Hailwood.

There's a fantastic Formula 5000 entry with top drivers in new cars. Watch out as well for the Celebrity Consul race, the first Group 2 saloon race of 1973, and championship races for Formula Atlantic and Formula Ford.

Top entries in all races and lots of other entertainment. Rothmans F5000 race on Saturday with official practice, and full day's racing on Sunday.

See our comprehensive preview on pages 24 and 25.



Dave Furlong, 1970 Sexton Trophy winner returns to the Irish racing scene with the ex-Brian Husbands U2 Mk 11B, co-owned by Bob Beattie (right) at Mondello this Saturday.

INTERNATIONAL DIARY

March 13/18
TAP Rally, Portugal.
March 17/18
Brands Hatch, Race of the Champions, England (F1, F5000).
March 18
Carolina 500, USA (NASCAR).
March 25
Valllunga 1000 kms, Italy (World Championship of Makes, round 2).
Monza, Italy (European Championship for Touring Cars, round 1).

CATCHPOLE

By Barry Foley



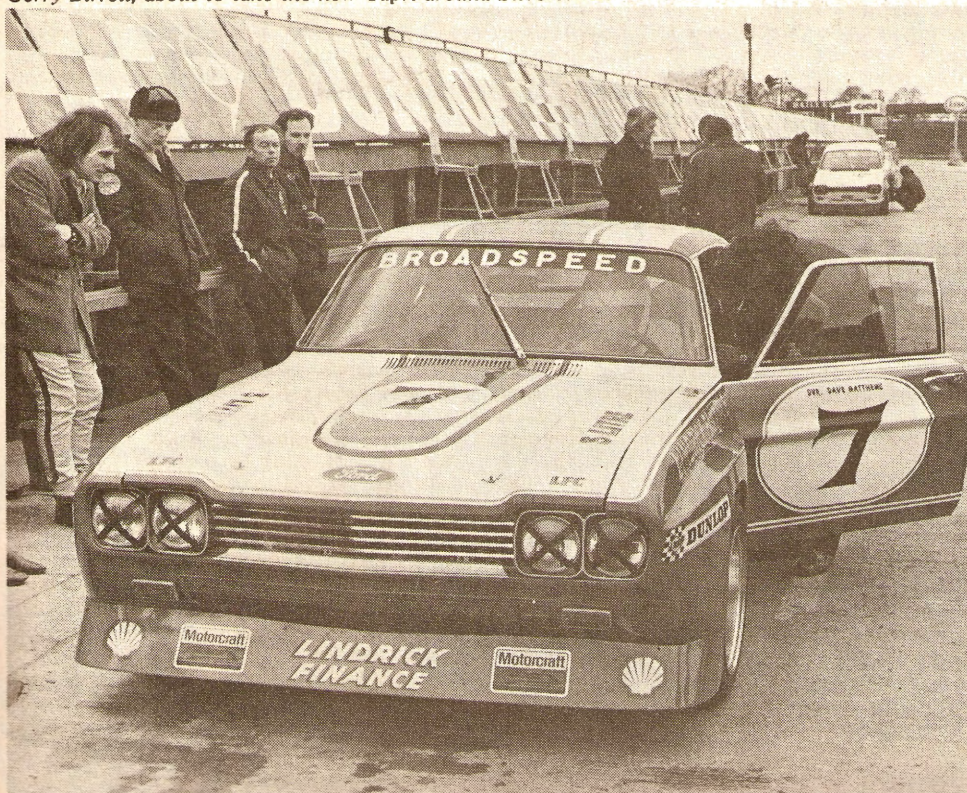


Main visual change on the 1973 Group 2 Capri is the neater, more aerodynamic wheel arches.

Broad's bombshell

SIMON TAYLOR looks at the new Group 2 Broadspeed Capri...

Gerry Birrell, about to take the new Capri around Silverstone.



When the Group 2 cars come out for practice at Brands Hatch on Saturday during the run-up to Sunday's Race of Champions meeting, the centre of attraction is sure to be the latest brainchild of the irrepressible Ralph Broad. This is an RS Capri, beautifully turned out in the green and gold colours of chief sponsor Lindrick Finance. Driver is Dave Matthews and, as has become typical with Broadspeed cars, the Capri is a combination of meticulous workmanship, clever ideas, and ingenious ways of exploiting the Group 2 regulations.

Broad says that this car has cost £25,000 to develop, excluding the engine (which does not involve Broadspeed: it has been built up by Weslake from Ford Cologne bits). And if you were to ask him to build you one, he'd quote you an off-the-shelf price of £12,500—that's £3,500 more than he'll do you a 2-litre BDA Escort for, including spares for the season. So, whatever the man who wrote the regulations intended, Group 2 cars are nowadays very special, very expensive, purpose-built racing machines.

The most exciting development on this Broadspeed Capri is in the suspension area. The Group 2 regulations say, broadly speaking (ugh!), that the original suspension must be retained, but auxiliary shock absorbers and so on may be added. So at the front the good old MacPherson strut is still there, although the spring round it (spring rates are free) is little more than a token for the scrutineers' benefit, described by Ralph as "a bit of old piano wire," and when I saw the car being tested at Silverstone earlier this week there wasn't a spring on the strut at all.

In fact, wheel movement is controlled by a coil/damper unit mounted forward of (and outboard of) the front wheel, which allows it to be mounted much further out. A straightforward swinging link connects the unit to the wheel. At the rear the principle is the same, with the coil/damper unit aft of the wheel, and twin trailing arms and Watt's linkage to locate the live rear axle.

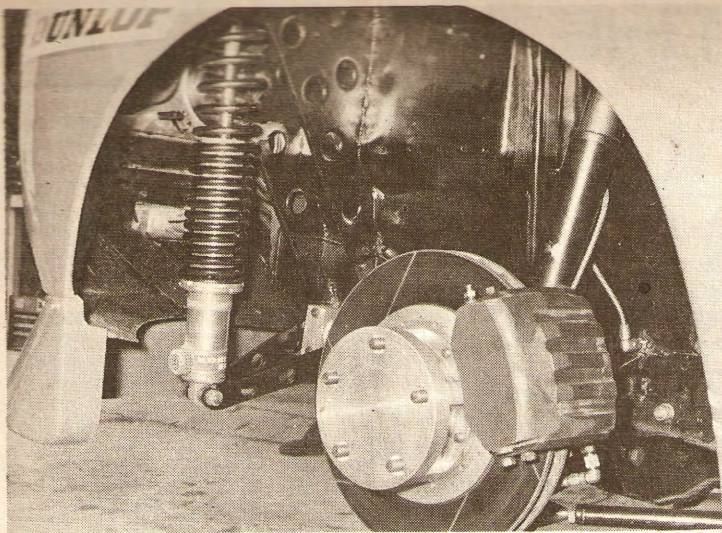
As a result, the springs are not only very wide-based, but also beyond the limits of the wheelbase fore and aft. According to Ralph Broad, this has allowed him to use very soft springs and damper settings, while greatly reducing conditions of roll in cornering, squat under hard acceleration and dive under braking.

Because of the bodywork regulations, the need for wide wheels has up to now pushed the springs on Group 2 Capris further and further inboard. But the new Broadspeed car, with 12in front rims and 14in rears accommodated within the neat 1973-homologated (and wind-tunnel tested) flared wheel arches, has its front springs five inches wider apart than standard, and the rears are six inches wider apart—although Broadspeed are now working on a new rear end with even wider-based springs.

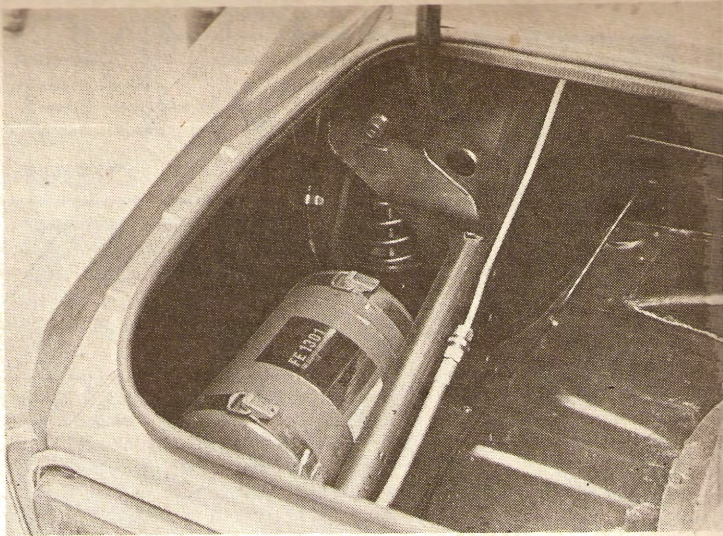
The Group 2 regulations allow, for example, extra shock absorber brackets: "Tell me," says Ralph, "What is a bracket?" He obviously thinks it can mean a strut which incidentally manages to stress the bodyshell. The rear suspension units are neatly mounted on hefty tubes which turn out to be extensions of the rear bracing of the roll cage—and roll cages, of course, are mandatory. . . .

"It's part of the fun, trying to beat the regulations. If I don't do it, some other bugger will—and beat me." That sums up the Broad philosophy. And the workmanship of the car is flawless. One of the troubles with the Cologne V6s last year was that 315 bhp on the bench became 285 bhp in the car, because the trumpets of the Kugelfischer fuel injection were so near the bonnet they were effectively breathing in a vacuum. So, on the Broadspeed car the radiator is canted forward and mounted low, getting its air from the holes beneath the radiator grille, and the whole of the grille is used to feed a fibre-glass duct for the fuel injection: which incidentally induces a ram effect of around ½ psi at 120 mph.

The latest wheel arch shape is apparently worth another 5 mph, but the real trouble with the Capri shape is at the rear end. Ralph



The front suspension coil/damper unit is mounted well outboard, ahead of the front wheel, and is operated by a rod running forward from the axle line and a swinging link.



The rear suspension unit, mounted well behind the rear wheel and located on to an extension of the roll-over cage supports, protrudes into the boot.

would dearly love Ford to homologate a spoiled boot lid, for there is a depression area at the back and the tail can get very light at high speed. A cure for this would, he says, be worth 1 sec a lap at least at Silverstone. Ralph has discovered in the past that Capris are quicker through high-speed corners with the boot open!

The Weslake V6 is currently giving around 310 bhp, although 330 bhp is hoped for in due course. Brakes are to full Lockheed

CanAm spec, and the gearbox is the familiar ZF five-speed. The wheels, 15in in diameter, are the attractive German BBS split-rim type.

The car is going to its first race with very little testing under its belt. Work started on November 8, and by December 31 the Capri was completed, but since then bad weather and then a blown engine has limited serious development to one day at Goodwood until the replacement engine arrived at the begin-

ning of this week. At Silverstone on Monday, when I saw the car, Andy Rouse, Gerry Birrell and Matthews himself all had brief runs, but a duff steering gear delayed matters.

Can it beat the Frank Gardner Camaro? For once, Ralph Broad is cautious in his predictions. "There should be no way a 330 bhp Capri will beat a 660 bhp Camaro . . . but we'll see." Yes, we'll see—starting at Brands Hatch on Sunday.



Open the throttle in a corner in the Broadspeed Bullit, and the handling characteristic changes progressively from understeer to oversteer as the turbocharger comes on strong.

. . . and drives one of the turbocharged Bullits

While at Silverstone I grabbed the opportunity for a few laps in the ultimate Broadspeed road car, the turbocharged Bullit which created such a furore at the Racing Car Show. The flat, open spaces of the Silverstone Grand Prix circuit are no place to test the qualities of a grand routier, but suffice it to say that an independent tester has proved at MIRA that the thing really will do 140 mph.

The most charming device on the new Bullit is the "girl-friend's switch"—a key to operate the Broad-patented valve which allows the complete turbocharging system to be bypassed. If you want to lend the car to someone, or simply wish to drive gently yourself, the key can be turned off and removed, leaving a slightly slower than standard, but otherwise totally normal 3-litre Capri. (It's slower because the turbocharger results in the use of a lower than standard compression ratio).

I started out with the turbocharger turned off, and as I accelerated down Hangar Straight in third I turned it on. There was a brief pause, and then with a smooth whoosh the car gathered itself up and shot off towards Stowe Corner. There was no noise, no drama: just the revs building up so rapidly that the standard rev-counter seemed to get rather left behind.

There is no doubt that the turbocharged Bullit is a tremendously fast car. Broad's suspension modifications (including 14in diameter wheels and Bilstein shockers means that the handling feels taut and unvicious: if you fling the car into a corner, grab a gear and then floor the throttle there is just the briefest pause before the power comes in. When it does there is so much that understeer changes instantly to oversteer and, despite the limited-slip diff that this car was alleged to have, the inside wheel spins a little. But that all sounds very dramatic, and it isn't: nor is it jerky. It's a surprisingly easy car to drive fast, smoothly.

Unfortunately this car had something woefully wrong with the brakes—air in the

hydraulics, perhaps—because the stopping just wasn't up to the car's performance, and the pedal had to be pumped. But this is presumably a one-off problem, for the big ventilated discs with four-pot calipers (which is really why Broad adopted bigger diameter wheels) should be more than man enough for the job.

We're all looking forward to a chance to try the turbocharged Bullit on the road, because that must be the way to appreciate the smooth, quiet rush of power. Broad is convinced that turbocharging is the way to go for mass-production road cars: rather than the expense of lots of camshafts and light alloy, you can make a cheap, mass-produced engine, slap on a turbocharger, and have lots of power—plus no emission problem, for the turbocharged mill produces a very clean exhaust. In fact, Ralph's latest development in this direction will pass the horribly stringent regulations that the Americans are going to enforce from 1976, about which the crystal-ball gazers are being so depressing. Meanwhile, a shorter-term project is a turbocharged Granada.



BEHIND THE WHEEL

DENNY HULME

"If there is an accident anywhere on the track we should be racing in a "caution" situation and sure as hell not pressing on like tomorrow has been cancelled"

The crash in the South African Grand Prix at Kyalami involving Mike Hailwood and Clay Regazzoni when Mike dragged Clay out of his burning car, and the incident when Jackie Stewart was protested for passing under the yellow caution flags both point out shortcomings that we should do something about in racing. And fast. First and worst was the fire. I know what it's like to be burned and I take my hat off to Mike Hailwood for actually catching his overalls alight, putting them out, and then going back into the fire to help a fellow driver. The fire truck was too late on the scene—there's no question in my mind about that, and it's something to be thankful for that the results were not much worse than they were. Communications have got to be sharpened up, and the firetruck has to be armed and ready for an instant "go" signal throughout the race.

Jackie's reprimand for passing under the yellow caution flags was withdrawn after an appeal, but as Grand Prix drivers I don't think we should put ourselves in situations where our integrity could be questioned by anybody, much less stewards and fellow drivers. If there is an accident anywhere on the track we should be racing in a "caution" situation and sure as hell not pressing on like tomorrow has been cancelled.

The only problem is that racing drivers are racing drivers, and we need a compulsory way of defusing the more volatile ones. How about putting the whole circuit under a yellow flag or yellow light with an automatic pacing system that is fair to everyone to eliminate cheating in this "cool it" period while the accident is attended and the track cleared? The Nürburgring would be an obvious exception to the suggestion, but it's an idea to consider. I didn't see the situation Jackie was involved in and it might seem to be post-righteous to comment, but I don't think I'd have been trying quite that hard with the remains of a big shunt just round the corner.

The Grand Prix was only two laps old and I was out front with the new Yardley-McLaren M23 pulling away from the field when I saw the black smoke almost a mile away as I came down out of Leeukop in the downhill sweep past the pits. There were no yellow flags out so I thought maybe it was a car that had gone off and was well clear of the track, or that the fire had been put out and everything was all right. It was the reaction of the crowd that saved me from piling into the burning cars. They were waving handkerchiefs and programmes from the fences and the grandstands to get me to back off, so I was ready to stop when I got round the corner and found cars and people all over the place. I picked the most promising alley through the debris and team-mate Jody Scheckter followed me thinking—correctly—that I would have cleared a path. Soon my car started acting a little weird and I knew I must have a puncture.

Jody could see the big rear Goodyear going out of shape and as I slowed he went into the lead for a couple of laps of glory in front of the home crowd before Jackie went past him and off into the middle distance to win in the Tyrrell. Everybody went rushing by me as I limped to the pits, had the wheel changed, and set off again. It wasn't long before I noticed a most extraordinary thing. Every time I turned right a great plume of smoke would come off the left front tyre. I couldn't imagine what it was but whatever it was it wasn't right, so I stopped again

and although it wasn't going down I insisted that it was changed. I can only assume that there must have been fuel on the road and that the high temperature of the tyre was almost setting it alight! Jody also noticed this with his front tyre on one occasion.

After my second stop I saw a signal that said 20th and my spirits soared at least a millimetre. There doesn't seem like much point in continuing to have at it if you're going to be fed up with reading the results before you get to your own name, but then I got embroiled with Jody and Peter Revson in the Yardley-Macs who were doing a great job in second and third place holding off the John Player Specials of Emerson Fittipaldi and Ronnie Peterson. Peter went by Jody and at this point I had passed both the black JPS cars to give young Jody a bit of support from the rear. He seemed to be in a situation where his tyres were just starting to lose their bite and his energy was tiring, so I went past him and out ahead of Peter to tow him away from the World Champion. As it turned out we did ourselves both some good. I was able to clear the way for Peter and tow him up to some extra pace on the straight so that he held his ground and just headed Emerson across the line to finish second, and my new interest in the race had brought me through to fifth which pleased me a lot more than fifth usually does. Jody was a safe fourth when his engine took a dump only four laps from home and he was classified ninth.

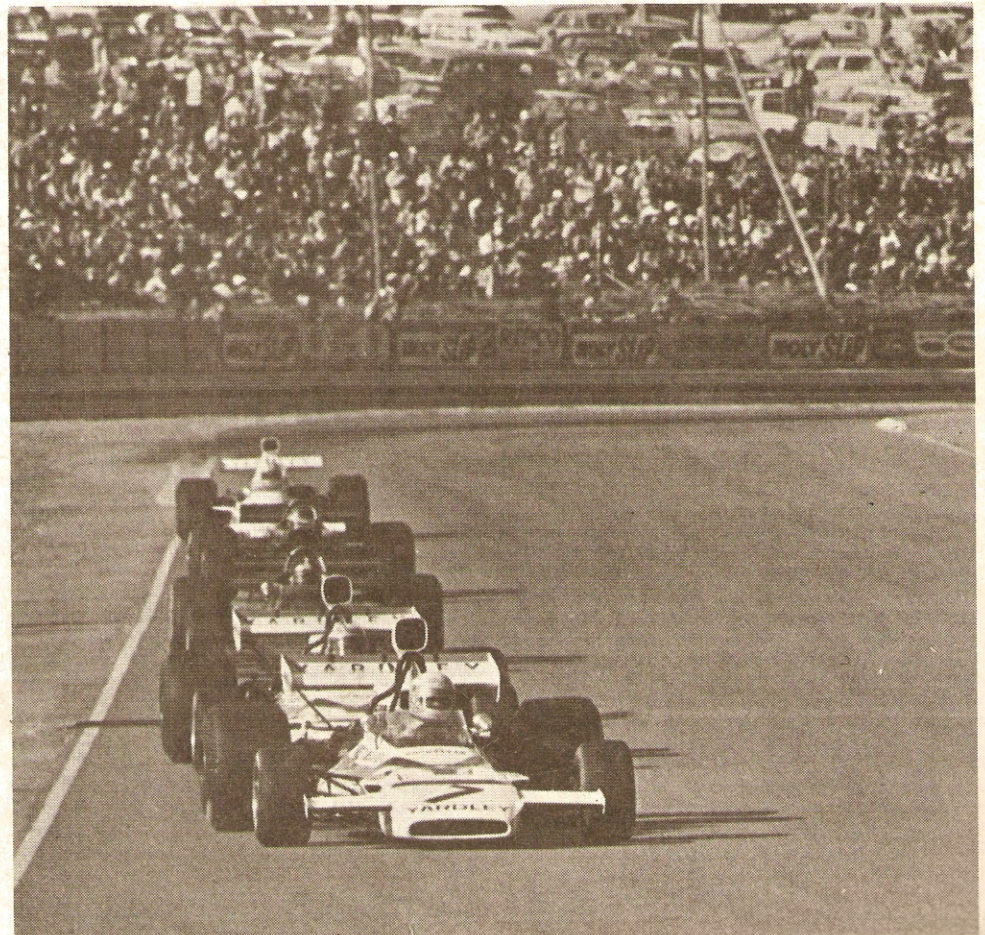
As we had hoped, the new M23 was fabulous. We expected some impressive practice pace after testing at Kyalami and I was able to hang on to pole position through the three days of practice. After the first day our Yardley-McLarens were 1-2-3! It must be a long time since any team has turned on a show like that in a Grand Prix. But for fiddling little engine problems on Peter's car I think we might well have filled the front row for the race, but poor Pete had to sit out most of the last session and Emerson sneaked his John Player Special in between my M23 and Jody's M19.

It was the first time in my venerable racing career that I had been on pole position in a Grand Prix. It even amazed me when I realised that, but Austrian journalist Heinz Prüller is something of a statistician and he came to the Sleepy Hollow Hotel where we were staying and presented me with a bottle of champagne that he has been toting around the world waiting for just such an occasion. Waiting that long, of course, it was vintage!

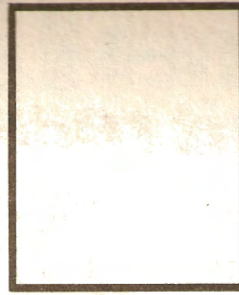
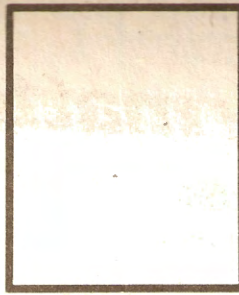
Keep your eye on Jody Scheckter. That's what I said after Watkins Glen last year, and at Kyalami—his second Formula 1 race—he was faultless and fast the whole weekend. What a wonderful opportunity to be 23 and on the threshold of a Grand Prix career with such sickeningly obvious talent. I've got no regrets, but if I had to do it all again I wish I could be starting at such a tender age with such a great team.

The start of the race was a bit of a shambles with thunder and lightning threatening a downpour that sent the whole grid packing into the pits again to wait until the storm had passed. One section of the track was still wet but we were all on dry tyres and when I had commandeered the lead going down into the first turn it meant I had to be "teacher" and press on into the wet. I think I may have mentioned before that I'm no great rain expert, but the new car handles situations like this with a minimum of fuss so I could hold on to my lead. I think maybe we've come across a fairly good design, all credit to Gordon Coppuck, and the M23 was certainly the star debutant at Kyalami even though we didn't win the race. We just know it's going to be a winner, and very soon. . . .

Scheckter leads Revson, Fittipaldi, Peterson and Hulme—charging back after his pit stop.



PURELY PERSONAL



NO DRIVERS — IT'S A BRITISH PROBLEM

A reader's letter in last week's issue set me thinking about the present dearth of British drivers in Formula 1. By British I mean natives of the United Kingdom and not Commonwealth immigrants! Apart from Jackie Stewart, who has more or less disowned this country anyway, a glance at the grid for the South African GP will show only three other British drivers, Mike Hailwood, Jackie Oliver and Mike Beuttler and even his best friends and sponsors would hardly hail the last named as a future World Champion. When the circus returns to Europe good old Graham Hill will join in and one or two promising young drivers will have their chance in events like the Race of Champions but that's it.

Compare the situation in the late 50s when this country was at last beginning to make its mark in Grand Prix racing. Every major team seemed to have at least one British potential GP winner. Take 1958 for example. There was the Vanwall team of Stirling Moss, Tony Brooks and Stuart Lewis-Evans; Ferrari had Mike Hawthorn and Peter Collins; Cooper relied on Roy Salvadori for their best results that year; while Lotus had Cliff Allison and Graham Hill. Only BRM seemed to prefer foreigners with Jean Behra and Harry Schell although Ron Flockhart was given a run occasionally. With the death of Collins and the retirement of Hawthorn both Allison and Brooks moved over to Ferrari to be followed a few years later by John Surtees before the split in 1966, since when only Mike Parkes has had a few races for motor racing's most prestigious team before the supply of British talent dried up.

Throughout the 1½-litre formula there were still plenty of British faces around with Jimmy Clark, Trevor Taylor, Mike Spence and Peter Arundell at Lotus, Graham Hill and later Jackie Stewart at BRM, John Surtees at Ferrari and Innes Ireland always a force to be reckoned with in the BRP team. And now it's all stopped. All this may sound like jingoistic nonsense which overlooks the fact that motor racing is now an international sport but there seems to me to be a possible

connection with the decline in attendances in this country last year.

When Jimmy Clark was king and Graham Hill's popular appeal was matched by his performances on the track, the crowds poured in and there was just as much, if not more, F1 racing for them to watch. Now we are left with Stewart, who apparently prefers not to race in this country unless there are championship points available and who is openly booed when he does come; Hailwood, whose following in cars doesn't seem to have reached the heights of his motor-cycling days; Oliver, whose talent may be recognised by the enthusiast but whose name means next to nothing, I would suggest, outside Essex and Brands Hatch; and Hill, who is undoubtedly doing a grand job as a public relations man although I sometimes wonder what the casual spectator thinks, after being attracted to a meeting by Hill's TV persona, on seeing his hero being blown off by all and sundry. Surely he will go home thinking: "If Hill's one of our best drivers, this country can't be much good at motor racing!" This may sound cruel and is not intended to detract from Hill's great career but I wonder whether an analogy cannot be drawn with soccer, where crowds increased enormously after England won the World Cup in 1966 and are now declining again quite rapidly at all levels, with one or two isolated exceptions. And likewise with motor racing, when the crowds don't go to the bigger meetings in their tens of thousands they don't go either to the club meetings in their hundreds.

We are constantly being told that, taken throughout the world, interest in motor racing has never been higher. That is why I think the problem is a purely British one and, Common Market or not, is due to nationalism. France went through some lean years until Beltoise became a national hero which led to a tremendous upsurge in motor racing at all levels in that country. Austria's arrival as a serious motor racing power was brought about by Jochen Rindt. German crowds are always larger when they have Porsches or BMWs to cheer while the Italians have motor racing in their blood, have always had red Ferraris anyway and don't mind too much

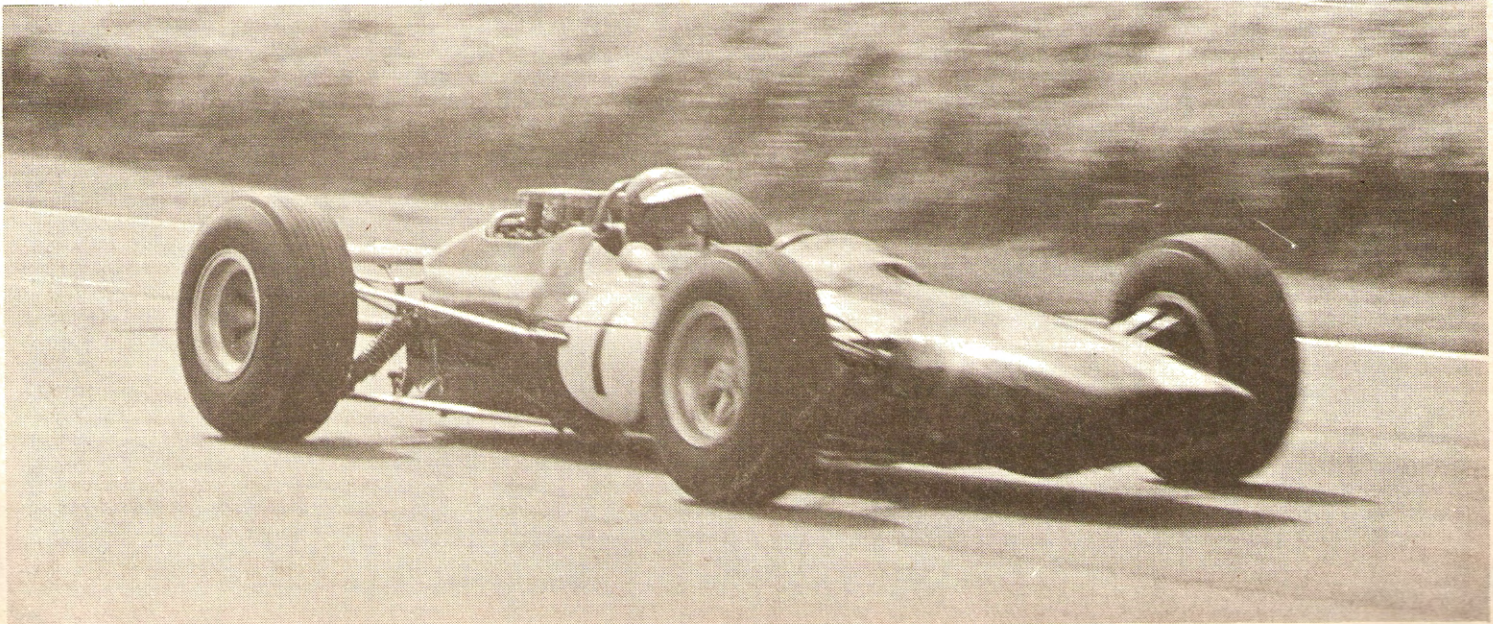
if the driver isn't one of them, although if he is, their euphoria knows no bounds.

Talking of Porsche and Ferrari brings me to a second thought which may be relevant. When Britain was a motor racing nonentity, her great white hope was the BRM, followed by the Connaught and the triumphant Vanwall. All were green and thus identifiably British beside the red Ferraris and Maseratis and the silver Mercedes. When the mid-engined revolution took over thanks to Coventry-Climax, it was still the car which carried the kudos, be it Cooper or Lotus, which was one of the reasons for Coventry-Climax pulling out since they rarely got a mention. Coopers and Lotuses were green too, with white or yellow stripes according to taste. Now the British public are being asked to go and watch something called a John Player Special or a Yardley McLaren or a Marlboro BRM, all gaily painted by comparison with dark green but looking more like something the wife brought in from the supermarket. A racing car to an Italian is a Ferrari, not a Gelati Motta Special, while Frenchmen watch blue Matras not Prisunic-Simcas. In the heyday of Clark, everyone knew he drove something called a Lotus. Nowadays, most men in the street know that Lotus make sports cars called Elans but how many know that the "John Player Special" which won the World Championship last year was actually a British Lotus?

To me it seems that what is needed to revive British motor racing attendances is a greater sense of nationalism with British cars driven by British drivers in British colours taking on the Italian, American, French, Australians, New Zealanders and any other country that cares to join in. Before dismissing the idea, bear in mind that I am talking about popular appeal not enthusiast appeal and, by harking back to the "good old days," I am not attempting to condemn modern racing but merely trying to offer a few constructive thoughts for reviving it in this country. So let's see John Watson in a green Brabham or James Hunt in a green Surtees or Dave Morgan in a green Lotus.

Ian Titchmarsh

Back in better times Jim Clark and many others pulled the crowds in no uncertain way.



Robert Moss Ltd. — increased participation

A new Oxford-based rally team which will contest Internationals and national events in Britain and abroad was announced this week.

Following the success of a single car sponsorship last season, Robert Moss Ltd, of Langford Lane, Kidlington, Oxford, one of Britain's largest plastic injection mouldings companies, are backing a two-to-three car team for the 1973 rally season.

Known as "Team Robert Moss Ltd" the team will consist of two regular cars and drivers—Richard Wooldridge of Abingdon, Berkshire with a Group Two Escort Mexico, and John Jago of Long Hanborough, Oxon driving a Group Two Escort 1300GT. The team will be made up by a third car and driver to be selected from event to event.

Last year the Robert Moss Ltd car with Wooldridge and co-driver Duncan Spence of Dorchester, Oxon, who is Chairman of the International Rally Drivers Club, achieved a good finishing record and were the highest placed Mexico in the RAC Rally.

Jago comes into the team after five years' successful rallying, including a ninth place over-

all on the 1968 RAC and frequent class wins. His co-driver for many events will be Graham Freeman of Caravan rally fame. Support squad for the team will be led by Guy Morgan of Oxford, veteran rally cross driver and servicing specialist, who will pilot a 3-litre Capri to provide service and spares.

Robert Moss Ltd has strong connections with Britain's car industry—about one third of the firm's production of more than 1.7 million mouldings daily, goes to this industry. The team is contesting three "Home" Internationals—the Welsh, Scottish and RAC, and at least one International abroad.

The cars, painted a bright fluorescent orange and with the Robert Moss company colours of light and dark blue, will also be seen on selected special stage events including the Burmah, Dukeries, Lindisfarne, Jim Clark Memorial, as well as events in the BTRDA special stage championship series.

The objective of the team, says Wooldridge, is to be "very competitive" in class and team competitions and to gain the highest possible placings in Internationals against the higher-powered opposition.

Hudson-Evans rally plans

Richard Hudson-Evans' outing on the Welsh Marches was the first in his new RS1600; he plans to use this and a G1 Peugeot 304S, both cars being entered by RHE Team Optrex. The Peugeot is obviously being kept for the home internationals, including the Tour of Britain. He did not start the Bristow as his navigator for the night, David Stephenson, fell ill with flu.

Richard Hudson-Evans.



Peter McDowell.

Ton Tyres for Peter McDowell

Peter McDowell's Opel Ascona is to be supported by Ton Tyres of Tonbridge, a firm run by the rally and rallycross driver Roy Edwards. The continental involvement of Peter is designed to tie in with Roy's new shop at Haarlem, and the parts fitted to the car represent a mobile shop window, a novel sponsorship angle. The engine is being prepared by Livesley, and it is hoped that the car will make its first appearance on the Esso Uniflo South-West stages on April. For home events, Peter's main support comes from Rapid Movements, an airfreight company in Middlesex.

Willment competition plans

Last Friday John Willment, Ford Rallye Sport dealers of Mitcham, announced their competition plans for '73 which centre mainly around rallying. In this way Mike Crabtree, the Rallye Sport manager hopes to expose the facilities and services of his dealership to as wide an audience as possible. Heading the challenge will be Andy Dawson, the Kleber-Wheelbase Scholarship runner-up, in a Mexico with which championship events will be tackled. Andy came fifth in the Mexico section of the Swedish, not itself a championship event, with John Davenport on only his second event with a car of conventional configuration and fourth on the Welsh Marches with Derek Tucker.

David Ewles will contest the BTRDA/Uniflow series with the RS1600 with which he won last year's Dimanche Tour while support is also being offered to

Mike Clarke with the Sheraton Securities RS 1600, who put up several good performances on RAC championship events last year. Also flying the Willment banner will be "The Who" RS 1600 of Stan Griffin and both Martin Baron and Peter Wathon (Willment employees) will enter LCAMC events with Mexicos.

Andy Dawson.



The original "Brooklyn Mexico" on the Red Dragon Rally.

The Brooklyn Mexico

Brooklyn Garages of Inkberrow Worcester, announce today the "Brooklyn Mexico," a replica of their Escort which is currently leading the Castrol/Motoring News Rally Championship. The car's specification is similar to that being currently driven by Russell Brookes.

Brooklyn Garages feel that the most important aspect of this ready-to-rally car is its comparatively low initial cost and operating cost. Since 1972 the original Brooklyn Mexico has demonstrated this convincingly having been entered in a total of 24 events without once retiring through a car failure of any type. Cost: £1565. Additional specification: Dunlop rally tyres. Billstein front suspension struts. Billstein rear shock absorbers and modified crossmember mounting. Ferodo DS11 brake pads. Ferodo

VG95 brake linings. Ford magnesium alloy sumpguard. Lucas driving lamps on twin mounting brackets. Heavy duty alternator. Rally exhaust system. Petrol and brake pipes run inside car. Electric screenwasher. Oil pressure warning light. Heavy duty engine and gearbox mountings. John Aley rollcage. Britax competition full harness seat belts. Fire extinguisher. Flameproof rear bulkhead. Interior and exterior battery cut-out switches. Avanti map light. Door pockets. Pencil box. Coaxial socket and plug. Marshals' light. Navigator's foot rest. Tool roll. Underbonnet lamp. Crew insignias. Brooklyn badges.

One year's road fund licence and registration plates are included in the price. Additional equipment is, of course, available to customers' requirements.

Sherry Rally

Regulations for this year's Sherry International Rally should be available by early May. The rally, the 4th annual Sherry, is scheduled to take place from September 19 to 23. Several improvements are being made to this year's event. Already a popular rally with British competitors (with 24 last year) the organisers are hoping this time to attract as many as 40 British competitors.

There will be more new roads on the 1000-mile route and a greater number of special stages. Last year the ratio of tarmac to loose was 50/50, this time it is hoped that 75 per cent can be loose. There will also be more vineyard stages which have proved popular with competitors. Accommodation arrangements should be thorough and a 4-star hotel on the Costa de Sol is booked for the overnight halt. Prize money will be in the attractive region of £10,000. Henry Liddon is again producing the road book and the route should be published early in August to allow ample time for practice. Interest in the event is already showing, the organisers having already received more than 20 British inquiries.

Chieftain

Bath Motor Club Chieftain '73 rally is the third event in the Esso BTRDA/CCC series of day-stage events, on April 22. As expected, the organisers have been inundated with requests for regs, and they fear that they will be unable to accommodate any entries other than bona fide Mexico contenders (for whom this series also caters) and established "names." Requests for regs already received are of course, being honoured. The rally is based on the High Post Hotel, Amesbury, though it starts from the Guildhall at Bath. Details from John Heal, 3 Gladstone Place, Combe Down, Bath.

DFS Rally

Matlock and District MC return to rally organisation with the DFS Rally, a restricted event on April 14/15, sponsored by DFS Furnishings of Darley Dale, Matlock, from whose floodlit premises the event will start. The entire route is concentrated on the club's home map, sheet 111.

The DFS Rally is the second round of the EMAMC Rally Championship. Regulations are now available from: R. A. Fowkes, 27 Laburnum Street, Hollingwood, Chesterfield, S43 2JL.

Europat

Mid Thames CC recently announced their Europat Spring Rally to be held over April 21/22 (the night of Easter Saturday) as an ICAMC and ACSMC series event. Europat are well known as the makers of Little Bleeder brake bleed equipment and have in the past supported Charles Wood's Imp. The event will use maps 144 and 157. Regulations are available from: Miss Liz Morse, 28 Wood Street, Kingston-upon-Thames, Surrey.

Granite City

Regulations are out now for Aberdeen & District Motor Club's Granite City Rally, round four in the RAC national series, and a counter in the Shell/The Scotsman series. Details for this day-stage event in east Scotland on April 28 come from Malcolm Lamont, 26 Foresters' Avenue, Stoneywood, Bucksburn, Aberdeen, AS2 9JB.

Scorpion

Something of a more leisurely nature, to be held on April 7/8 is the Sutton & Cheam MC Scorpion Rally, on maps 157, 158 and 168, which will place quite an emphasis on the navigator. Details from Mrs Grace MacNeill, 27 Lindsay Court, Sherwood Park Road, Sutton, Surrey.

LATE NEWS

● The Motorsport Association of New Zealand has announced, subject to FIA approval, two international rallies to be held during 1974. The proposed rallies will be the Shell '74 Commonwealth Games Rally, which is an associated activity of the 10th British Commonwealth Games which will be held in Christchurch late in January and early in February, and the Heatway International Rally. The Shell rally will run from January 12 to 18, and the Heatway, which it is hoped will be a qualifying round in the World Rally Championship, will be from July 6 to 13.

● Positions after four rounds of the Association of North-East and Cumberland Car Clubs Rally Championship are as follows: Drivers 1 Ian Burdon, RS1600, 78 points; 2 Mike Taylor and Mike Telford, Firenza and Ascona 58; 4 John Proudlock, MGB, 52. Navigators 1 David Holliday 67 points; 2 Adrian Dixon 58; 3 Paul Crompton 52; 4 Stan Glaister 46. Next round is the BP Rally of the Dales organised by Durham Auto Club. The event is scheduled for March 21.

HONG KONG RALLY

The third Rothmans Hong Kong Rally unlike its predecessors had a sensational finish when Timo Makinen in a Ford Escort, holding a 10½-minute lead over the second place Brian Culcheth Morris Marina failed to emerge from the newly opened cross-harbour tunnel due to the distributor drive pulley collapsing only 15 miles from the finish.

The organisers of this year's Rally had laid on a simpler route than last year, using all the stages available on the Waterworks properties on the Island, as well as using the excellent stages over Lead-Mine Pass, Telegraph Hill and Tai Lam Chung Reservoir on the mainland, but problems with route authorisation had nearly meant the abandonment of the Rally, however, last-minute high-level discussions with the Ministry of Agriculture and Fisheries finally allowed the event to take place.

Numerically the entry was smaller this year, although the quality was perhaps higher. The lack of entries was mainly due to the reluctance of the Army authorities to jeopardise their Land-Rovers, as a directive had been received stating that any vehicle damaged would not be replaced, owing to commitments in Northern Ireland. Heading the entry list was Timo Makinen/Henry Liddon entered by Harper's of Hong Kong (last year's winners driving their same ex-RAC Escort as they used last year which had been rebuilt locally).

At number two was Brian Culcheth/Johnson Syer in a 1.8 Morris Marina Coupe, with some special tuning parts, locally built by the Morris Distributors, Metro Dodwell.

Next came Hong Kong's John Macdonald in another Metro Dodwell entry, this time an immaculately prepared Mini Clubman—Macdonald with a considerable local reputation and knowing the stages well, having put up some initially good times last year, was determined to beat the overseas drivers. At four was the ever-popular Major Ted Moorat/Gordon Fleming in the second Harper entered

Culcheth wins—with a Marina

Story and pictures by Henry Liddon

Brian Culcheth who inherited victory from the unlucky Makinen with the Metro Dodwell Marina.



continued on page 39

Fire safety

As one of the few club drivers with personal experience of what happens when a car catches fire, I should like to point out that very severe burns can be received within 5 s of the start of the fire inside the car on the unprotected parts of the body. When my car caught fire, I was wearing a pair of cheap racing overalls and underneath a set of long woollen underwear. I also had on a thick woollen jersey, but no gloves or face-mask.

Although I was in the car for 5 s or less on my own estimation, I received severe burns to my hands requiring skin grafts, but was fortunate enough to avoid this on my face. The overalls, which had a nylon strip on the sleeves and leg, melted at these points where not covered by the jersey, which in many ways gave the best protection. The overall trousers and underwear almost burnt through at one point as did my nylon socks. If a marshal was to see an accident happen right in front of him, I do not consider that he could reach the car inside 5 s by which time the unprotected driver would be in a serious condition if still in the car.

The only way to protect yourself against fire in a racing car is to carry your protection with you by wearing it and I for one, although very grateful to all marshals, and especially the ones which put my car out, would not like to rely entirely on their services to protect me from the effects of my car catching fire.

As for the statements that Cadwell is dangerous and Inghiston is safe, thus allowing 20 cars to practise, has anyone else bumped into a caravan on a race track? This does not refer to the corner names, and as far as I am concerned Cadwell Park is as safe as any circuit in the country, except for the short distance from the bottom of the Mountain to Hall bends.

DONCASTER, YORKSHIRE. JAMES PINKERTON.

The mighty Magee

These days with enough money one can almost buy a place in a Formula 3 race. All one needs is a GRD and a Holbay engine, these together with an average ability to drive will normally get you in the first three places.

Imagine, then, my delight during the racing at Brands Hatch (March 4) to see a driver named Damien Magee in a three-year-old Palliser with an engine that has done 1,500 miles since it was rebuilt back in November 1972 not only take on the might of the heavily sponsored F3 brigade but beat all but one of them.

Magee's car is privately entered. In fact before racing he bought a secondhand tyre for the front offside, as that tyre (the one on which he was third fastest in practice) was rather oval. He then purchased second-hand brake pads from Mike Wilds (who finished fifth).

After the race Mike Wilds protested to the stewards about Magee's conduct at paddock. I saw the incident. It was Magee's corner as proved by the damage to the front wing of Wilds' Ensign. However, Magee was guilty—guilty of not knowing his place. Guilty of daring to challenge and beat the men with money.

When will sponsors realise that there is one commodity they cannot buy: "racing talent?" And when will they start giving money to the man who could be great and not just to the men who know the people in the right places?

DARTFORD, KENT.

JOHN MILLS.

Formula 3—Roman chariot racing!

I am writing on behalf of a large number of spectators who were in the grandstand adjacent to Paddock Bend at the Brands Hatch meeting on March 4.

We were all quite appalled by the standard of driving of one or two of the "professional" drivers during the Formula 3 race. I have never seen such gross disregard for other drivers' safety and for other people's property. Motor racing is surely hazardous enough without this sort of performance which verges on the criminal. To allow such performances to continue must only reduce motor racing to the level of Roman chariot race entertainment.

In the particular incidents that I witnessed, one driver, who will remain nameless, only maintained his race position by pushing others off and although the matter was reported to the stewards, I understand that no real action was taken against the driver. As far as the public are concerned, therefore, observing from the sidelines, this sort of ridiculous driving is encouraged. Action must be taken immediately before this sort of performance leads to a serious accident.

LONDON, W2.

A. GODDARD.

Saloons: limit developments

Why on earth is Robert Fearnall getting so excited about silhouette saloon cars (G2 Survey, March 1)?

It seems to me that this formula is already in operation with 1300 BDA Escorts, Len Bailey-designed Escorts (try getting one of these from your dealers) and Capris with the suspension behind the headlights. The mind boggles.

Surely it is the development of hybrids such as these and the use of wide wheels and tyres which is taking the interest out of saloons, with a very limited number of competitive cars and a lack of wheel-lifting, tail out spectacle. What is needed is a return to a more standard form of car with a restriction on wheel width and tyre types and limitations on mechanical modifications. One idea would be to split up classes on a price basis and limit mods to manufacturer-supplied packs to a maximum of 20 per cent of the basic car price. This would make equal chances available to works and non-works teams and improve the latter's chances of success, although works teams will always have the edge under any formula.

No, leave silhouette racing to the club racing boys and bring G2 nearer to same-as-you-buy cars and perhaps we shall get a return to the variety and spectacle of the early '60s.

CLIFFE, KENT.

DAVID WRIGHT.

Unfair to some

Ever since the emergence of the production saloon car formula last year there have been cries from organisers, spectators and even hallowed editorial columns for a representation of a wider range of products.

In view of this interest and bearing in mind the promise of two races per meeting in the championship Group 1 rounds, I persuaded my company to prepare and enter a Fiat for Alison Davis to drive. I found it difficult to convince my directors at Brands Hatch on March 4 that this had necessarily been a wise decision when the four classes

were run together, and our car, sole representative of the Italian motor industry, and Andy Slaughter's car flying a lone Japanese flag, were unaccepted reserves while five Capris and three Vauxhalls were allowed to run.

May I express the hope that at future championship rounds selection will be less biased towards one manufacturer and that the promise of two races be upheld.

JEAN DENTON, MARKETING EXECUTIVE.
FARNHAM, HAMPSHIRE. HUXFORD & SON LTD.

Grade Beltoise

Reading the list of graded drivers recently, I was more than surprised to see that Jean-Pierre Beltoise was not included. I am not a JPB fan, but his great victory at Monaco last year surely deserves status recognition as an international graded driver.

I am sure that the FIA rule that continued grading depends on scoring world championship points on two occasions in each of the previous two years needs changing as some of the present graded drivers are clearly not in the same class as JPB.

MANCHESTER, 21.

J. V. DAVIES.

Bader's ban

I read under the *Bader's Ban* heading in the *Sunday Express* recently about legless Douglas Bader not being allowed by the RAC to compete in the charity race at Brands. I am lost for words. Isn't it absolutely incredible that a man who flew Spitfires and Hurricanes with such brilliance during the war, shot down many enemy aircraft, and escaped several times from prisoner-of-war camps, is not allowed to drive a Ford Consul round Brands Hatch? The *Express* puts it beautifully, "The RAF had the vision to recognise that a man's spirit was the important thing. What a contrast to the RAC which cannot raise its eyes beyond its precious, pompous, pettifogging book of rules."

How many of we people who race cars echo these sentiments of the RAC generally? It probably isn't putting it too strongly to say that if it wasn't for Douglas Bader's brilliance during the Battle of Britain, he wouldn't even have a Royal Automobile Club to pontificate in.

SCUNTHORPE, Lincs.

PETER HARRINGTON.

Cheers, LHTCHRTS

As a member of the anti-LHTCHRTS society, namely the SYCBRD (Support Your Country's Best Racing Driver), I wish to show that I have no hard feelings about Mr Love's stupid remarks about Jackie Stewart (*Correspondence*, February 22). To express my goodwill I would be willing to supply a special drink for the LHTCHRTS annual gathering. Should Mr Love wish to try it out immediately, and I sincerely hope he will, I enclose the instructions for its preparation:

Mix well together, one molar solutions of the following: $\frac{1}{4}$ Potassium cyanide; $\frac{1}{4}$ Arsenious oxide; $\frac{1}{4}$ Prussic Acid; $\frac{1}{4}$ Warfarin.

Drink as much as possible and good health.

DEBORAH NICKLEN.

HAYWARDS HEATH, SUSSEX.

[This is one of dozens of irate letters following Mr Love's letter. The subject is now to be interred.—Ed]

The Wheatcroft collection

Tomorrow (Friday) sees the opening by Raymond Mays of Tom Wheatcroft's new Donington collection of single seater racing cars. We asked Doug Nye, who has been closely connected with the project, to give the background details. Donington is open to the public from Saturday.

This is the fulfilment of a dream Tom has had since he bought his first single-seater—the ex-Whitehead Ferrari 125—sight-unseen from Australia in 1964. He bought that car “just for fun” but then the collecting bug caught hold and he suddenly found he had so many interesting cars he felt it would be wrong to waste them and hide them away from the motor racing public. So he planned a proper Collection site, and after a couple of non-starters he bought the 300-acre circuit section of Donington Park.

The opening of the Collection's first three halls, each measuring 160-feet by 40-feet, was the first stage in Donington's redevelopment. I have been involved with the Collection since Donington was acquired, and we have a short-list (or long list I suppose) of 150 cars which we would like to show. Consequently the collection is being opened at around one-third of its eventual strength, and there are four more halls already almost complete to allow for growth.

It was finally decided to open now rather than wait for more exhibits, just one week before Christmas, and the past fortnight has seen Donington buzzing as “Wheatcroft” lorries rumble in with plinths and turntables, display modules and frames, paints and pictures, and the collection's Bristol-Duple transporter has been whizzing up the M1 from Leicester with cars newly restored from the Wigston workshops.

The collection (we try not to call it a “Museum”) actually owns the vast majority of the cars on show, including Nuvolari's 1934 Maserati 8CM which is a special favourite and which has a special display.

This faces Ascari's 1952-53 World Championship-winning Ferrari 500, a car which started life as a 2-litre, was re-engined to become a 2½-litre 625 and then re-engined again for Tasman racing with a 3-litre type 750 unit. The car is the closest challenger to Tyrrell 003 as the most successful Grand Prix chassis since the World Championship began. Ken Tyrrell has very generously loaned 003 to Donington, and this car has eight GP wins under its belt, in Stewart's hands.

The car arrived at the buildings last week, in first-rate condition.

Some of our cars weren't so spick and span when they arrived. The 1948 Maserati and Simca-Gordini were very tatty before the Collection's team of mechanics restored them; the 1959 Tec-Mec and Aston Martin were both in a sorry state on delivery; the 1961 Lotus 21 was a wreck following the tragic Clark/von Trips Monza collision, and another wreck was the 1964 four-wheel drive BRM which had been wrapped around a tree, hill-climbing.

This car is one of five 4wd GP cars owned by the collection, and one of seven on show. The collection's quintet includes the BRM, the 1969 Lotus 63, McLaren M9A and Cosworth, and the exciting 1948 Cisitalia-Porsche type 360, which is on show temporarily as a semi-restored machine, with its engine internals displayed alongside. The 1961 Ferguson P99 (the only 4wd car to win an F1 race) has been loaned to us by the manufacturers, and the Lotus 56B turbine car has also been loaned by John Player.

The four-wheel-drive family is just one of those in the Collection. There are five BRMs, including a rebuild of Hans Herrmann's 1959 German GP crash car—the BRP 2½-litre front-engined P25—which has drawn gasps of admiration from all who have seen it. I'm biased, but believe me many of the people who gazed open-mouthed at the Collection's mechanics' workmanship were anything but. An H16 BRM P83 and Graham Hill's 1964 Monaco GP-winning P261 are included in this family, and among the Lotuses present are our own types 16, 18 (the Rob Walker 1960-61 car driven so successfully by Stirling Moss), 21 and 63, and Rob Walker has kindly loaned his 49B/C which won the 1968 British GP first time out, in the hands of Jo Siffert. There is also a very tatty Lotus 25 in the collection but not yet restored and on show. Cars awaiting restoration include a Cooper-Bristol—temporarily at Donington to show just what state some of these machines arrive in—the first ATS, a Scarab, a Formula Junior Stanguellini an early Cooper 500 and 1100 models, plus several more.

Three other features of the collection are

the ex-de Beaufort 4-cylinder and the ex-works 8-cylinder Porsches, the “winning cars” and the “first-off cars.” Among the winners we have Jacky Ickx's 1969 German GP-winning Brabham BT26A and Bruce McLaren's 1962 Monaco-winning Cooper-Climax, while the first-off Formula 1 cars from Lola, Brabham, Eagle and March are arranged alongside. The Brabham BT3 has been completely restored to near original 1962 German GP trim, looking really splendid in turquoise and gold, and 3-litre cars standing nearby in similar condition include Brabham's late-'66 BT20-Reppo, Bonnier's Cooper-Maserati and a representative McLaren M7.

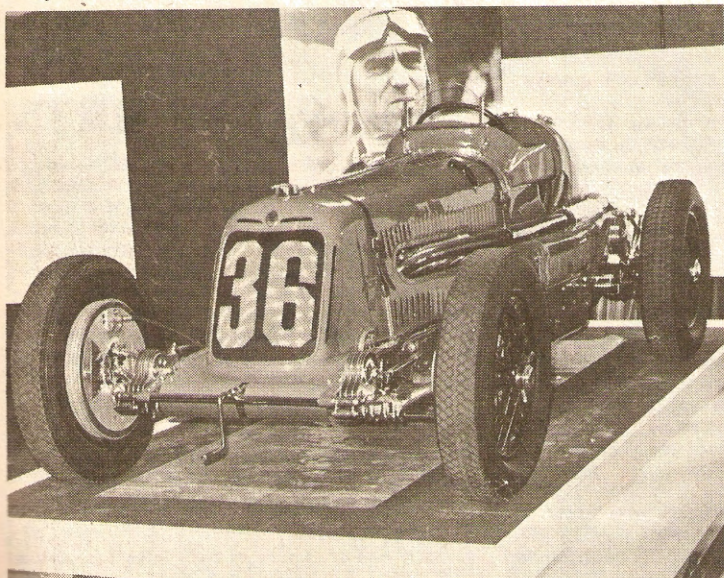
Cars kindly loaned in the body of the collection include Neil Corner's Alfa Romeo P3 Monoposto—believed to be Guy Moll's 1934 Monaco winner—Sandy Murray's ERA R1A, Alan Cottam's immaculate Connaught AL10, “Jumbo” Goddard's single-seater Frazer Nash, the Hon Alan Clark's Lago-Talbot, a Vanwall from GKN, and of course the Tyrrell 003.

The first hall is freely open to the public and contains non-single-seater exhibits in the main, such as the brave Mr Goddard's 8-litre twin-turbocharged Bentley with which he set a record of 158 mph in the BDC's Ghent records meeting, and also his 1911 Cottin-Desgouttes tourer and ex-Shuttleworth Type 51 Bugatti. Daimler-Benz AG generously loaned their 300SLR coupe in lieu of “something more exciting” for the time being, and Neil Corner's World Land Speed Record-breaking Sunbeam “Tiger” stands nearby.

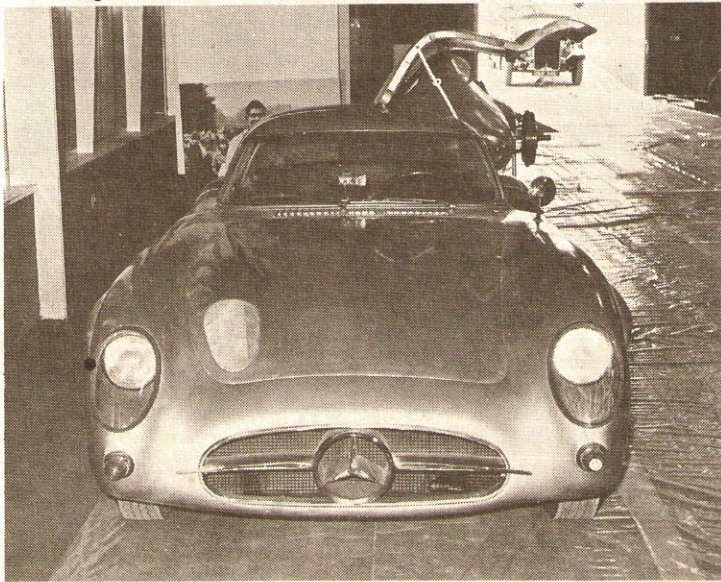
The free-for-all first hall has an adjoining cafeteria and admission to the body of the Collection has been set at £1 including catalogue, for we would like to attract the enthusiast who will really appreciate what he sees, and if necessary at least the wife and family can be parked in comfortable and interesting surroundings. Opening hours will be 9.30 am-5.30 pm, and the Collection will be open seven days a week.

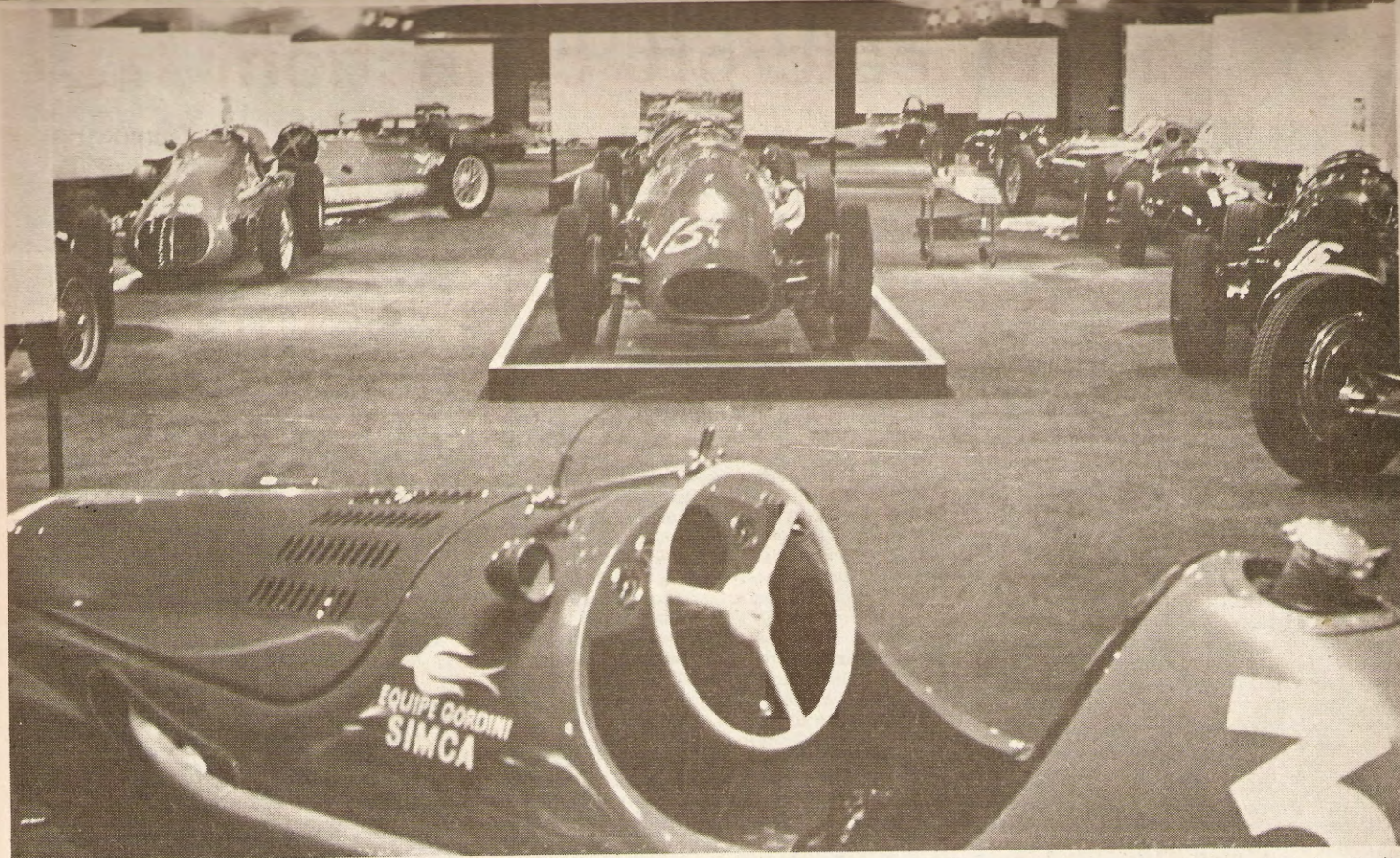
Now it's a case of roll-on planning permission for the circuit's renovation, and by 1974 Donington Park should be a unique amalgam of motor racing's past and present.

A special display is given to Nuvolari's 1934 Maserati 8CM.



Gull-wing Mercedes-Benz 300SLR, on loan from the factory.



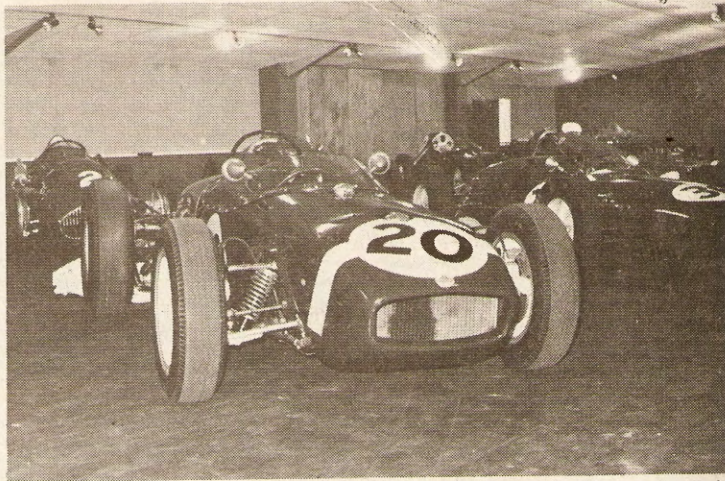
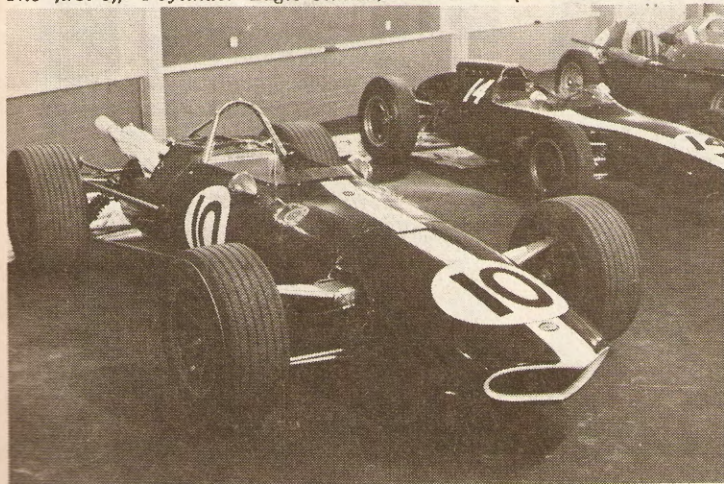


Alberto Ascari's 1952-53 World Championship-winning Ferrari 500 surrounded by other exhibits. The photographs were taken before the display material was erected.



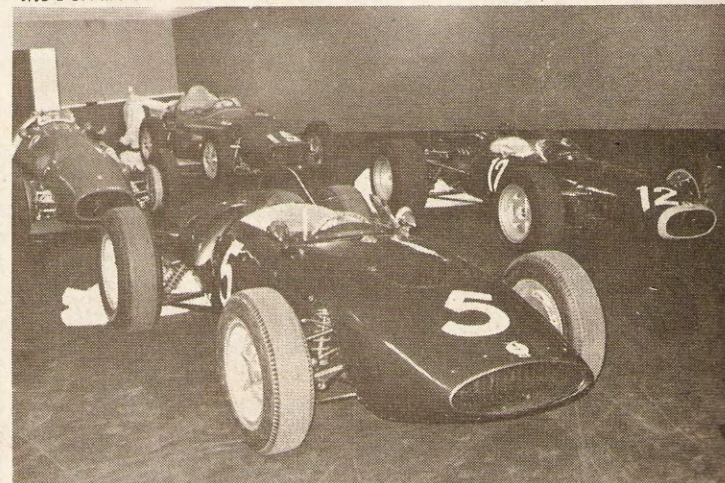
Varied selection includes Lotus 21, Brabham BT3, BRM P48 and BRM P261 (front) and Maserati 250F, Lotus 16, Ferrari 500 and Tec-Mec.

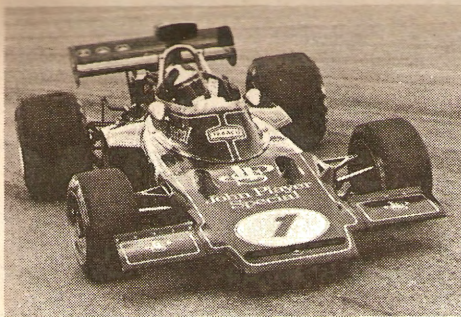
The first-off 4-cylinder Eagle-Climax, with a Cooper-Climax T60.



The Lotus 16, with 1.5 Alfa s/c behind and Lotus 18 on its left.

In the foreground, a BRM P48 with a P261 close at hand. Behind, the Ferrari 500 and Tec-Mec.





Fittipaldi v Hulme

ROBERT FEARNALL previews
"The Greatest Show on Earth"
— the Race of Champions
at Brands Hatch on Sunday

Following its amazing debut performance in South Africa, the latest weapon from McLaren's Colnbrook factory, the fantastic Yardley M23, will be having its second race at Brands this Sunday driven by Denny Hulme. At Kyalami, Hulme put the M23 in to pole position and pulled out an incredible lead in the first couple of laps before punctured tyres cost him two pit-stops.

Will Denny be able to repeat such a performance without the pit-stops on Sunday? One man out to stop him will be World Champion and Ladbroke's favourite for this race, Emerson Fittipaldi, winner of the three Formula 1/5000 races on the 2.65 mile Brands Grand Prix circuit last year. Twenty-six-year-old Fittipaldi and his 29-year-old team-mate Ronnie Peterson will not be using the cars they raced in South Africa, but chassis numbers five for Fittipaldi and six (Walker's old car) for Peterson, with both cars having been rebuilt to include the deformable structures, prior to the new safety regulations for Formula 1 cars which come in to force at the Spanish Grand Prix.

Will the Marlboro BRM team upset the outcome? Jean-Pierre Beltoise won the last Brands F1 race in October in the P180, although tyres played a vital part in the result. Three BRM P160s will be appearing for Beltoise, Austrian Niki Lauda and Vern Schuppan, who replaces the injured Clay Regazzoni.

At this same meeting in 1971, a young South African Jody Scheckter caused a sensation in the Formula Ford race, his first British event, by taking pole position and leading it until a spin dropped him to second place. On Sunday, just two years later, 23-year-old Scheckter will be driving the Yardley McLaren M19C-1 with which he led the South African Grand Prix two weeks ago.

Brooke Bond Oxo-Rob Walker-Team Surtees will be running one TS14A for Mike Hailwood, following the accidents to Hailwood's and Pace's TS14As in South Africa. A second Surtees will run, this the TS9B which Pace drove in to second place at Brands last October, and driven this weekend by James Hunt. Entered by Lord Hesketh, this will be Hunt's first Formula 1 race after numerous good showings in Formula 2 cars.

Motor Racing Developments hope to have their latest Brabham BT42 ready in time for rapid Irishman John Watson to drive. If the car is not raceworthy in time, then Watson who went incredibly well with the old Eifelland at Brands last October, will drive a Brabham BT37. Frank Williams will be running two Iso Marlboros, designated FX3Bs, for the team's usual driver Howden Ganley and for Brands' local but often redundant driver, Tony Trimmer.

Unfortunately the Shadow team have been forced to withdraw following their problems at Kyalami, but it is hoped Graham Hill will be appearing in a car.

Late dealings may result in other Formula 1 entries, but with Fittipaldi, Hulme, Peterson, Hailwood, Scheckter and Beltoise among the Formula 1 entries together with the fastest Formula 5000s, the 40 lap Race of Champions promises to be a very exciting race.

Fabulous F5000 entry

Can the Formula 5000 cars usurp some of the Formula 1 favourites? The fastest qualifiers from Saturday's Rothmans European Formula 5000 Championship round will be invited to take part in the 40-lap Race of Champions event and with a fantastic line-up of Formula 5000 drivers and cars,

the big burly single seaters are sure to be well up with the Grand Prix cars.

Who will set the pace in Formula 5000? Saturday's opening round in the Rothmans Championship will tell us and with 30 F5000s on the entry list, we're assured of some exciting racing.

Seven Lola T330s are expected to appear for American L&M Formula 5000 contenders David Hobbs and Brett Lunger, last year's Rothmans Champion Gijs van Lennep, Danish F2 exponent Tom Belso, Australian Colin Hyams, Guy Edwards and Ian Ashley.

Three of the new Trojans are to make their race debut. When not driving the McLaren, Jody Scheckter will be having his first Formula 5000 race with Sid Taylor's Trojan and Bob Evans will be in the STP-sponsored Trojan. The development car will be driven by Keith Holland.

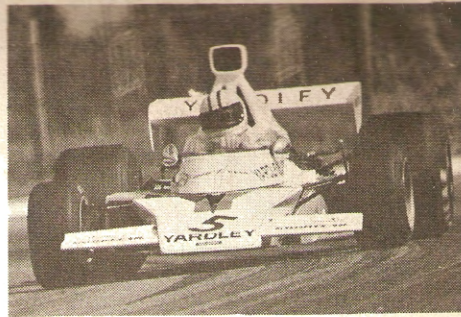
Tasman champion Graham McRae returns to the British F5000 series with his McRae sponsored by Iberia Airlines and Alan Rollinson and Peter Hanson will also be driving McRaes. From Chevron, at least four of their B24s will be appearing with the possibility of a fifth. Peter Gethin will drive the works car and Tony Dean and Bob Brown appear in a new Anglo-American team of Chevrons. Following his Tasman exploits Steve Thompson will continue with the Servis sponsored B24 and if it is ready, Teddy Pilette's B24 will be having its first run: If not, then he will run his McLaren M22. Also running under the Servis banner, will be Ray Allen in a Surtees TS8 and another Surtees, is the Shellsport Luxembourg TS11 for Clive Santo. March will be represented by their latest 73A model for American John Gunn.

Altogether, a tremendous line-up of top drivers in new exciting cars. And don't forget, their race is on Saturday with the fastest practice qualifiers eligible to start in the Race of Champions. Watch out for 2.10 pm on Saturday—it's going to be fantastic.

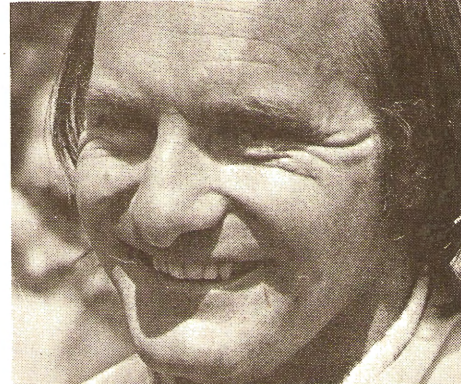
Big saloon battle

The big question in the saloon world is whether the 3-litre Capri and BMW is going to defeat the 7-litre Camaro? The colourful character Frank Gardner will be driving the 7-litre SCA Camaro. Against him are Dave Matthews using the latest Broad-speed Capri with its Weslake engine and revolutionary suspension set-up, and Yogi Muir driving the 3.3 litre Alpina-tuned BMW CSL. Their nearest opponents in the big class are Martin Thomas and Terry Sanger in Camaros and Dennis Leech's 7-litre Boss Mustang.

RACE OF CHAMPIONS TIMETABLE	
Friday, March 16:	
Formula 1 and Formula 5000	
untimed practice	10.00 am to 1.00 pm
	2.30 pm to 4.30 pm
Saturday, March 17:	
Formula Ford practice	9.00 am to 9.45 am
Formula 1 and Formula 5000	practice 10.15 am to 1.00 pm
Rothmans Formula 5000 European Championship round, 25 laps	2.10 pm
Formula Atlantic practice	3.15 pm to 4.00 pm
Group 2 Touring practice	4.15 pm to 5.15 pm
Sunday, March 18:	
Formula 1 and Formula 5000	
untimed practice	10 am to 10.30 am
Champion of Champions practice	11.15 am
BOC Golden Helmet Formula Ford Championship round, 10 laps	12 noon
Evening News Champions Consul race, 10 laps (Club circuit)	12.40 pm
Yellow Pages Formula Atlantic Championship round, 20 laps	1.20 pm
Daily Mail Formula 1 and Formula 5000 Race of Champions, 40 laps	2.40 pm
RAC Group 2 British Touring Car Championship round, 20 laps	4.15 pm



But don't forget the other classes. In the 2 litre class, Dave Brodie's latest Escort device has other BDA Escorts of 1972 Mexico champion Andy Rouse, former Mini man Jonathan Buncombe and Lawrie Hickman as opposition and watch out for those



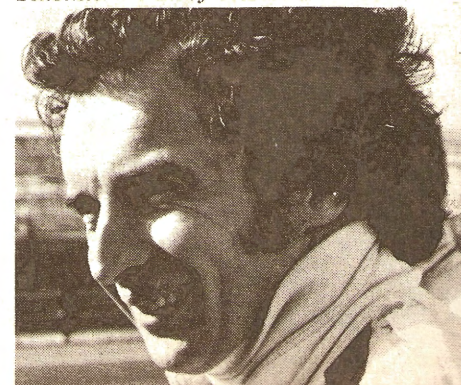
Hailwood—Surtees TS14B.



Ganley—Iso Marlboro.



Scheckter—Yardley McLaren.



Beltoise—Marlboro BRM.



Saloon contestants, Gardner (left) and Brodie (right).

Escorts mixing it with the big bangers.

More Escort BDAs appear in the 1300 class, including **Vince Woodman**, **Gillian Fortescue-Thomas** and **Tony Dickinson**. They're the favourites but **Steenberg's** Swedish Alfa GTA and the Minis of **Paul Burt**, **John Mowatt** and **Alan Jones** could spring a surprise, particularly if it's wet.

From the 1 litre class, it promises to be another year for the **Bill McGovern Imp**, but former Anglia ace **Les Nash** returns to the grids with a **George Bevan Imp**. McGovern versus Nash in Bevan Imps could be quite a battle!

Atlantics: Purley v Pryce

The Yellow Pages International Atlantic Championship got off to a flying start at Mallory last Sunday with **David Purley's** March 722 pulling back after a spin to win when **Tom Pryce's** engine in the Royale RP12A went sick.

Both will be back in action on Sunday. And so will **Colin Vandervell**, and **Jas Patterson** (March), **Cyd Williams** (Brabham), **Peter Wardle** and **Bob Salisbury** (Surtees), **Stan Matthews** (Ensign), **John Lepp** (Chevron), **John Nicholson** (Lyncar), **Ian Mawby** (Lotus) and **Chris Meek** (Motul). There's a full entry of over 35 cars in what promises to be a great supporting attraction.

Formula Fords as well

Well this one could be anyone's race. Another instalment in the BOC Championship has brought together the expected large turn-out and to pick the favourites necessitates mentioning half the entry!

But last Sunday's Mallory winner **Robert Arnott** is entered and always goes well at Brands, so I expect to see him first crossing the finishing line at the end of 10 laps. But he does have 34 other competitors to contend with, like **John Crowe** who finished second at Mallory, **Donald MacLeod**, **Syd Fox**, **John Parsons**, **Derek Lawrence**, **Mike Young** and **Stephen South**.

It certainly should be a hair-raising start to the meeting!



F5000 drivers, Evans (left) and Belso (right).

Attractions galore

One of the major attractions of the whole meeting will be the Sparks Champions Consul race where stars from other sports will be taking to the tracks in identical 3 litre Ford Consul GTs. Names such as **Henry Cooper**, **Jimmy Greaves**, **Fred Titmus**, **Colin Cowdrey**, **David Duckham**, **Mick McManus**, **David Hemery**, **Chay Blyth**, **Mike Bonallack**, **Geoff Lewis**, **Richard Meade**, **Ivan Mauger** and **Clement Freud** will be taking part in this hilarious 10-lap race around the Brands club circuit.

Make a point of getting a good vantage

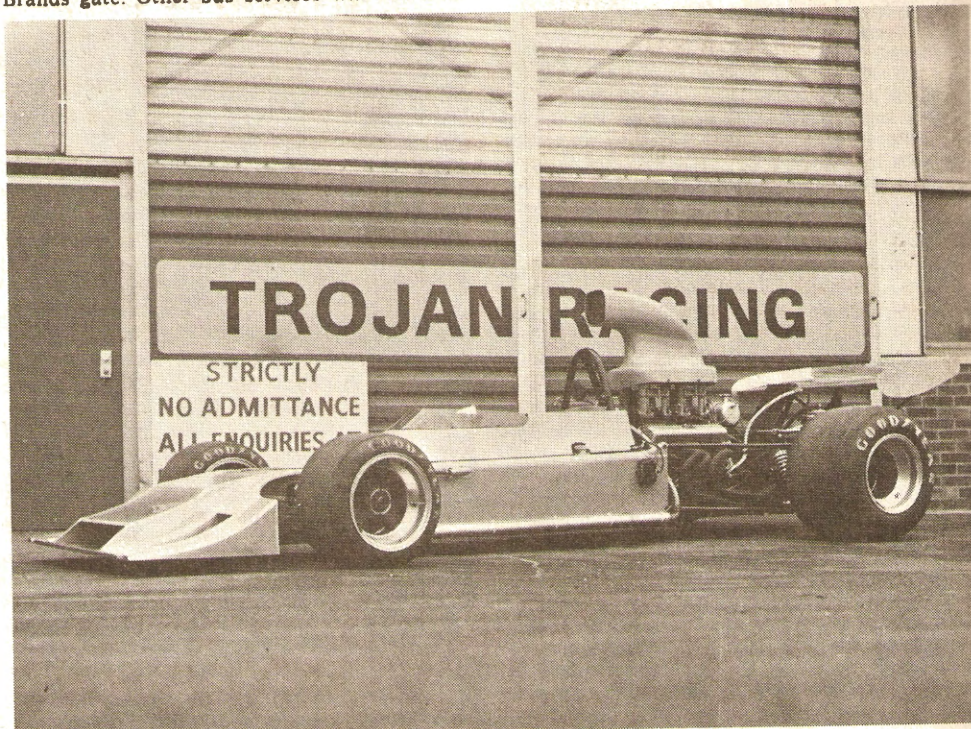
point on the club circuit at 12.40 pm for this hilarious and unique race. It will be well worth watching.

● In addition there will be aerobatics, free-fall parachute display and for the youngsters, there's a fabulous fun-fair. Whatever the age, there's entertainment for all.

● Brands is situated on the A20 London-Maidstone road and Green Line coaches from London Victoria run straight past the main Brands gate. Other bus services will run from

Swanley, where a train service should be running from London, depending on their industrial action.

● See our timetable for when the action takes place. On Saturday admission is only 50p with an additional 50p for paddock admittance. For a full day's entertainment on Sunday, admission is £1.50 (50p for the youngsters). A ring to Brands Hatch circuit (0474-872331) will give you the latest information on booking of grandstand seats.



Three new F5000 Trojans will appear for Scheckter, Evans and Holland.

The Haggar Slacks Lola T330 of David Hobbs prepared for testing at Goodwood.



"And are there any races in Australia?" inquired the man from Servis Appliances when Steve Thompson was finalising his Formula 5000 sponsorship programme at Monaco last year. It had always been one of Steve's dreams to compete down under in the Tasman Cup series and just over two weeks ago that dream was fulfilled when Steve finished third in the last of the eight races on February 25.

Thompson drove Alan Brodie's ex-Sid Taylor/Keith Holland Chevron-Chevrolet B24 in the Tasman Cup series, finishing fourth in the championship. Highlight of the trip was a win at Warwick Farm in the wet; this, plus third places at Pukekohe, Wigram and Adelaide and a sixth at Teretonga, gave the team 22 points.

Graham McRae took his third Tasman Cup title in a row with 40 points, but the next four places were in contention until the final round. John McCormack was second with 29 points, Frank Matich third with 27 and Steve's cousin Alan Rollinson fifth on 21.

But like in all good stories one should start at the beginning. Alan Brodie, who lives in Silsoe, near Bedford, has been involved in motor racing for 10 years. He raced a Mini, an ex-works Le Mans Sunbeam Tiger and a Chevrolet-engined Vauxhall Viva. At one time he assisted the late Bob Anderson in Grand Prix racing, working on the Coventry Climax engine and gearbox of Bob's Brabham. Last March Alan thought he would go Formula 5000 racing. He explained, "I bought Alan McKechnie's Surtees TS8 one Saturday and raced it at Mallory Park on Sunday. I scared myself no end, but won about £100, and afterwards people told me I should put a decent driver in the car. I had met Steve Thompson in the paddock and knew he was looking for a drive in Formula 5000 and the result was that Steve drove the car at Snetterton the following Friday, and has done so ever since."

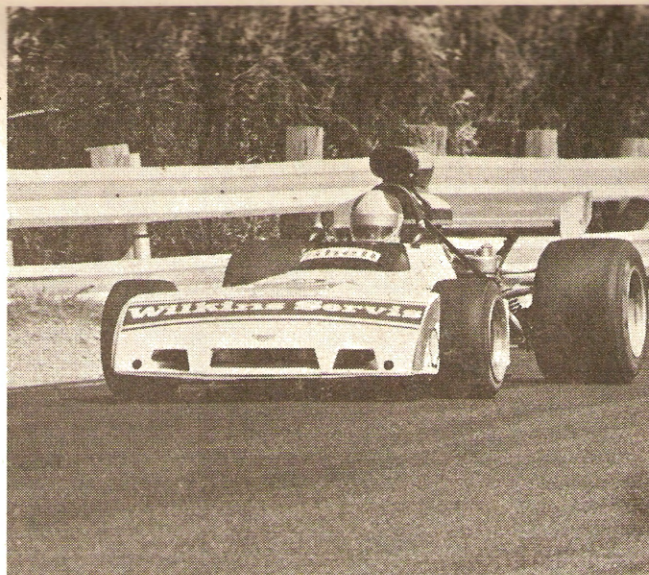
Steve Thompson is, at 25, one of Britain's most promising drivers. From Walsall, where he is in the garage business, he is an ex-British kart champion and went into Formula 3 at the age of 17 with a Lotus 22. Steve raced a Lola T60 in Formula 3 and *formule libre* races from 1966-69 and in 1970 won the BOC *Formule Libre* Championship with a Chevron B17C. The following year he went Formula 3 with an Ensign and enjoyed some good results, but for 1972 he looked forward to something bigger and better.

The meeting with Alan Brodie in the paddock at Mallory Park sparked off a good partnership. Brodie's team always presented a well-prepared car and Thompson later secured sponsorship from Servis Appliances which meant the team could ensure the Surtees remained competitive. Highlight of the year was victory in the wet at Mallory Park in June when Steve celebrated the new-found Servis sponsorship in the best manner possible. In August Steve was third at the sodden Silverstone meeting, although at other meetings luck was not always on his side.

With Servis a big name in Australia as well the team arranged to do the Tasman Cup series. Brodie paid for the New Zealand half, while Servis were their hosts in Australia; additional support was obtained from Sheil. They decided to buy a new car for the trip, purchasing the ex-Sid Taylor prototype Chevron B24 from Keith Holland. Alan explained, "We almost bought the car from Sid at Brands Hatch in October, but Keith had the cash there and then and beat us to it."

The Chevron was collected with two days to go before the shipping date in November. Brodie recalled, "There was only time to do the signwriting and we had difficulty locating a suitable packing case. Eventually we obtained one from Vauxhall for £1. It was huge—16 ft x 8 ft x 8 ft—and took the car and spares easily. There was ample room for five Pakistanis as well!"

The sea voyage took five weeks and the Chevron arrived in New Zealand with two weeks to spare before the opening round, being assembled by the team's mechanic, John Fisher. Alan and Steve were due to fly



Steve Thompson with his Wilkins Servis Chevron at Sandown (above left). Alan Rollinson, pleased with his second place at Adelaide (above right). Rollinson leads Bob Muir and Kevin Bartlett at Adelaide (opposite).

Down under for the Tasman series

By MIKE KETTLEWELL

out to New Zealand on Saturday, December 30. However, it was one of those days when the fog was thick over most parts of the country and the M1 near Bedford was badly affected. In the end the pair went by train to London and, after bribing a taxi driver to get them to London Airport as fast as possible, they arrived five minutes before the scheduled departure time of 12.30 pm.

Because of the fog their plane hadn't even landed at Heathrow and after several false starts they took off at 8 pm the following evening. Flying from London to Bahrain watches had to be put back three times, so the New Year was celebrated no less than three occasions. Alan said, "If you're going to Australia you should fly Singapore Airlines—the drinks are free!" The delay in starting the flight led to further complications with replacement crew. There was a 12-hour stop in Bahrain and a long wait at Singapore where a further two hours were lost putting a spare jet engine aboard for rebuilding in Australia. The extra weight of the engine meant less fuel could be carried, so another stop was made at Jakarta and yet another at Darwin.

As they landed at Sydney Alan's and Steve's Air New Zealand connecting flight took off and there was a nine-hour wait until the next. The net result was that the pair arrived in Auckland at 12.30 pm on Thursday instead of on the Monday. Both contrived to catch 'flu and felt pretty miserable instead of being thankful of escaping the British winter in the sunshine of New Zealand.

Steve continued, "I had never even sat in the Chevron until Friday's practice at Pukekohe. I qualified sixth quickest behind Frank Matich, Graham McRae, John McCormack, Max Stewart and Alan Rollinson and in the race ran steadily to finish third. As we were running on a fairly limited budget with just two engines—our 1972 units rebuilt by Race Engine Services—my main intention was to finish at all cost. I'm very glad we took the Chevron—the Surtees wouldn't have been remotely competitive out there. Boy, have they got some power down there! The Repco-Holden engines are really demon: Repco claim 490 bhp, but the word is they fetch 520. The Chevies prepared by Pete Molloy give nearly 520 bhp on fuel injection.

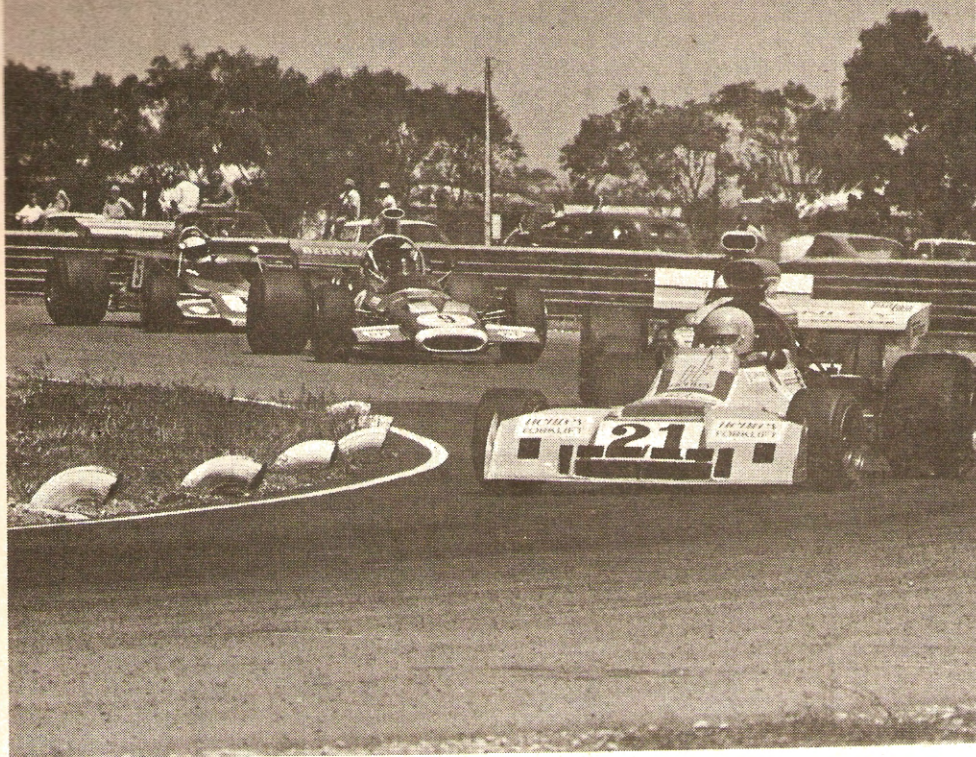
Pukekohe is about 25 miles south of Auck-

land, New Zealand's largest city. The 1.75-mile circuit, weaved around a horse racing track, had some tight chicanes incorporated this year in an effort to reduce speeds following last year's fatal accident to Bryan Faloon. Most drivers were critical of them, but Steve was not. "They probably didn't like them as down there they are fond of dropping a wheel over the edge a yard or two." From now on the tight travelling schedule began. The 1.175-mile Levin track, 60 miles north of Wellington, is 450 miles from Pukekohe so there were no real problems here—except in the race when the radiator broke when Thompson was running sixth.

After a boat trip to the South Island, the cars arrived at Lady Wigram Airfield for the third race. Brodie remarked, "That's a fantastic place. At 8 pm on Thursday night the planes fly away and a horde of officials and helpers transform it into a motor racing circuit. Overnight grandstands, pits, loud-speaker systems, the lot, are erected. The club owns some land adjacent to the airfield and they take down the fence and literally wheel through a race/control/timekeepers/press/grandstand complete. There's practice on Saturday and on Sunday racing finishes at 4.30 pm. By 8 o'clock the place is an airfield again—everything has been taken down, the mobile grandstand wheeled back and the last pieces of broken glass collected. Enthusiasm goes a long way in New Zealand."

Thompson qualified 10th and came through to finish third on the same lap as Graham McRae and Warwick Brown. The only Sunday race in New Zealand is at Invercargill's 1.6-mile Teretonga Park circuit, right at the bottom of the South Island. The second RES engine was fitted for the race, one more powerful than the first which made Steve wish he had it installed for Wigram the previous week. In practice the Chevron was fifth fastest, only 0.8 s slower than pole man McRae. Dark clouds before the race made people worry, but most "experts" believed it would remain dry. A local farmer told Alan it would rain, so they chose to run an old set of Firestone wets when most of the others remained on dry-weather or intermediate equipment.

As the flag dropped it poured with rain. By the second lap Thompson was third and at the end of the third he passed Max Stewart's Lola for the lead. With 10 laps



gone Steve was 37 s ahead, driving superbly, but he came in to report that the coil was giving trouble. He continued, still in front, but water on the coil caused Steve to stop again and later the Chevron stuttered to a halt at the back of the circuit. Steve leapt out and met his mechanics who gave him an aerosol spray to dry out the coil. He restarted seven laps behind and after a superb display of driving climbed from 14th to sixth place, unlapping the leader no fewer than three times! Winner was Alan Rollinson with the Duckhams McRae.

No sooner had the race finished than the rain stopped. For some, however, the race was only just starting as the following Sunday the cars were due at Surfers Paradise in Australia! The mechanics' Grand Prix now began while Alan and Steve stayed awhile and enjoyed a post-race party. Brodie reported, "There is a rush to drive the 450 miles back to Christchurch from where the cars are flown to Sydney at the rate of two per day—and we knew there may be problems. Kevin Bartlett's crew had the early lead, but had a 90 mph blow-out which put them in the rough. The Goodyear lads went in front, but then their propshaft broke and the lead was battled out by our crew and Sam Posey's. We won! It was said to be really hairy, Max Stewart's crew having spun the lot, trailer and all."

At Christchurch the cars had to be stripped down completely and there was the long wait for a flight. Customs clearance in Australia was slow—it had been anticipated that mechanics could build up the cars in the customs building before clearance to save time, but after the battery on Warwick Brown's Lola shorted and the car caught alight briefly further permission was withdrawn. Eventually the Chevron was cleared at 5 pm on Thursday night—and it was due to be practising 600 miles away at the 2-mile Surfers Paradise circuit the following day! It was flown to Brisbane still in pieces, assembled in double-quick time and arrived at the circuit 60 miles away by midday Friday. Steve blew the engine on Saturday and also had a tyre melting problem (not uncommon down under); a new RES mill which had been specially flown over was installed, but this blew in the race. Thompson had qualified 12th after his problems and had been running sixth. A piston had failed, an

identical problem to that in practice which was traced to a faulty batch of pistons from the United States manufacturer. (They did, however, foot the repair bill.)

With one remaining engine, rebuilt by Peter Molloy, the team travelled 600 miles to Sydney, now rather breathless. The 2.25-mile Warwick Farm circuit is nearly 20 miles from Sydney and, like Pukekohe, is at a horse-racing venue. Steve did two laps in AARC man Geoff Sykes' Triumph 2000 on Friday as the Chevron was not ready and on Saturday he grabbed pole position in the closing seconds of practice. It was very wet and Steve again used his old Firestones to good effect, netting 25 bottles of champagne. In the equally wet race he won another 100 bottles, leading in impeccable style from start to finish. After one of the 45 laps he was 5.2 s in front and at the finish he had almost a minute-and-a-half's advantage over Frank Match, the King of the Farm. Warwick Farm is a tricky circuit to learn—one McRae dislikes a lot—and Steve's victory was warmly applauded by the locals. The motoring press hailed him as "Stevie Wonder" and he was featured in Shell and Firestone advertisements.

Next morning Brodie awoke to be told by the hotel proprietor, "Did you know that you and your friends consumed 54 bottles of champagne last night? You are leaving today, aren't you?"

Lack of power from the sole remaining engine meant a seventh place finish at Sandown Park a week later. The 1.93-mile circuit is 500 miles south of Sydney about 18 miles from Melbourne and hosts one of the biggest Tasman crowds, around 30,000. Final trip was to the one-year-old 1.5-mile Adelaide International Raceway, a "stop and squirt" circuit on the southern coast of Australia. By sheer plodding on in the great heat Steve was third. He said, "We were determined to finish here as Servis have a large works at Adelaide and lots of their people turned out to cheer us. It was so hot that day I started the race with dry ice literally strapped to me in an effort to keep cool. Air that entered the cockpit through the cooling ducts was so hot it burnt you."

So ended the Tasman Cup series. The Chevron had to be air-freighted back to England and, after delays at the British customs, it was retrieved last week prior to a

thorough rebuild for this week's race of Champions (new body, fresh RES engine and latest Firestones). Was it worth it? Steve said it was. "I feel really fit and rarin' to go. Eight races in eight weeks is a tough schedule, but I've never felt more fit. Not only was I driving the car two or three days a week, but there was plenty of sun, swimming and exercise. In Europe I would need a comprehensive test programme or a second car in order to be at the same peak."

In the past there have been several stories of let-downs from the Tasman organisers, especially on the money side. Brodie firmly counteracted this. "We had no money or political problems at all. We got all we were promised. Admittedly there was some fuss about payment to some competitors at the first round, but this was resolved after a meeting between the drivers and the organisers. But most people fail to realise what lengths the organisers have to go to in order to secure a Tasman field. In New Zealand, for instance, the organisers have to pay large bonds to the customs—every nut and bolt has to be accounted for. We had everything arranged beforehand; Servis helped us enormously in Australia."

Brodie continued, "The Tasman Series is great and I believe that all the niggling problems that do exist will gradually disappear. For instance, thanks to some new blood in organising clubs, they are pulling together instead of individually. In this way they should find a common sponsor for the whole series—the championship means nothing financially. Rothmans, who already support some of the rounds, are a likely candidate."

"The races could be scheduled better. For instance, Christchurch should host the last New Zealand round and Warwick Farm the first Australian one. It is stupid racing in Christchurch one weekend, driving 450 miles to Invercargill for the next and then having to get back to Christchurch in order to reach Australia. And when we get to Sydney we have to go all of 600 miles to Melbourne to race and then come back to race at Sydney! The organisers know the problem but say that as the competitors have always managed to keep to schedule they don't see why they should make any changes."

"The Australians suffer from politics to a degree, but we steered clear and thoroughly enjoyed ourselves. Promotion seemed good with lots of publicity on commercial radio and in newspapers—front-page stuff. There were also lots of receptions; we were very well looked after."

"The atmosphere in Formula 5000 over there is just as friendly as it is in England—rivals lend a hand if you're in trouble. We were given much-appreciated assistance and we were also prevailed upon to lend odd items. The cars are beautifully prepared out there and the teams run in a thoroughly professional manner. They think nothing of turning up to a meeting with four freshly-rebuilt engines. In New Zealand I was impressed with the way they get things repaired—because of an 85 per cent import duty. Our rev-counter was repaired by a speedometer expert who machined a new cog and shaft. They think nothing of welding aluminium brackets or repairing a radiator—for a small charge or a free ticket!"

"Of the drivers out there I really reckon Max Stewart—there's a chance he may come to Europe later in the year. Before his accident Warwick Brown was very impressive. The Repco-engined Match A50 is the best car, although Frank—I think he's on his way out now—only won one round. John McCormack had Repco power in the Elfin MR5 and won two rounds, but the car is not as good as the Match."

Both Alan Brodie and Steve Thompson were delighted with their two months down under. They hope to return next year. Steve concluded, "We have had the initial experience. We now know what gear ratios are required, which way the circuits go, so we could be in with a good chance. However, we don't underestimate the locals and fully realise that we'd have to take a fully competitive car plus sufficient good engines."

David Purley won the first round of the Yellow Pages International Formula Atlantic Championship at Mallory last Sunday, after a startling drive in his March 722. Following a spin, he fought back into second place when comfortable race leader Tom Pryce slowed when a plug lead became detached in his Royale RP12A, Purley inherited the lead.

Disqualifications marred the opening round of the Castrol production saloon championship, but didn't affect Richard Lloyd's total domination of the bigger race with his Chevrolet Camaro and Ivan Dutton's comfortable win in the smaller race. Special saloons were a bit thin on the ground for the opening Forward Trust series, and Gerry Marshall's DTV Firenza was the expected victor, but Robert Arnott had a much harder time in winning the BOC FF race.

David Purley wins first Atlantic race; Lloyd's easy G1 victory

By IAN TITCHMARSH



Richard Lloyd's Camaro leads the BMWs of Lanfranchi and Bell with Gordon Spice's Capri fourth.

For the first race of the season, the entry for the Yellow Pages Formula Atlantic championship round was excellent and, what's more, all bar one turned up for practice which meant that several drivers were disappointed reserves. There's no doubt that there will be some fine racing in this class this year.

Practice was delayed by some evil fog which lurked nastily over the lake until mid-morning. When things did get under way, there were some surprises with certain well known faces from last year being overshadowed by lesser names. There was nothing surprising about pole position holder, however, who was Tom Pryce in the works Royale RP12A with an RES-prepared BDA, the Welshman lapping in 46.2 s, over 2s slower than the Atlantic record because of the tricky track conditions. Alongside was F2 refugee David Purley in his last year's March 722 with one of his own LEC-prepared BDAs installed while completing the front row was the relatively normal looking Lotus 69 of Ian Mawby which benefits from a powerful Norvic BDA. John Nicholson has painted his Lyncoar green for 1973 and changed the frontal aspect but otherwise the main improvement comes in the engine department where McLaren engine-builder Nicholson has turned to preparing his own BDAs as well. Sharing row 2 with the New Zealander was Syd Fox in the Huron S50 A2 entered by R. A. McKinstry, his entrant in Formula Ford last year, and powered by a Smith BDA.

Stan Matthews put his new FB/73 Ensign on the inside of row 3, although shared the same time as Fox while another surprise in the middle of that row was the American

ex-FF driver Jas Patterson who has bought Bill Gubelmann's championship winning March 722 and obtained Texaco sponsorship. Chris Meek made up for Rondel Racing's non-appearance in the F2 event by bringing his Tate of Leeds Motul M1 to the line to complete the row. John Lepp's hardworking "F2" Chevron B25 started its day by earning a place on the inside of the next row while another F2 competitor, Ken Bailey, sat alongside in his Graham Eden Racing March 722. Peter Wardle was yet another F2 runner on the next row with his new Surtees TS15, next to Cyd Williams in the new Brabham BT40 which he will drive for Graham Eden this year. A much older Brabham came next, the Bob Gerard-entered BT35 for Bob Salisbury.

A welcome addition to the Atlantic fleet this year is Colin Vandervell in a Triplex-sponsored March 732 but the car had never turned a wheel before the meeting and was a distinctly unsorted 14th fastest. Jim Murdoch in the Tui BH2 used last year by John Watson in some F2 races was 15th while the penultimate row comprised the ex-Jaussaud March 712M of Colin Andrews, Stephen Choularton's new Autovita-sponsored March 73B and Jack Patterson's Wimhurst. At the back were former Brabham BT30 driver Martin Webb who has bought a new Chevron B25 for a season of Atlantic racing and Brian Robinson in the ex-John Burton F2 Ensign LNF2/72 which was also running in the F2 race to give the Geordie driver his first taste of single-seater racing. Among the reserves was Ray Mallock who had entered his ex-F3 U2 Mk 12 with the Holbay F3 engine on twin carbs pending the completion of his March. Only practice casualty was Geoff Friswell who left Mallory

Park for the second time in as many meetings with the front wheels askew, after hitting the bank at Gerards.

The start was sensational with Mawby and Pryce both streaking away into Gerards from where Mawby emerged with a handsome lead in the old Lotus from the Royale, Purley's March, Patterson, Meek and Nicholson. Fox fell foul of the Gerards bank and the Huron was knocked about a bit, although the driver was unhurt, while Web went a little farther before spinning off too, although with less damage. Mawby was having to cope without fourth gear and then first went on the blink too so that by lap 3 Pryce had hauled him in and taken over a lead which he extended just like at Brands in the first F3 race last season. Inexorably, the Royale's lead grew while Meek was pressing on well in the fluffing Motul and ousted Purley and Mawby, who soon found himself falling down the field after his scorching start. The other man to watch was Cyd Williams who had started well from the middle of the fifth row and was up into fourth by lap 5 and pressing Meek for all he was worth. Purley lost ground on that lap when he tried to retake Meek on the inside at the Esses and only just controlled a high speed wobble in mid-corner.

By the eighth lap Williams was past Meek who was finding his engine more and more troublesome but there was nothing the Brabham driver could do about his fellow Welshman in the lead. All the while Patterson had been astounding a lot of people with his cool handling of the Texaco March which moved up to third on lap 8 as Meek fell back although the experienced Purley was

recovering fast and putting on the pressure. At half distance Pryce led by an ever-increasing margin with Williams second, Patterson third and Purley charging hard in fourth and setting fastest lap of the race in the process. A lap later the LEC driver was past the American and hounding Williams but still with no apparent hope of catching Pryce. Meek dropped out two laps later and a bent valve or fuel injection trouble was diagnosed which brought Lepp up into fifth place after an increasingly rapid drive.

Then, on lap 15, the whole pattern began to change. Pryce came past the pits with a horribly rough-sounding engine while it was Purley and Patterson in pursuit and no Williams. The Brabham had lost first gear at the hairpin, Cyd had spun and by the time he was pointing the right way most of the field had gone past so that he retired. Pryce's roughness seemed to clear itself a little on the next lap but Purley was definitely closer and beginning to sense victory. Not until lap 19, by which time the Royale's engine was very nasty, did the March take the lead and Purley ran out the winner by 3.8 s. The erstwhile leader's problem was nothing worse than a detached plug lead. Lepp was motoring really well in the closing stages and succeeded in displacing Patterson with two laps to go. Nicholson brought the Lyncar into fifth after a quiet drive while Matthews completed the first six with the Ensign. Mawby finally had to give up when a rear tyre deflated while Vandervell, after a half spin at the hairpin, decided to put the car away and sort it properly for another day.

SPECIAL SALOONS

Faced with a shortage of starters for the two planned Forward Trust races and the delaying fog, the organisers did the sensible thing of amalgamating everyone into one race, and they still all got a run. Gerry Marshall had the familiar Thames Firenza on pole position but all was not so familiar under the bonnet where one of the Lotus twin-cam heads nestled on top of a normal Blydenstein/Vauxhall block. An overnight strip revealed run big ends after the class records had been equalled in practice and an odd piston had to be fitted after a panic rebuild. Rather to Marshall's surprise, the car lasted the race and won by a healthy margin from the Brook Hire Firenza of Dave Millington. Marshall considered the handling of the car on the now-permitted 12 in rear wheels to be a little unsorted and proved his point with some spectacular twitches at Devils Elbow. Two-thirds of the 1300 cc class eliminated itself at Gerards on the first lap and the survivor, Bob Fox, retired with a blown oil pipe after leading Marshall and all for the first two laps in his Mini Clubman twin cam. John Hipkiss was the best 1-litre in his mini-Ford which has been built up from Graham Lloyd's 850 Mini and now owes more to AVJ than Holbay in the engine department. Hipkiss harried Millington for a time after leading him for three laps but then eased off since the class win was assured from Peter Baldwin's Cooper S. Ray Edge retired his ex-Hipkiss Mini-Ford, after a push start, with overheating following a blown water pipe. Peter Crouch, in the Mini which he shares with Neil Dineen, won the 850 class as easily as his mate did at Brands last week.

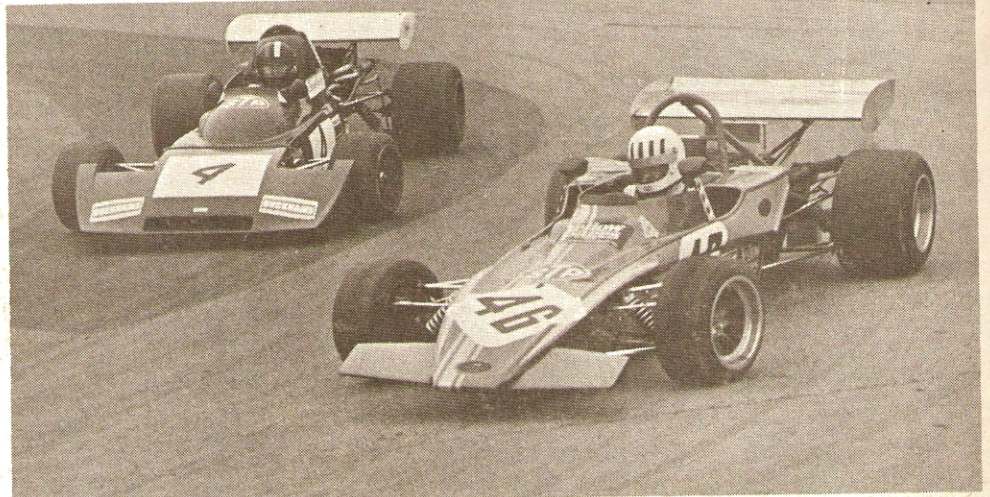
FORMULA FORD

From the huge Formula Ford entry for the second BOC championship round, two 20-minute practice sessions produced 20 cars covered by less than 2 secs. However, the race was not the fearsome 20-car crocodile that might have been expected and only four cars disputed the lead. Bob Arnott's new Merlyn Mk 24 led initially from Stephen South's neat Ray 73, Mike Taylor's ageing Palliser WDF2 and John Crowe's Merlyn Mk 17/20. Crowe and Taylor swapped third and fourth around until lap 5 when Murray Sandman crashed heavily on Stebbe Straight and the yellow flags slowed the pace a little as the wrecked Alexis was removed from the track and Sandman taken away to the medical centre where it was discovered that he had nothing worse than cuts and bruises.

Just before the accident South had taken over the lead from Arnott but the Merlyn driver was in front again at the end of lap 6 while Crowe had more or less established ascendancy over Taylor for third. Gradually Arnott pulled away to win while South was challenged by Crowe who took over second on lap 8. South fought back and the cars completed most of the last two laps side by side. The Ray led into the hairpin for the last time but Crowe collected it, allowing the Merlyn driver past while South had to retire with bent front wishbones. Taylor finished fourth while Donald MacLeod was 3.6 s farther back in a venerable, borrowed Merlyn Mk 11/11A. Derek Lawrence took his second fifth place in the works Dulon MD15 while Rob Wicken put in a late challenge which brought him right up into sixth place in his Merlyn Mk 17A after starting on the

looking quite spectacular at times. Tyre wear this week was Lloyd as before on Goodyear Polyglas, Bell on Cinturatos, Spice on the dreaded Torinos and Lanfranchi confusing everyone with Michelins on the fronts and Cints at the back.

Tyres played a part in the Firenza/Mexico class, too, for Denis Thorne representing General Motors and Allan Wilkinson, the Ford Motor Company, both tried Klebers and both fell off at Gerards while trying to keep up with Barrie Williams' Firenza on Torinos. Williams won the class from Derek Wileman's Mexico, on Goodyear G800s. Both Williams' and Lanfranchi's cars were found to be too light at the post-race weigh-in which Williams thought he had rectified by restoring the spare wheel. However, both were thrown out but when we last heard it was only love-15 to the scruters with Markey serving, and



Purley's March takes the lead from Tom Pryce's misfiring Royale at the hairpin.

penultimate row, a desperate thrust at Devils Elbow just carrying him past Peter Harrington's new Cougar 73F on the last lap.

Dick Parsons, convincing winner at Brands Hatch in the first round, failed to take up pole position with his Royale RP3A after the bearings ran while Tiff Needell, seeking a sponsor for another season in his Lotus 69F, lost the value of his second row position when the engine lost power.

PRODUCTION SALOONS

Two races this week, the first for the cheaper models, and both counting for Castrol points this time not Britax. Nothing changes in the Escort Sport price range and Ivan Dutton ran away with the race in his all red example. John Lyon might have offered a challenge had his similar car not failed to start but the diff seized after two laps anyway, which must be a good advertisement for Ford reliability. Simon Kirkby's Simca Rallye 1 was no match for Dutton but a worthy second. Nothing changes in the Moskvich class either except that there are more of them. Tony Lanfranchi still won, taking fifth overall after frightening Tom Leake's Simca Rallye on to three cylinders. An epic struggle occurred for second in the class between yer actual John Webb in his works Moskvich and previous sparring partner, John Worton, in the PMG Mini. A carefully conceived ploy at the hairpin on the last lap should have ensured Webb of the place except that he forgot to engage second gear. He needn't have worried for the Mini was found to be 21 lb underweight afterwards.

Richard Lloyd created something of a sensation in the luxury class by winning the race in a Chevrolet Camaro which he actually drove to the circuit from London. It must be worth double points at least! The A.J. Rivers Racing entry was not as quick as Tony Lanfranchi's Shellsport/Luxembourg BMW 3.0 Si in practice but neither Lanfranchi nor Roger Bell in the Rothmans BMW could cope with the Camaro in the race. Gordon Spice pressed on well in his Wisharts Garage Capri GT and never let Bell out of his sight,

Williams putting his oar in too on behalf of his "lightweight" Vauxhall.

Yellow Pages Formula Atlantic Championship round (20 laps): 1, David Purley (March-LEC 722 BDA), 15 m 29.0 s, 104.63 mph; 2, Tom Pryce (Royale-RES RP12A BDA), 15 m 32.8 s; 3, John Lepp (Chevron-Smith B25 BDA), 15 m 36.6 s; 4, Jas Patterson (March-Hart 722 BDA), 15 m 39.0 s; 5, John Nicholson (Lyncar-Nicholson/Piper BDA), 15 m 45.2 s; 6, Stan Matthews (Ensign-Richardson LNFB/73 BDA), 15 m 51.2 s. Fastest Lap: Purley, 44.4 s, 109.45 mph.

Castrol Production Saloon Car Championship round (12 laps): Overall: 1, Ivan Dutton (1.3 Ford Escort Sport), 13 m 25.0 s, 72.45 mph; 2, Simon Kirkby (1.3 Simca Rallye 1), 13 m 38.6 s; 3, Richard Mortimer (1.3 Ford Escort Sport), 13 m 49.6 s; 4, Mac Ross (1.3 BL Clubman GT).

£801 to £1500 class: 1, Dutton, 72.45 mph; 2, Kirkby; 3, Mortimer. Fastest Lap: Dutton, 1 m 06.2 s, 73.41 mph (record).

Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 67.86 mph; 2, John Webb (1.5 Moskvich 412); 3, Bill McGovern (1.5 Moskvich 412). Fastest Lap: Lanfranchi, 1 m 10.2 s, 69.23 mph (record). Second in class, John Worton (1.0 BL Mini Mk 3) was disqualified for being underweight.

Forward Trust Special Saloon Car Championship round (12 laps): Overall: 1, Gerry Marshall (2.3 Vauxhall Firenza TC), 10 m 53.2 s, 89.28 mph; 2, David Millington (2.2 Vauxhall Firenza), 11 m 13.6 s; 3, John Hipkiss (1.0 Mini-AVJ/Ford), 11 m 24.0 s; 4, Peter Baldwin (1.0 Mini-Cooper S), 11 m 35.2 s.

Over 1300 cc class: 1, Marshall, 89.28 mph; 2, Millington; 3, John Pope (2.3 Vauxhall Firenza). Fastest Lap: Marshall, 52.8 s, 92.04 mph.

1001 to 1300 cc class: no finishers. Fastest Lap: Bob Fox (1.3 Mini Clubman t/c), 54.2 s, 89.67 mph.

851 to 1000 cc class: 1, Hipkiss, 85.26 mph; 2, Baldwin. No other finishers. Fastest Lap: Hipkiss and Ray Edge (1.0 Mini-Ford), 56.0 s, 86.79 mph.

Up to 850 cc class: 1, Peter Crouch (850 Mini), 80.39 mph; 2, Barry Reece (850 Mini); 3, Roger Gill (850 Hillman Imp). Fastest Lap: Crouch, 58.8 s, 82.65 mph.

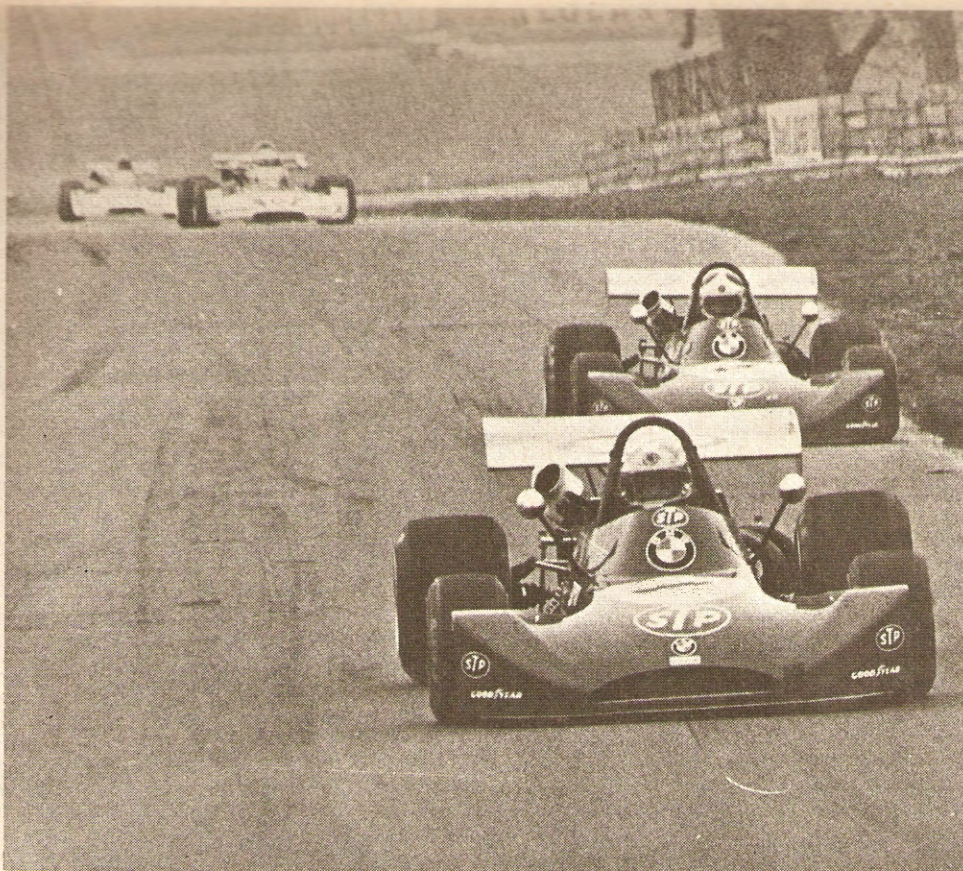
Castrol Production Saloon Car Championship round (12 laps): Overall: 1, Richard Lloyd (5.7 Chevrolet Camaro), 12 m 02.0 s, 80.78 mph; 2, Tony Lanfranchi (3.0 BMW Si), 12 m 06.4 s; 3, Roger Bell (3.0 BMW Si), 12 m 10.0 s; 4, Gordon Spice (3.0 Ford Capri), 12 m 10.8 s.

Over £1500 class: 1, Lloyd, 80.78 mph; 2, Lanfranchi; 3, Bell. Fastest Lap: Lloyd, 58.8 s, 82.65 mph (record).

£1051 to £1500 class: 1, Barrie Williams (2.3 Vauxhall Firenza), 76.90 mph; 2, Derek Wileman (1.6 Ford Escort Mexico); 3, Neil McGrath (1.3 Ford Escort Mexico). Fastest Lap: Williams, 1 m 02.0 s, 78.39 mph (record).

*Lanfranchi and Williams were disqualified after the race for having underweight cars. As they have appealed against this decision, their placings in these results are provisional.

BOC Formula Ford Championship round (15 laps): 1, Robert Arnott (Merlyn-Scholar Mk 24), 13 m 01.6 s, 93.27 mph; 2, John Crowe (Merlyn-Scholar Mk 17/20), 13 m 05.2 s; 3, Mike Taylor (Palliser-Scholar WDF2), 13 m 05.0 s; 4, Donald MacLeod (Merlyn-Scholar Mk 11/11A), 13 m 09.6 s; 5, Derek Lawrence (Dulon-Rowland MP15), 13 m 12.6 s; 6, Rob Wicken (Merlyn-Piper Mk 17A). Fastest Lap: Arnott and Crowe, 51.0 s, 95.29 mph.



First heat, first lap and already the March-BMWs of Beltoise and Jarier have a healthy lead.

MALLORY PARK F2

Jarier, March and BMW dominate all the way

Story by IAN PHILLIPS Photos by PETER BURN

Two came, two practised, two sat on the front row of the grid, both led the race, one won both heats and set a new lap record; that was the impressive record for the works STP-March BMWs at Mallory Park last weekend in the first race of this year's confusing F2 championship programme. Jean-Pierre Jarier, the man who has been predicted by many during the last couple of years to really set the tracks alight, really came good; after his team mate Jean-Pierre Beltoise dropped out on the second lap of the first heat, Jarier then dominated the event, winning on aggregate by nearly a minute. The BMW engine, making its first appearance in F2, combined with the new March 732 chassis was by far and away the most powerful combination yet seen in the 2-litre F2 formula.

Last year's champion Mike Hallwood took second overall in his Matchbox Surtees TS15 after a typical hard drive while a surprising third was Canadian FB man Dave McConnell, having his first ever race in Britain and in F2, with the original TS15. Last year's winner Dave Morgan was fourth following a pit stop in the first heat.

Many of the leading runners had trouble and fell by the wayside; Beltoise suffered a spectacular blow-up; John Watson in the works Brabham had engine trouble as did Jochen Mass' Surtees. James Hunt's Hesketh Surtees suffered suspension failure while Roger Williamson had handling and transmission trouble in the Wheatcroft GRD.

Although the race was not spectacular the meeting as a whole was very successful with what looked like a record motor racing crowd, which should have left entrants and promoters, sharing the gate money, well satisfied.

ENTRY

This was the third year running that the Mallory meeting had opened the F2 season and yet again the criticism that it is too early in the year to attract a good entry was levelled at the organisers. However, as the circuit can only take 20 starters the lack of arrivals means less disappointments. A total of 32 entries were received for the race, sponsored by Radio Luxembourg and heavily promoted by them in the preceding week.

Heading the list were the works STP March-BMWs for Frenchmen Jean-Pierre Beltoise (who is ungraded) and the Bicester concern's rapidly improving F1 driver Jean-Pierre Jarier. The narrow track, sleek-bodied cars were making their first racing appearance while the BMW engines were also in F2 for the first time and were creating the major interest in the paddock. The engine has been extensively tested in a converted 722 since

September last year and more recently in a new chassis by Jarier. There are two versions of the engine, one using one spark plug per cylinder and another with three. There was some question about whether both had been homologated, but March were convinced both were. However, there was only one three-plug version anyway and that had done all the testing and was changed after the first practice. The merit of the German engine does not lie so much so in extra horsepower but in its strength and a much better torque curve than the Ford BDA which gave it much better performance out of corners. Three BMW men were in attendance plus nearly all the March personnel to look after the cars. Beltoise, making his first visit to the Leicester circuit, having failed to get a motor cycle entry many years ago, had the test chassis fitted initially with the test engine while a very enthusiastic and pleasantly confident Jarier had a new car and engine. The cars were using Goodyear tyres.

The similar cars for customers Colin Vandervell (looked after by Brian Lewis Racing) and Jacques Coulon (Ecurie Antar Filipinetti) also arrived. Both cars were literally completed on Saturday morning and were totally unsorted. Vandervell just made the first session of practice but poor Coulon never actually got on to the track. The team, with Mike Parkes in charge, first could not get the BMW engine started and then failed to raise any oil pressure and decided not to risk anything. Incidentally all the customer engines were identical to those used by the works although we can expect something different at Hockenheim. The cars of Mike Beuttler and Bill Gubelman were not ready while those of the Brambilla brothers were sitting complete at the factory, impounded at the request of the Italian agent Roger Nathan, until fistfuls of lire have been passed over the counter. This left the younger brother, Vittorio, with the Beta tools sponsored 712 model fitted with a Novamotor 1800 cc mill. Tino was in attendance but their other chassis was destroyed many months ago. Vern Schuppan was in attendance for only his second ever F2 race (remember his front row position and few hundred yards in the lead at Oulton Park?) with the Singapore Airlines March 722 fitted of course with the Falconer-Schuppan bodywork. He also had the same bitza Amon/Geoff Richardson 1900 iron block BDA. Ken Bailey had his Eden Racing-entered ex-Williams 722 in Atlantic trim using a downdraught 1600 BDA.

Having won the championship last year it was hardly surprising that John Surtees has sold some cars privately this year. The Edenbridge ranks were led by the Matchbox/Fina works cars for the only graded man at the meeting Mike Hallwood and German ace Jochen Mass. They had new TS15s with 2-litre Brian Hart alloy block BDAs both of which have proved themselves in races and undergone a great deal of testing. John Surtees himself was directing operations with new man John Wickham.

Identical customer cars were in the hands of James Hunt and Dave McConnell. Hunt was in the Hesketh Racing car with sponsor Lord Alexander Hesketh, team manager Bubbles Horsley and many other camp followers very much in evidence and heli-



Happy winner: Jean-Pierre Jarier.

copters and limousines to-ing and fro-ing. It was all very colourful and extrovert and livened the scene up no end. James was suffering no ill-effects from his recent arm breakage and feeling confident after some impressive times at Goodwood during the week. Canadian McConnell was something of an unknown quantity never having raced in Britain before. He has been a top FB man, first with a Lotus and then a GRD, for a couple of years but changed his allegiance to Surtees for F2 with the ex-Pace prototype TS15-Hart 2-litre.

Bob Salisbury had a brand new and totally unused TS15 entered by Bob Gerard using an 1850 Hart for his F2 debut while Peter Wardle had his new chassis fitted with an Atlantic Eden 1600 BDA.

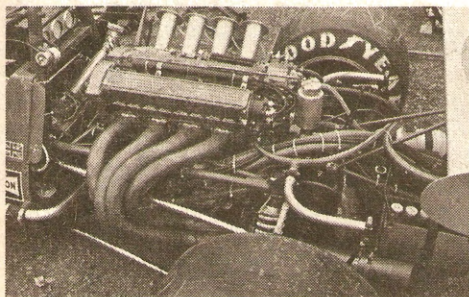
Two of the new extremely smart Brabham BT40s arrived, the works car for John Watson and the Marshall Wingfield car of John Wingfield. Watson had David Wood's latest 2-litre BDA fitted while Wingfield had his own Len Bridge-developed engine aboard. His car was in fact virtually brand new as the original was badly damaged at Silverstone when it ran out of petrol at Abbey and charged off into the bank. Both cars had the narrow nose fitted à la BT41. David Cole was making a comeback to big time racing with the ex-Gagliardi BT38 fitted with a Cosworth 1800 BDE mill.

Much attention was focused on Roger Williamson's Tom Wheatcroft GRD-Racing Services BDA car; although Mallory is his home circuit it has never been his luckiest and he was also under much pressure from the local media, giving radio interviews to promote the race. Although he had two 372 chassis in the transporter lack of engines had meant that there had been little testing and both the team and constructors were showing signs of greenness in the world of F2. The only other GRD chassis on hand was that of the Swiss Jo Vonlanthen whose single seater and circuit racing experience is very limited. (He was the 1972 Swiss F3 champion, but because there are no circuits in Switzerland it is something akin to being a member of the Swiss Navy.) His car was fitted with a 1900 Smith engine.

Two of the latest Chevron B25 models arrived, the works car for Peter Gethin and Dave Morgan's Ed Reeves owned car. Gethin's car had never turned a wheel before the meeting and the second works car of Gerry Birrell was not ready in time. Gethin had a 2-litre Alan Smith BDA fitted while Morgan's car, which has been tested quite extensively, featured a David Wood mill. Morgan was delighted with his car and was especially pleased with the amount of room he had to fit his lanky frame in.

Two singleton entries completed the arrivals; Richard Scott's smart Scott with a 1970 cc Richardson iron block mill, and Brian Robinson, due to have his first ever single seater outing, with the year-old, but unraced, ex-Burton Ensign fitted with an Atlantic Titan BDA.

After the first practice John Lepp was allowed in with his Atlantic Chevron-Smith B25 although Graham White had a fair amount of explaining to do to his successor at the BARC to get it accepted.



The winning BMW engine.

PRACTICE

With the original entry list too big to enable all the cars to practice at once the organisers laid on four qualifying sessions on Saturday morning; the entry was split in two with two sessions each. The fastest 12 from each half were then put forward into a further session in which to qualify for grid positions on Saturday afternoon.

The times of the qualifying sessions are immaterial as they did not count for grid placings, however they were not without interest.

The first session had to be delayed considerably due to fog making visibility extremely poor and the track was also rather damp and initially no-one ran slicks. However



The combination of Jarier, March and BMW was unbeatable throughout the meeting.

the circuit soon dried out and a true indication of times was shown. The lap record stood at 43 s which was set in the race last year. James Hunt set the early pace looking extremely neat and quick in the Hesketh car and did 43.8 s. Williamson and Beltoise were next up on 44.2 s and 44.3 s respectively. Hunt, as soon as he started to go quickly, had a tyre problem, when they were becoming useless in about five laps while Williamson started a succession of handling and gearbox trouble. At the end of the session Beltoise had the tired testing engine replaced by a brand new unit. Hailwood only managed a 47.6 s before a flywheel let go giving the Surtees men a chance to show off the ease of maintenance capabilities of the new car by swapping engines in a very short time. In the second session Hunt and Beltoise both got into the 42 s bracket while Williamson and Hailwood were in the low 43 s.

In the other half of the draw it was Jarier all the way. In the first session he did a 43.5 s and in the second really got moving and did a staggering 42.1 s and even then some thought he was in the 41 s bracket. (Hailwood practising out of session with his new engine also did the same time unofficially). Morgan and Mass were virtually inseparable timewise in the sessions; eventually Morgan pipped Mass by 0.1 s with a 42.8 s. After a head gasket failure in the first session Watson got wound up and did a 42.9 s although he was never really happy with the wallowing of the car probably caused by wrong springing. Schuppan had terrible handling trouble with his car but did a 43.2 s while McConnell,

when he was not too busy occupying the middle of the road, did an impressive 43.4 s.

One of the big disappointments was when Richard Scott damaged the two nearside corners of the Scott at the hairpin when a piece of protective gauze fell into an injection trumpet and stuck the throttles wide open at the hairpin. Although the damage was not too bad, no spares were available at the time and sadly he had to scratch having done a 45.4 s in just 11 laps.

Of the rest Vandervell and Gethin were the most significant, but both were too busy sorting out the new cars to set quick times.

The winter test and development programmes of March and Surtees really looked to have paid off when the grid position times were announced. Both works Marches and three Surtees were under the lap record. Perhaps significantly, both the Brabham and GRD, both of which were virtually untried, were not that much slower and when the initial sorting is completed they will be giving the other marques a strong challenge.

Germany was represented in all three cars on the front row. Both the BMW Marches did 42.5 s which was quickest of the session while Mass was next up on 42.6 s. Beltoise did his time first and so took pole from a slightly disappointed Jarier who badly wanted to be quickest. Other than the advantages of putting the power on the road much better, the Marches also seemed to have an added bonus with their Goodyear tyres, which were of two ply sidewall construction as opposed to the four ply Firestones and this seemed to suit the circuit much better. Mass (42.6 s),



handling of his March which looked unstable at both ends on different parts of the circuit. Gethin also had a miserable time as the engine just would not pull the right sort of revs. Unfortunately it was the only one they had as the spare had digested itself when fired up at the factory. Eventually it was decided to scratch from the race rather than waste a championship event. Vonlanthen did 46.4 s which with his limited experience was a good effort, however he blotted his copybook by nudging the barrier at the hairpin which bent a couple of wishbones and the nose but happily did not prevent him from starting. Wingfield had handling trouble with his Brabham but this was eventually traced to a siezed rear anti-roll bar after he had done 46.9 s. Brian Robinson did 47.2 s while the new Surtees cars of Wardle and Salisbury were being treated with respect by their drivers who did 47.4 s and 47.5 s respectively.

Ken Bailey was unavailable to practise in the final session but was the only reserve available anyway so took up the spare grid slot when Gethin scratched.

The most noticeable feature about the work between the end of practice and the heats was the lack of engine changes. There were no "routine" changes at all and some cars went to the grid with engines that had done mid-week testing as well as practice—a far cry from a year ago.

RACE

The race, as in the previous years, was to be in two 50-lap heats with the result taken on aggregate.

It was Jarier who made the best start from the centre of the front row but Beltoise, who had started in second gear, managed to nip inside as they went into Gerards with Jarier and Mass close behind. Almost immediately the two Marches opened up a gap and at the end of the first lap had a healthy few yards over Mass, Hunt, Hailwood, Watson, Williamson, Morgan, Vandervell, Schuppan, Brambilla, McConnell, Lepp, Vonlanthen, Wingfield, Wardle, Bailey, Robinson, Cole and Salisbury.

Jarier really started to pressurise Beltoise on lap two but luckily for him he was not too close as they crossed the line at the end of the lap for JPB's engine literally exploded. Bits of BMW went flying all over the place and it was lucky that nobody was hurt by flying shrapnel.

Jarier nipped by very smartly and took a lead that he was not to lose for the rest of the afternoon while Beltoise coasted into the pits to retire. Mass in third place, was lucky not to be hit himself when a great chunk

of engine landed on the front of his TS15.

By lap five the field had sorted itself out, Wardle retired so that he could prepare the car for the second heat (he had done the Atlantic race earlier and had not had time to refuel even) and Bailey retired with overheating. As Jarier disappeared into the distance Hunt started to apply pressure to Mass but Jochen was really flying and was in no mood to be troubled and slowly opened up a gap as Hailwood, Watson and Williamson, all very close, moved up on Hunt. Morgan was almost there but the Chevron was understeering badly and giving him trouble. Schuppan was next up but his March was still all over the road and first McConnell and later Brambilla (with a front fin pointing skywards) overhauled him. Jarier broke his lap record for the first time on lap 8 when he did 42.8 s and proceeded to drop it to 41.8 s in the next two laps. Hunt was working hard to keep Hailwood at bay in third while Watson and Williamson, both with handling problems dropped back a little.

Mass' second place only lasted until lap 16 when the oil pressure zeroed at the start of the Esses and he pulled straight into the paddock to retire. Hunt, minus a working rev counter from the start, was still holding off Hailwood, who in turn was receiving close attention from Watson. However, the Hesketh Surtees was not destined to last and on lap 22 James came to an abrupt halt at the hairpin, luckily without hitting anything, when one of the front top pick-up points detached itself from the chassis. He said that it felt as though the rack had been moving for two or three laps prior to this; he was lucky it happened on the slowest part of the track. This left Hailwood and Watson doing hard for second as Jarier continued his way lapping the back markers frequently.

At half distance Williamson was in a lonely fourth ahead of Morgan with McConnell, Lepp (going very well in his FA car), Schuppan, Brambilla, Vonlanthen, Wingfield, Salisbury and Robinson the only remaining runners. Brambilla had been black flagged for a loose nosecone but he chose to ignore it for a couple of laps before coming in.

The rest of the race looked fairly uneventful from the outside other than Watson's attempts to get by Hailwood. However, all was not well with Jarier. Vandervell blew up Beltoise style on the back straight on lap 19 and Jarier (and a number of spectators), was hit by a part of the engine. Jean-Pierre nearly lost it on the straight but neatly gathered it all together and continued but the air box had been hit and fell off. This affected the engine a little but more serious, eight laps from the end the fuel pressure dropped to

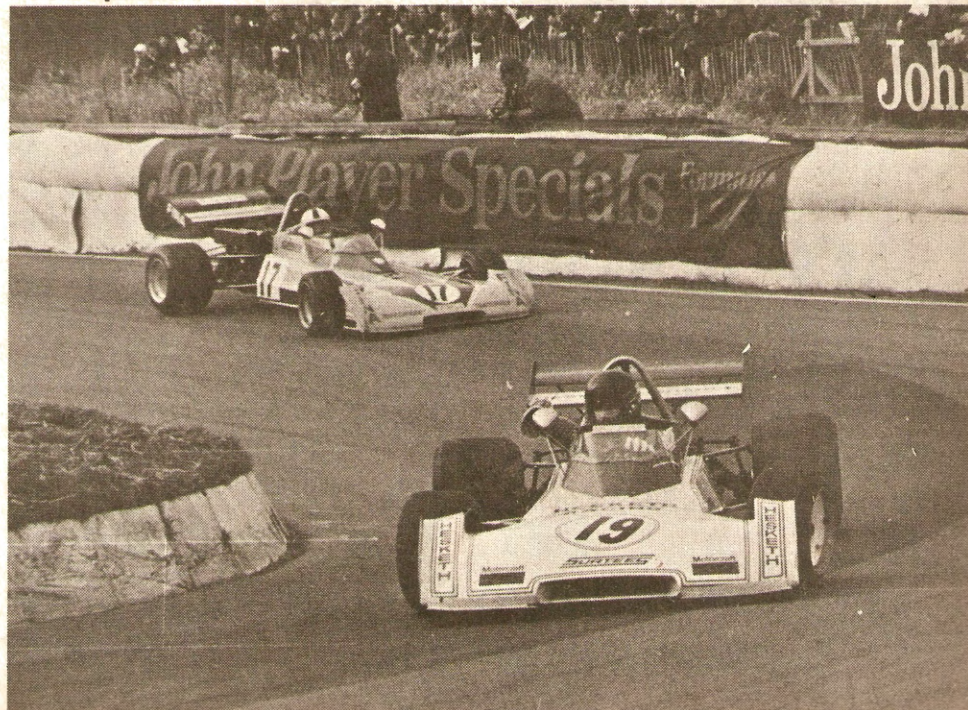
Hunt and Hailwood (42.7 s) all were on Firestone but were having handling troubles which were attributed to the tyres. Hunt opted for different compounds on either side while Mass had different fronts but Hailwood kept the same all round for the first heat. None of the three cars had any other particular problems although Mass had his clutch go. His quick time was set however when he was circulating for many laps sandwiched between Beltoise and Jarier. Eventually Beltoise stopped whereupon a great cloud of steam came from the engine. At the time it was not thought to be expensive; the trouble being caused by the plumbing of the water in the car rather than the engine and it was not changed.

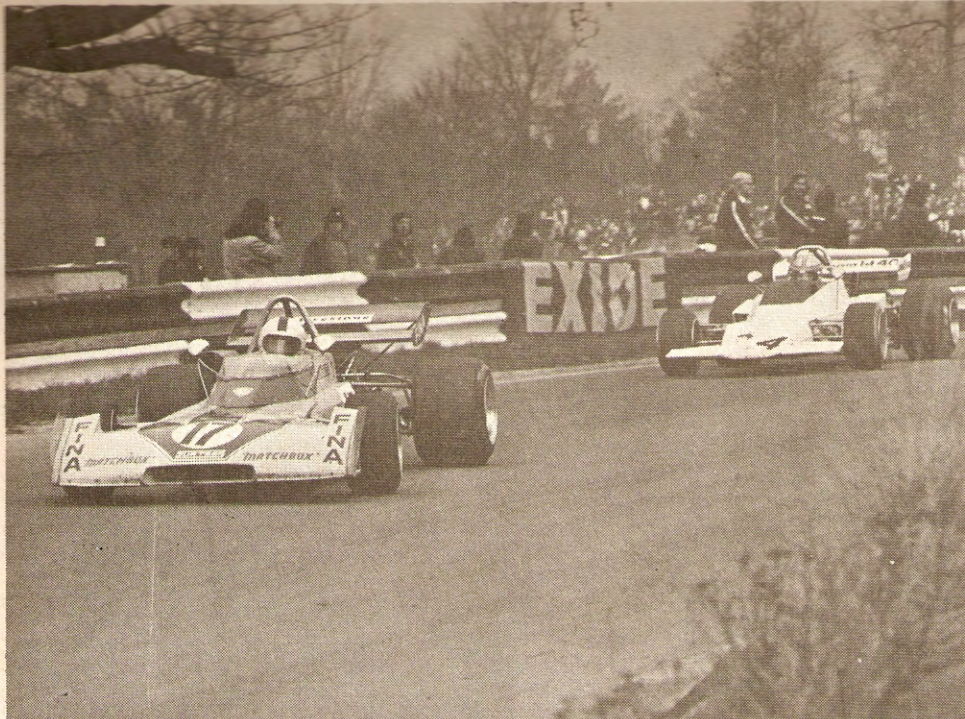
Watson took the inside of the third row with a 43.2 s although was still not ecstatic with the handling of the BT40. Likewise Williamson was none too happy with his GRD doing 43.6 s which also needed a new gearbox overnight. Morgan's 43.7 s was set in just 12 laps before a head gasket blew; one could be forgiven for thinking he might have been appreciably quicker if he had done the 40 odd laps which the others were doing.

Vandervell got down to a 43.9 s which was very commendable in the circumstances as was McConnell's 44 s. Brambilla did not produce any fireworks but did 44.5 s. Lepp was the quickest of the Atlantic men with 45 s. Cole did 45.1 s before clouting the barrier at the Esses while avoiding a spinning Vandervell. The front end took a beating but it was all together for the race.

Schuppan was very unhappy with the

Hunt's last few yards; the right-hand front wheel starting to break away from the car as Hailwood pursues.





Hailwood leads Watson in their first-heat dice.

nothing. Not really knowing what the trouble was Jarier did his best to nurse the car and used fifth gear as much as possible. His pace hardly abated however, but he was very relieved to take the flag and switched off immediately. He won by nearly 30 s and had lapped the whole field at least once up to third place.

Hailwood staved off Watson's repeated challenges, aided by some untidy driving by back markers, but only had a .6 s advantage. Both drivers complained that the cars had been difficult to drive and for the second heat Hailwood took Mass' advice and changed one of his front tyres to a harder compound. Williamson took a very safe fourth uphappy with the unpredictable twitchiness in the handling of the car. McConnell drove very steadily to take fifth after Morgan pitted with a lack of fuel pressure caused by a blocked line. He lost four laps with the stop which dropped him to eighth behind Lepp's well-driven Chevron and the unhappy Schuppan who were both three laps down. Brambilla knocked Wingfield off at the Esses on the last lap but finished ninth ahead of Von-

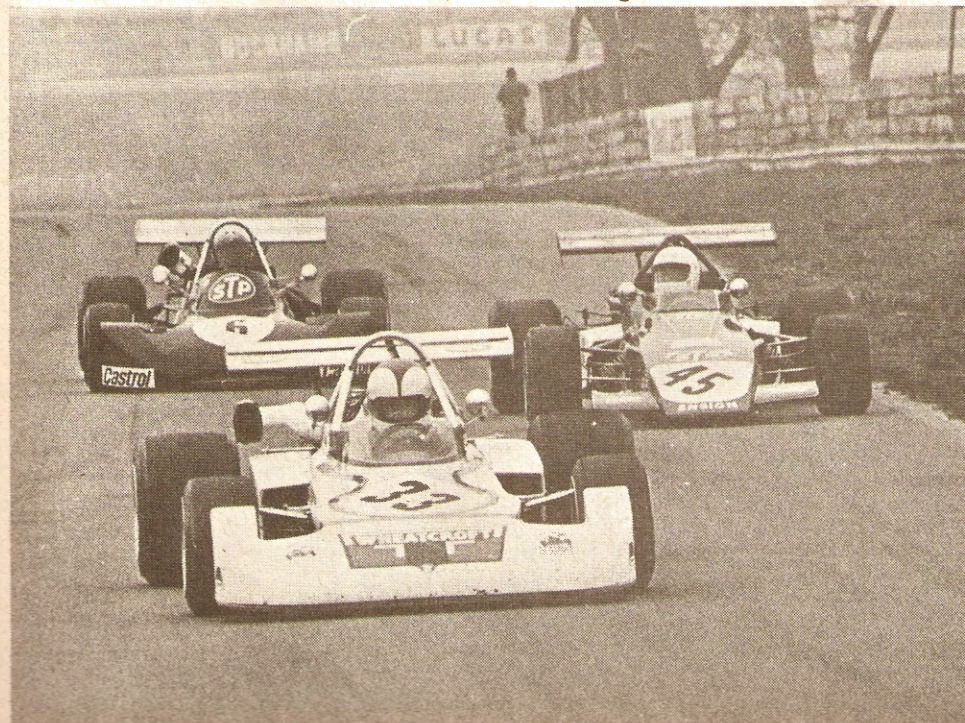
lanthen, Salisbury and an undamaged Wingfield, who were all five laps down. Robinson had been doubled six times and was unclassified in 13th place.

There was no major work done on any of the cars between heats. Only Wardle of the non-finishers in part one restarted so only 14 cars lined up for the final 50 laps.

Watson	McConnell	Hailwood	Williamson	Jarier
Morgan	Vonlanthen	Schuppan	Brambilla	Lepp
Robinson		Wingfield	Wardle	Salisbury

Not in the least affected by his fright at the end of the first part or the fact that the other BMWs had blown up Jarier stormed away at the start. He had 100 yards lead by the time they had come out of Gerards and nearly 2 s at the end of the first lap. It was just incredible driving. Watson was second chased hard by Hailwood, Morgan, Schuppan (having made a good start), Williamson, McConnell and Brambilla. The rest were already out of touch and became further split up when Vonlanthen had a nasty spin in the middle of Devils Elbow when a tyre punc-

Williamson's GRD and Vandervell's March lap Robinson's Ensign.



tured. Nobody hit anything.

Jarier's pace seemed too good to last but the man knows only one way to drive, on the absolute limit and he really was and the car stood up to it without a hint of bother. He lapped Robinson on the fifth lap and from then on it was just a matter of threading his way through the back markers as quickly as possible.

Williamson passed Schuppan going into the Esses on the second lap and tagged onto the dicing trio of Watson, Hailwood and Morgan. Schuppan's easily forgettable weekend came to a dramatic close on lap four when he lost it at Gerards and clouted the bank pretty hard, escaping unhurt.

The second place battle was reduced to three cars when Watson's plucky drive came to a sad end with a blown head gasket. Then within a couple of laps poor Williamson lost second and fourth gears and dropped back from Hailwood and Morgan rapidly. McConnell caught and passed him on lap 10 and Brambilla followed suit next time round.

The first five places then remained unchanged to the end. Jarier's margin over Hailwood was only 25 s this time but everyone else was lapped. The friendly Frenchman was over the moon with his victory as he showed with his wheely away from the line on the victory lap. The other teams have got a lot to do in the next few weeks to catch up with the March-BMWs but it will be interesting to see how the Cosworth BDG engine will compare when it appears at Hockenheim.

Morgan gave Hailwood a hard time for the first half of the race but the engine gradually lost power and he dropped back with the mill sounding very flat at the end. Both he and Hailwood were much happier with the handling of their cars although Hailwood looked a bit hairy round Devils Elbow which he put down to laziness.

McConnell was two laps down in fourth but was very impressive in his first F2 race while Brambilla generally kept out of people's way this time and took fifth. Williamson's sixth place was lost when he had to stop for six laps with ignition trouble; it was also found that one of the rear tyres was in shreds as well. The stop, however, meant that he would not feature in the points placings.

Lepp again drove well and took sixth, three laps behind, while Salisbury eventually got the better of Wingfield, who lost his rear wing, and took seventh. Wardle was the final classified runner, four laps behind, while Robinson and Vonlanthen joined Williamson as unclassified finishers.

Overall, obviously Jarier and Hailwood took the first two places while Morgan's first heat stop cost him third overall in favour of McConnell, who was awarded BP Man of the Meeting for his efforts. Lepp took fifth from Brambilla, Salisbury and Williamson. Because of Hailwood's graded status Salisbury's seventh place was good enough for the final championship point.

Radio Luxembourg Formula 2 Trophy Race
European F2 Championship (supplementary event) round 1
Mallory Park, England, March 11.
Aggregate of two 50-lap parts.

- 1, Jean-Pierre Jarier (2.0 March-BMW 732), 1 h 12 m 9.8 s, 112.25 mph.
- 2, Mike Hailwood (2.0 Surtees-Hart TS15 BDA), 1 h 13 m 5.4 s.
- 3, Dave McConnell (2.0 Surtees-Hart TS15 BDA), 97 laps.
- 4, David Morgan (2.0 Chevron-Wood B25 BDA), 95.
- 5, John Lepp (1.6 Chevron-Smith B25 BDA), 94.
- 6, Vittorio Brambilla (1.8 March-Novamotor 712M BDA), 94.
- 7, Bob Salisbury (1.9 Surtees-Hart TS15 BDA), 92; 8, John Wingfield (2.0 Brabham-Wingfield BT40), 92; 9, Roger Williamson (2.0 GRD-Racing Services 273 BDA), 91.

Not classified: Brian Robinson (1.6 Ensign-Titan LNF2 BDA), 88; Jo Vonlanthen (1.9 GRD-Smith 273 BDA), 76.
Fastest lap: Jarier 41.8 s, 116.26 mph (outright and F2 record).

Heat One (50 laps): 1, Jarier, 35 m 55.2 s, 112.75; 2, Hailwood, 36 m 26.4 s; 3, John Watson (2.0 Brabham-Wood BT40 BDA), 36 m 27.0 s; 4, Williamson, 49 laps; 5, McConnell, 49; 6, Lepp, 47; 7, Vern Schuppan (1.9 March-Richardson 722 BDA), 47; 8, Morgan, 46; 9, Brambilla, 46; 10, Vonlanthen, 45; 11, Salisbury, 45; 12, Wingfield, 45.

Still running but not classified: Robinson, 44.
Fastest lap: Jarier, 41.8 s, 116.26 mph.

Heat Two (50 laps): 1, Jarier, 36 m 14.6 s, 111.74 mph; 2, Hailwood, 36 m 39.0 s; 3, Morgan, 49 laps; 4, McConnell, 48; 5, Brambilla, 48; 6, Lepp, 47; 7, Salisbury, 47; 8, Wingfield, 47; 9, Peter Wardle (1.6 Surtees-Eden TS15 BDA), 46.

Still running but not classified: Robinson, 44; Williamson 42; Vonlanthen, 31.

Fastest lap: Jarier, 42.4 s, 114.62 mph.



BMW 2002 Cabriolet's detachable roof with rollover bar does not affect rigidity.

I recently had an opportunity to test the two latest BMW models in the South of France. These are the 2002 Cabriolet and the 520. The Cabriolet is really an open-air version of the 2002, which we know so well, but the 520 is an entirely new four-door saloon.

The Cabriolet is identical to the existing 2002 up to the waistline. There is a hefty rollover bar incorporated in the roof styling, ahead of which is a light detachable section which fits very neatly into the lid of the boot. If rain should fall, it can be snapped back into place in a matter of seconds. Usually, the car will be driven with the front open but with the section behind the rollover bar closed, to reduce back-draughts.

However, in really hot weather one would open the back as well, which simply folds down into the rear of the car and can be concealed with a cover. The car is then completely open but of course the steel roll-over bar, being an integral part of the structure, remains in place, which pleases the insurance companies. It is claimed that rigidity is not impaired by making the roof detachable and certainly the handling seems identical to that of the closed version.

This BMW is small enough to be great fun on the winding French secondary roads and is very quiet when the front of the body is open. One can enjoy the radio and, if the early spring weather is a bit nippy, the heater can be used with advantage. The

New BMW 520 and 2002 Cabriolet

scents of the countryside come wafting in through the open roof, though these are mixed with the odour of hot brakes on mountainous descents. The Cabriolet seems just as lively and flexible as the existing 2002 and its only disadvantage is the rather higher price. When closed, however, it shares an unfortunate lack of controllable fresh-air ventilation with its sister coupé.

The 520 is a much larger car, giving even more space than the old 2000, and it incorporates all the latest thinking on safety. It is a really roomy four-door saloon and weighs over 6 cwt more than the Cabriolet. To cope with this extra load, an up-rated version of the 2-litre engine is used, with a different cylinder head and twin Stromberg carburettors instead of the single Solex. These modifications make an extra 15 bhp available and the final drive ratio has been changed from 3.64 to 4.1 to 1.

Elaborate equipment is a feature, with four quartz Halogen headlights, courtesy lights for all four doors, a heated rear window, and a rev-counter as standard. In spite of the extra weight, light steering has been achieved, and

great attention has been paid to silencing the exhaust. The rear passengers have ample space in all directions, for the trend nowadays is towards rear seats that can be occupied comfortably on long journeys and the day of the four-door two-seater is past.

From the driver's seat, the 520 seems quite a big car and the interior is luxuriously appointed. A more elaborate ventilation system is employed than on the other four-cylinder BMW models, with separate cold-air inlets each side of the instrument panel, though still without directional control. The seats are very comfortable and there is a good all-round view.

Though the lower gearing disguises the extra weight to some extent, the car naturally does not feel so responsive to the accelerator as the lively 2002. The twin-carburettor engine likes to rev, which the well-spaced ratios of the excellent gearbox allow it to do. Being more highly tuned than the single-carburettor version, the power unit is not quite so quiet, though it runs very smoothly.

On sharp corners, the 520 rolls a little more than the 2002 but it is beautifully balanced on fast bends with very little under-steer. The car rides well on every sort of surface and the insulation of road noises from the interior is very effective; the body shape seems to be responsible for the low level of wind noise.

The gear ratio is about right for maximum performance, the rev counter needle just entering the red section of the dial on the

autoroute. In spite of its larger size, the new body evidently has a lower drag factor than that of the 2002, the maximum speed of both models being about the same, in the region of 108 mph. Flat-out driving causes no sign of distress, the car swinging happily along for mile after mile at its maximum speed. Though I was unable to test the 520 in gale-force winds, it is perfectly stable in normal gusts and seems unaffected by the sudden blasts which the passing of huge continental lorries may cause.

The popular 2-litre class now embraces cars of considerable luxury, of which this new BMW is an example. Perhaps it places more emphasis on comfort and utility than on the sheer performance which has recently been the hallmark of this make. The 520 is evidently the first of a new series of BMW cars and one would expect to see a six-cylinder derivative before long.

The last BMW I tested was a lightweight 3-litre coupé. The 520 is at the opposite end of the performance spectrum but it will appeal to the professional man in search of a medium-sized car of exceptional refinement. It should suit British road conditions very well.

JOHN BOLSTER

SPECIFICATION AND PERFORMANCE DATA

Cars tested: BMW 2002 two-door Cabriolet, price £3299.

BMW 520 four-door saloon, price £2999 including tax.

Engine: Four cylinders 89 mm x 80 mm (1990 cc). Inclined valves operated by single chain-driven overhead camshaft and rockers.

2002: Solex downdraught carburettor. Compression ratio 8.5 to 1. 100 bhp (net) at 5500 rpm.

520: Twin Stromberg carburettors. Compression ratio 9.0 to 1. 115 bhp at 5800 rpm.

Transmission: Single dry plate clutch. Four-speed all-synchromesh gearbox with central change, ratio 1.0, 1.32, 2.02 and 3.76 to 1. Hypoid final drive, ratio (2002) 3.64 to 1, (520) 4.1 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts and lower wishbones. Worm and roller steering gear. Independent rear suspension by semi-trailing arms and coil springs. Anti-roll bars front and rear with telescopic dampers all round. Servo-assisted disc front and drum rear brakes. Bolt-on disc wheels fitted (2002) 165 HR 13; (520) 175 SR 14 tyres.

Equipment: Twelve-volt lighting and starting. Speedometer. Rev counter. Fuel and water temperature gauges. Cigar lighter. Heating, demisting, and ventilation system. Flashing direction indicators. Reversing lights.

Dimensions: 2002: wheelbase, 8 ft 2.4 in; track, 4 ft 4.4 in; overall length, 13 ft 10.5 in; width, 5 ft 2.6 in; weight, 2028 lb. 520: wheelbase, 8 ft 8 in; track (front), 4 ft 7.4 in; track (rear), 4 ft 8.8 in; overall length, 15 ft 2 in; width, 5 ft 6.5 in; weight, 2712 lb.

Performance: (maker's figures) 2002: Maximum speed, 110 mph. Acceleration, 0-50 mph, 6.8 s. 520: Maximum speed, 107.5 mph. Acceleration, 0-100 kph (62 mph), 12.3 s. Standing 400 m (¼ mile approx.), 18.2 s. Standing kilometre, 33.7 s.



The 520 uses the latest thinking on safety. It weighs over 6 cwt more than the Cabriolet.

Ford Escort BDA.

Moorat/Fleming were however using a near standard engine on a last-minute test of the car 24 hours before the start, the timing belt had broken, bending numerous valves and so overnight work by Boreham's Eric Bigwood and numerous Chinese mechanics resulted in a generously loaned engine (by Peter Holbrook) being fitted before scrutineering at 5 o'clock on the Friday. John Fraser/Kit Dark in their Mini Clubman 1275 were next with a similar specification to Macdonald. Following entries were D. Meikle in an immaculately prepared and serviced Avenger Tiger, with Norman Griffin in the third of the Harper team entries with Barry Woodruff as his navigator in a Ford Escort twin-cam. The first private entry in his very rapid Mitsubishi was Peter Chau.

In the 41 entries there were many interesting vehicles not normally seen in European rallies, including six British Army Motoring Association very rapid Land-Rovers which I was assured were in normal trim Group 1 and in daily use for driver tuition to novice Gurka Regiment recruits! However, I wonder what the learner-drivers think of the Haldas, iodine spotlights and roll-over bars. There was the delightful diminutive Miss Ho in her Austin Mini as well as three intrepid gentlemen in a well prepared Australian built Moke without canvas top, but nevertheless fitted with a very sturdy roll-over bar; a beach-buggy, Range Rover and two purposeful two-litre Volkswagens, one of which was driven by Club President Klaes Doerr.

With a high density of traffic on the Island and in the New Territories towards China the organisers had wisely adopted a system similar to the RAC Rally of widely separated main controls with an average speed requirement 25 miles per hour and competitors were not allowed to average more than 30 miles per hour, which was annoying for co-drivers but in practice was very effective in its aim—reducing speed.

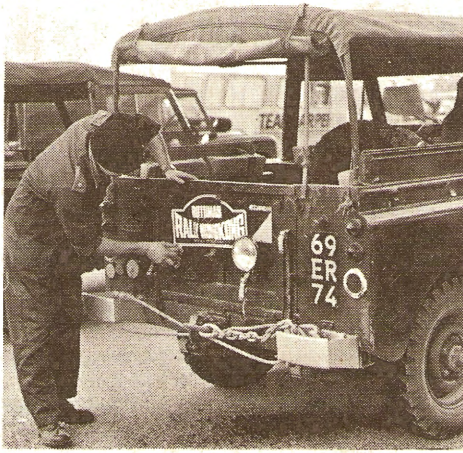
The Rally started at 8 pm on Friday, March 2, from the Royal Hong Kong Defence Force HQ in Sports Road, near the Rally offices, which were set up in the Lee Gardens Hotel, and with the availability of the new cross-channel harbour and its good road approaches, the route crossed immediately on to the mainland and after 14 miles, competitors started the first stage, Lead-Mine Pass from east to west, the top of which was in low cloud. Makinen and Culcheth both chose M & S tyres, which were probably not the most suitable, as Makinen later using a different route over the same pass on racers was far quicker, the surface being a mixture of concrete, gravel and dried mud. Macdonald showed that he meant business

by taking 16 seconds off Makinen, while his team-mate Fraser hit a wall breaking the oil cooler, losing considerable time and oil in the process.

From here to the next stage, which was probably the best in the Rally, Tai Lam Chung Reservoir, the route used the very rough catchment road above Tingkau which at one time was proposed as a special stage. Makinen now on racers, showed his mastery and was 51 seconds quicker than Moorat and 57 seconds quicker than Culcheth and nearly three minutes quicker than anybody else. Macdonald's lead was shortlived when he, driving without notes, hit a wall and damaged the car severely.

The rally now looped to the west and then the north of the New Territories with two stages near to the Chinese border, one loose and rough at Mai Po and the other faster at Luk Keng, before Sek Kong and special stage 6, an 11-mile part-tarmac part-rough finishing over Telegraph Hill and on the second main control at Sek Kong army camp, where the order was predictably Makinen, Culcheth, Moorat, with Peter Chau in an excellent fourth spot.

After an hour's rest with no parc ferme (possibly one of the few criticisms of the rally, in that there was far too much free time for rebuilding the motor car) section two began with competitors again tackling



A driving tuition Land-Rover prepares to start.

similar stages all with excellent fluorescent arrowing and no entry boards, which in the case of Lead-Mine Pass with its many alternatives, one was never quite sure beforehand which way to go, but the arrows, even in thick fog, left one in no doubt whatsoever! As the rally wound its way back towards Kowloon with a stage over Sha Tin Pass overlooking Kai Tak Airport, light rain began to fall and the roads were very slippery for

the three short and narrow stages on the Island, Aberdeen, downhill, being particularly slippery with its sharp corners and nasty drops into the deep catchment drains.

The Pok Fu Lam stage ending near There followed a three-mile run to breakfast, definitely the best on the Island, Tai Tam Reservoir ending at Wong Nai Chung. There followed a three-mile run to breakfast at the Lee Gardens Hotel. Again the order was predictably Makinen, Culcheth and Moorat.

The daylight hours of Saturday were taken up with two three-lap rally-cross stages at Lo Wu over a revised course from last year but still within sight of mainland China. The surface was newly graded and very slippery and dusty. Cars started individually and Makinen gave a flawless performance to have fastest time of the day with a total of 9 m 52 s with Culcheth on 10 m 16 s and Moorat on 10 m 25s. On his second run Moorat enthusiastically left the road and the organisers wrongly stopped the timing for the two cars on the circuit at that time, so after some persuasion a re-run was arranged in which John Macdonald trying hard as ever, rolled his car.

During the morning there was some considerable alarm in the Metro-Dodwell camp when the organisers disqualified 10 cars for failing to visit special stages. Included in these were the two Minis. However, after discussion with the stewards, a possible ambiguity in the regulations was disclosed and the disqualification was reversed but by this time, most of the cars concerned had stopped running. This decision by the organisers was to be useful for Makinen/Liddon when they were unable to complete the last two stages on the Island and had to push their car to the finish. Again on Saturday there was far too much time for service, and in fact most crews managed four or five hours' sleep before the delayed re-start from Sek Kong army camp in the evening.

Darkness again brought humid low cloud for stage 12 again over Telegraph Hill and so down to Tsuen Wan and the cancelled stage 13 which overlooks the sunken Queen Elizabeth, partially blocking the entrance to the new container terminal, then again to Lead-Mine Pass for stage 14, when Makinen took 50 seconds from Culcheth who was beginning to have problems with his front suspension and two standard Marinias were hurriedly brought from the showrooms for spare parts.

With three more stages on the mainland an Escort victory looked certain, but this was not to be, as passing through the new cross-harbour tunnel, while Makinen was remarking that although there wasn't far to go there was still time for halfshaft failure, the timing pulley flew off stopping the car and effectively blocking the tunnel some 15 miles from the finish! The unhappy crew were towed out of the tunnel and set about trying to make the car run. Chinese mechanics were sent to Kowloon for a spare pulley and by this time Ted Moorat in a similar car had finished the event and his car was about to be cannibalised but all to no avail as the engine had suffered irreparable damage, so taking a one-hour penalty the crew pushed the car to the finish and seventh place allowing Brian Culcheth/Johnson Syer an unexpected but well deserved victory in front of Ted Moorat/Gordon Fleming who were second.

The rally this year was vastly improved with no unnecessary trickery and possibly with better pre-rally publicity and the inclusion next year of some hundred miles of new stage mileage which should be available in the High Island development scheme, the rally could well become a worthy international fixture, with the aid of its generous sponsors, Rothmans.

Results:

- 1, Brian Culcheth/Johnson Syer, 191 m 4 s; 2, Ted Moorat/Gordon Fleming, 193 m 8 s; 3, F. Lewis, 218 m 10 s; 4, Klaes Doerr, 219 m 46 s; 5, William Hill, 219 m 54 s; 6, Morgan, 237 m 22 s; 7, Timo Makinen/Henry Liddon, 252 m 39 s.

A crew of three for this Australian-built Mini-Moke.



SPORTS EXTRA

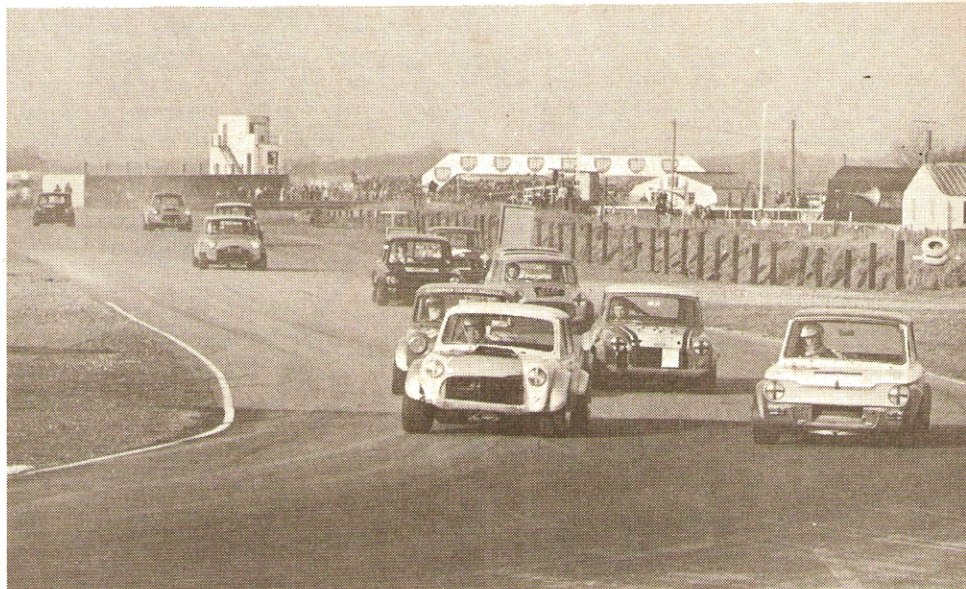
CROFT

Faure to the fore in production sports

Nick Faure's Porsche Cars (GB) Carrera RS won the first STP prod sports race at Croft on Sunday in an event which proved that this new category is a viable proposition. This BRSCC(N)-organised, STP-sponsored meeting provided a fine start to the Northern season with plenty of competitors, spectators, close-racing and even sunshine. Apart from the STP round, the first round of the Shellsport clubmen's series and an MCD special saloon championship qualifier were run. The former provided the best race of the day and a superb drive to victory, from the back, by Vernon Davies's new U2-Holbay Mk 11B. Few southern competitors came up for the special saloon races, but of those who did, Alan Jones and Trevor Willcocks took class wins, while regulars Doug Niven (Boss Escort sponsored by Celtic Homes) and Sedic Bell (Cosmo Entertainments (Carlisle) Mini-Holbay) won the races. The first round of the important regional Tate Formula Ford Championship was another triumph for a well-trying car over the new and unsorted machinery, the winner being Graham Cuthbert's Lotus-Rowland 69F.

The FFs commenced the action and many were the complaints of ill-sorted new cars in practice. However, one new combination which was in good form despite a slight but elusive misfire, was the Wigley Crane & Plant Hire Crosslé-Rowland 25F of Pete Clark. Pete made his usual impeccable start to lead from pole position chased by Graham Cuthbert (who urgently needs a sponsor) and the updated March of Ted Paynes. Cuthbert sneaked ahead at Spa and Clark soon fell away with a bad misfire which was traced to a faulty battery master switch. The Crosslé eventually retired after five laps, leaving a fierce struggle for second, an increasing distance behind a smooth Cuthbert, between Payne and the two most impressive of the many new faces in the race—Michael Starkey (Merlyn-Scholar Mk 20A) and Andrew Jeffrey's ex-Gerber, Falconer-bodied Elden-Rowland Mk 10. Starkey, a former MRS pupil who was having his first race, harried the experienced Payne unmercifully, and after Cuthbert had taken an untroubled win the March finished just 1.2 s ahead of the Merlyn with the Elden in a close fourth place. Philip Barlow's Tompa Car Carpets Hawke DL2A/B finished fifth after another race-long scrap with Bill Burley's new Royale RP16 and Allan Wilson's Elden Mk 8 which took the next two places. Another first timer, former kartist John Woodcock, driving the ex-Doug Bassett Nike Mk 6 was battling with this lot until he dropped out on lap 4.

The small special saloon race counted for both MCD and the BRSCC(N) Esso Uniflo series and produced a grid headed by the "feansome threesome" Messrs Clacher, Bell and Barton. As expected these three took themselves off into the lead with Clacher's Imp ahead of Barton's Mini-SCA and Bell's Mini-Holbay. Sedic Bell was through to challenge leader Alex Clacher on lap 3, and during the next lap squeezed past Croft's rapid plumber. Sedic must have found more bhp over the winter as he began to pull away while Clacher strove to fight off Andy Barton. Alas, the battle had a sad ending with Andy's Mini going end over end at Oxo and although he was OK the car was a dreadful mess. This left Clacher with a safe second place a long way ahead of Lionel Dickson's fuel-injected Arden Mini which was a little under par. Dickson in fact was given the same race time as 850cc class winner, Trevor Willcocks with



Clacher's Imp enters Tower on the outside of the Minis of Barton, Bell and Dickson.

the Vickers Mini who had spent the whole race fighting off the similar Birdsedge Racing Developments car of Roger Matthews; one of last year's most successful 1300 cc Mini exponents. Willcocks broke the class record which, incredibly, had stood since 1968 when it was set by Keith Holland in an Imp. Bell equalled Andy Barton's record in the larger class.

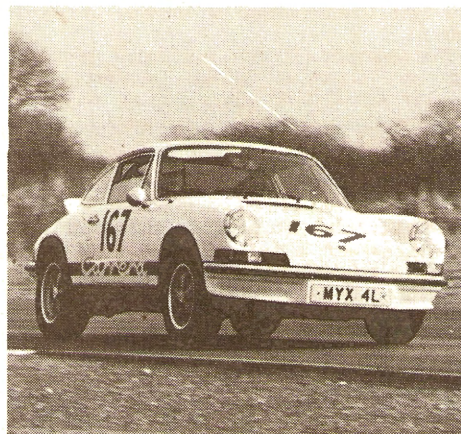
Since the mod sports race was amalgamated with the *libre* thrash the opening round of the Shellsport Clubmen's Championship (incorporating the Northern Clubmen's Championship) came next with a grid full of ultra rapid machinery. One thing which was most apparent was that with the exception of Alex Ferrada's DBRE-engined U2 Mk 11B, all the quick machinery had Holbay power, although at least two major engine builders

ment in practice.

After a lap Stanbury flashed by ahead of White, Mallock and Dave Rees who was going very well with his familiar ex-Ray Mallock Mk 11. Meanwhile Davies was slashing past the tail enders and mid-fielders to become fifth after two laps. Another couple of laps and he was in the thick of the torrid fight for second place with Stanbury apparently out of reach. Davies's blue U2 was a clear second on lap 6 and he began to catch the leader relentlessly. On lap 7 he almost had a bad moment but as they started the last lap the Gryphon and the U2 were nose to tail. Then in a few moments it was all over. Davies was by, Stanbury spun and Mallock was by to take second place from the recovering Gryphon. Stanbury had had little reward for a fine drive but nothing should detract from the immaculate performance of the unassuming Welshman, Vernon Davies. Not all that far behind the leaders at the finish came the U2s of Alan White, Alex Ferrada and Dave Rees.

The 1000 cc class too provided a very close scrap throughout a race which was undoubtedly the highlight of the day. In the end 1972 F1200 ace Peter Cooke with his U2 Mk 8B/11 just bettered the remarkable Ladybird Mk 10 of Derek Walker who was making a rare sortie away from the north-west. Martin White was a none too distant third in the class with U2 Mk 11.

As he was racing at Mallory at lunchtime Chris Meek took his place at the back of the big special saloon grid (despite no official practice at Croft this year) with Tate's ex-Doug Niven Escort with 1800 Perdal BDA, as the Abbott Special has gone back for Norman to sort out the transmission. On pole position was Niven himself in the ground-shaking Chas Beattie built, ex-Tate of Leeds 5.7 Bosscot. Alan Jones, driving instead of Ian Bax in the Vickers Mini, made the most of the start but Niven soon bellowed into the lead followed by Tony Sugden in the smart Brook Hire (Liverpool) Racing Escort TC. Meanwhile Meek was carving his way up the field (almost literally), although after a few laps the Tate car was pouring out vast volumes of smoke, and even flames on one lap. Meek tried everything possible to get by Sugden but to no avail as the Doncaster driver was going particularly well. Niven was



Nick Faure's Porsche Carrera dominated the prod sports race.

are considering altering that situation. Not counting a mythical time which appeared on the grid sheet, Noel Stanbury's sparkling Gryphon C73 headed the field in practice, and it was the maroon car which led away from the U2 armada led by Alan White and Richard Mallock. Starting on the seventh row was Vernon Davies as his new U2 had been having teething troubles in the braking depart-



Clubmen's winner Vernon Davies (left) and unlucky FF star Pete Clark (right).

quite uncatchable by this stage and the Boss-cort, now in Celtic Homes colours, looks rather more wieldy than of yore. After the race, Sugden, with vocal support from other competitors, put in a protest against Meek's driving, which was unresolved when the writer left the course. Jones won the 1300 cc class but was challenged hard by Jimmy Pinkerton's smoking Mini with Graham Wood's veteran Mini third in class and sixth overall.

The production sports cars were finally 13 in number (although Bary Joell's Team Castrol Clan never made the grid) for this first STP round and since there were 9 different models there was no lack of variety. An encouraging number were genuine road cars too, including Bill Sydenham's Marc Anthony-supported Honda S800 which really is his wife's shopping car! Star of the show of course was Nick Faure's magnificent Carrera RS, of which Nick felt the only limiting factor was the road tyres which no doubt accounted for his best lap being 1.4 s poorer than Gabriel Konig's G1 record. Faure led throughout with Roger Smith's Lotus Elan Sprint 20.8 s behind at the finish to win the £3000 class. The £1625 class winner was next up, DCM the TR Centre-entered Triumph TR6 of Shaun Jackson who was making a welcome return to the tracks. Some of the excitement was provided by John Targett's MGB which almost got away from him on lap 4, but he still finished ahead of Malcolm Wayne's Team Castrol Clan Crusader which had climbed up from the back of the grid as Malcolm had come up from Mallory with Chris Meek. The leaders of the £1200 category were next with the MG Midgets of Andrew Chaburn and Geoffrey Tipp vanquishing the little Honda which collected a large dent in one door somewhere along the way.

When full fields are assembled, which shouldn't be too long as there were 17 entries, there is no reason why prod sports should not be as entertaining for competitors and spectators alike as prod saloons, although one has the feeling that the former will not become quite so commercialised as the latter category rapidly became, certainly if the number of true private entries at Croft are anything to go by.

A variegated assortment of libre cars and modified sports cars emerged for the last event, although unfortunately minus the Anglo-American Racing Team F5000 Chevron B24s which could not be readied in time. Although he didn't even know whether the ex-Dean F5000 McLaren M14A would even fit him alright till Sunday, and despite practice plug bothers, Bill Wood had an effortless win. His only bad moment came when he inadvertently switched off the fuel pump on the first lap which dropped him to fourth briefly. Jon Fletcher's Elan, which has had a new back end over the winter was an equally convincing second, while the brave Lol Hopkins with the BRM Pi54/167 was lying in third place till he stopped out on the course. This gave third place to Phillip Barlow's Hawke with Alo Lawler's new Royale RP16 and Donald Morton's Elan taking the next two places. Unfortunately John Absalom's return to his old bright blue colour scheme was rather unhappy as his newly-installed 1760 pushrod engine was never right and he soon retired. Since John Absalom has moved up a class the 1150 cc mod sports category was an easy win for Reg Forester-Smith's Ginetta G4.

CROFT RESULTS

Northern Clubs Formula Ford Championship for the Tate and Yorkshire Post trophies (12 laps). 1, Graham Cuthbert (Lotus-Rowland 69F), 15 m 28.0 s, 81.46 mph; 2, Ted Payne (March-Scholar 72B), 15 m 36.2 s; 3, Michael Starkey (Merlyn-Scholar Mk 20A), 15 m 37.4 s; 4, Andrew Jeffrey (Elden-Rowland Mk 10), 15 m 41.2 s; 5, Phillip Barlow (Hawke-BVTR DL2A/B), 15 m 58.8 s; 6, Bill Burley (Royale-Ledar RP16), 16 m 3.2 s. **Fastest lap:** Cuthbert, 1 m 14.8 s, 84.23 mph.

MCD and Esso Uniflo Special Saloon Car Championships round 1, up to 1000 cc (10 laps): 1, Sedic Bell (1.0 Mini-Holbay MAE), 13 m 17.2 s, 79.02 mph; 2, Alex Clacher (1.0 Hillman Imp), 13 m 39.6 s; 3, Lionel Dickson (1.0 Mini-Cooper S), 14 m 15.6 s; 4, Trevor Willcocks (850 Mini), 14 m 15.6 s. **851-1000 cc class:** 1, Bell, 79.02 mph; 2, Clacher; 3, Dickson. **Fastest lap:** Bell 1 m 17.2 s, 81.68 mph (equals class record). **Up to 850 cc class:** 1, Willcocks, 73.63 mph; 2, Roger Matthews (850 Mini); no third. **Fastest lap:** Willcocks, 1 m 24.5 s 74.82 mph (class record).

Shellsport and Northern Clubmans Sports Car Championships round (10 laps): 1, Vernon Davies (1.6 Mallock U2-Holbay Mk 11B), 12 m 16.0 s, 85.59 mph; 2, Richard Mallock (1.6 Mallock U2-Holbay Mk 12), 12 m 29.0 s; 3, Noel Stanbury (1.6 Gryphon-Holbay C73), 12 m 36.6 s; 4, Alan White (1.6 Mallock U2-Holbay Mk 11B), 12 m 41.2 s. **1001-1600 cc class:** 1, Davies, 85.59 mph; 2, Mallock; 3, Stanbury. **Fastest lap:** Davies, 1 m 9.8 s, 90.26 mph.

Up to 1000 cc class: 1, Peter Cooke (1.0 Mallock U2-Holbay Mk 11B/11), 80.93 mph; 2, Derek Walker (1.0 Ladybird-Holbay Mk 10); 3, Martin White (1.0 Mallock U2-Holbay Mk 11). **Fastest lap:** White, 1 m 15.2 s, 83.78 mph (class record).

MCD and Esso Uniflo Special Saloon Car Championships round, 1000 cc (10 laps): 1, Doug Niven (5.7 Ford Boss Escort V8), 13 m 3.0 s, 80.45 mph; 2, Tony Sugden (1.9 Ford Escort V8), 13 m 10.0 s; 3, Chris Meek (1.8 Ford Escort BDA/Perdal), 13 m 14.0 s; 4, Alan Jones (1.3 Mini-Cooper S), 13 m 39.4 s.

Over 1300 cc class: 1, Niven, 80.45 mph; 2, Sugden; 3, Meek. **Fastest lap:** Niven, 1 m 16.0 s, 82.90 mph.

1001-1300 cc class: 1, Jones, 76.88 mph; 2, Jimmy Pinkerton (1.3 Mini-Cooper S); 3, Graham Wood (1.3 Mini-Cooper S). **Fastest lap:** Jones, 1 m 19.4 s, 79.35 mph.

STP Production Sports Car Championship round (10 laps): 1, Nick Faure (2.7 Porsche Carrera RS), 14 m 37.4 s, 71.80 mph; 2, Roger Smith (1.6 Lotus Elan Sprint), 15 m 38.2 s; 3, Shaun Jackson (2.5 Triumph TR6), 15 m 52.0 s; 4, John Targett (1.8 MGB), 16 m 1.9 s. **Over £3000 class:** 1, Faure, 71.80 mph, no other starters. **Fastest lap:** Faure, 1 m 26.2 s, 73.09 mph (class record).

£1625-£3000 class: 1, Smith, 67.16 mph; no other starters. **Fastest lap:** Smith, 1 m 32.4 s, 68.18 mph (class record).

£1200-£1625 class: 1, Jackson, 66.17 mph; 2, Targett; 3, Malcolm Wayne (875 Clan Crusader). **Fastest lap:** Jackson, 1 m 32.8 s, 67.89 mph (class record).

Over £3000 class: 1, Andrew Chaburn (1.3 MG Midget), 62.94 mph; 2, Geoffrey Tipp (1.3 MG Midget); 3, Bill Sydenham (798 Honda S800). **Fastest lap:** Chaburn, 1 m 37.8 s, 64.42 mph (class record).

BRSC Northern single-seater and Northern Modified Sports Car Championships round (10 laps): 1, Bill Wood (5.0 McLaren-Chevrolet/Res-M14A), 12 m 7.4 s; 2, 86.61 mph; 2, Jon Fletcher (1.6 Lotus Elan), 12 m 56.0 s; 3, Phillip Barlow (FF Hawke-Burt DL2A/B), 13 m 22.6 s; 4, Alo Lawler (FF Royale-Vegantune RP16), nine laps. **Single-seaters and libre cars:** 1, Wood, 86.61 mph; 2, Barlow; 3, Lawler. **Fastest lap:** Wood, 1 m 10.2 s, 89.74 mph.

Mod sports over 1150 cc class: 1, Fletcher, 81.85 mph; 2, Donald Morton (1.6 Lotus Elan); 3, John Gregson (1.9 MGB). **Fastest lap:** Fletcher, 1 m 16.2 s, 82.68 mph.

Mod sports up to 1150 cc class: 1, Reg Forester-Smith (1.1 Ginetta-Cosworth G4), no speed given; 2, Ian McCullough (1.1 Austin Healey Sprite Mk 1); 3, Nigel Nash (1.1 Turner-BMC Mk 2). **Fastest lap:** erroneously given.

News

● Chris Meek and Malcolm Wayne were due to fly up to Croft from Mallory last Sunday in Malcolm's Piper Cherokee. However, the plane was fog-bound so they drove up in Chris's Jaguar XJ12. It would be imprudent to reveal the time for the journey but it was mind-bending. Incidentally it is hoped that the increased prize money in this year's Tate of Leeds FF Championship is a pointer to a 1973 Tate Championship of National proportions.

● The directors of Croft Autodrome made a rather fine gesture on Sunday. They made out a cheque for £20 for Andy Barton, to go a little way to help pay for the repairs to the notorious Mini.

● Lest anyone should get the idea that Nick Faure's Porsche Cars (GB) Carrera RS is an even more special version of an already special car, it is in fact a press demonstrator, the car tested by several motoring magazines.

● Former farmer at West Lilling, Bill Wood has sold up the farm and is intending to spend much more time on his racing. He will be doing some of the Rothmans European F5000 rounds in the ex-Tony Dean McLaren M14A, but later in the year he may well take the car over to America for some of the "money races" if all goes well.

● Cadwell Park has been granted a track licence by the RAC and the Lincoln MC & CC have asked us to point out that their meeting on April 8 will now be held as planned. This will be the circuit's first car meeting of the year and will be on the full circuit. There are rounds in 750 and Monoposto championships with other races for FF, special saloons, production saloons and *formule libre*. Esso Uniflo are sponsoring the meeting which has over £400 in prize money.

Regulations can be obtained from J. Timms, 10 Coningsby Cres, Braebridge Heath, Lincoln.

Autotest surprise

John Lyons, the only Irishman registered in the Castrol/BTRDA autotest championship, made the long trip from Castleterg, County Tyrone, to Southsea last weekend and wiped up the second round of the championship with a fine set of tests in his 1275 Mini GT. He was in tremendous form all day and was the only driver to beat the 400 s mark for the 14 tests laid on by Southsea MC on one of the large car parks along the sea front of the south coast resort. His total time was 395.7 s and he defeated the best sports car men by a little over 7 s while in his class, he thrashed the opposition by half a minute.

In the class for small-engined Minis, the 970 Cooper of Roger Connor took the points in 464.4 s well ahead of David Tearle (998 Mini) while Nick Yoward (998 Cooper) closed to within a couple of seconds of Tearle on the run in. John Larkin took the second class with his 1243 cc Mini Cooper—his second championship class win. He totalled 430.6 s to finish only 5 s ahead of Roger Frupp (1275 Mini GT) who is now second in the class overall.

Peter Noad, again campaigning his powerful VW, predictably dealt with only meagre opposition in the re-engined class which he won in 430.3 s while the Escort GT and Mexico of Keith Webb and John Calton argued throughout for honours in the class with Webb edging home by 2 s on 485.5 s.

The big surprise was reserved for the sports car class where Trevor Smith, last year's champion, had his reverse for many a long day when Denis Beare pipped him by 1.2 s after a mammoth struggle, both using their trusted Sprites. Don Harris (Midget) was third, but some way back, Mike and Rita Daniels in their DHW took two awards, Mike the last class for specials and Rita the ladies award.

Overall: J. Lyons (1275 Mini GT), 395.7 s. **Class winners:** R. Connor (970 Mini Cooper), 464.4 s; J. Larkin (1.2 Mini-Cooper), 430.6 s; P. Noad (VW), 430.3 s; K. Webb (Escort GT), 485.5 s; C. Barrill (Cortina), 503.2 s; D. Beare (Sprite), 402.9 s; M. Daniels (DHW), 454 s. **Ladies:** Mrs. R. Daniels (DHW), 500 s. **Novice:** M. Flux (998 Mini), 483.7 s.

Dry Tyrwhitt

A fortnight's dry weather preceded the Maidstone & Mid-Kent MC's Tyrwhitt-Drake Trophy Trial, on Sunday, March 4, giving a large number of clean sheets in the morning runs. These consisted of four hills laid out at Clockhouse Farm, with eight prime trials during the remainder of the morning and most of the afternoon. The event finished with four more observed hills at Boxley. Hill 8, Timbold, proved insurmountable to about three-quarters of the field, a patch of damp beech leaves after a blind stop and restart line catching a lot of competitors.

The most popular hill was Boxley Waterworks, about 800 yards long, including two natural chicanes, with sharp humps and climbing at a steady 1 in 2 all the way. Some competitors were heard to say it was worth travelling 100 miles for this hill alone!

Last year's winner, Dennis Greenslade unfortunately broke a drive shaft on Hill 13. The surprise winner was J. Bonnett in his 1600 cc 1938 Series E Morris, who had the lowest score of the day, with 14 points on 16 hills.

Winner of the Tyrwhitt-Drake Trophy (Index Performance): J. Bonnett (Morris E). **Class winners:** J. Rook (Saab V4); J. Henley (Escort TC); A. Gibson (Sprite Mk 4); C. Daisy (Imp).

● With the first half of the trials season drawing to a close it was disappointing to hear rumours that the Jacobean Trial, one of the high spots of the season might not be run. Unique in character the "Jaco" has been as much a test of bravado as driving ability and is a tremendous favourite amongst the majority of the competing drivers. Perhaps it is not yet too late for David Render and his colleagues to have a change of heart.

● Antigua driver Mike Tyrrell returns to British Formula 3 racing this Sunday with his Ensign at Silverstone. Sponsorship for Tyrrell in F3 is expected to be announced before the first John Player round at Silverstone on April 8.

SPORTS EXTRA

Harrison wins in Yorkshire

Not even the prospect of Semperit/BTRDA or RAC Championship points was sufficient to lure more than two dozen starters to north Yorkshire for the Yorkshire SCC's annual 4/44 sporting trial. Most disappointing absentee was Lol Hurt who was unable to take up his entry due to sickness in the family.

This year's event was held on a new site adjoining the Brighthouse/Eland road in a wooded area a few hundred yards from the old venue. With much improved parking facilities and a wealth of area available to them the club had laid out 15 worthwhile hills demanding a considerable degree of skill from the competitors with aspirations of reaching the top. In the main the sections were laid out over bracken covered slopes, none of which in themselves were steep enough to stop a car, but by devious placing of marker poles the YSCC contrived to stop most of the cars at one point or another. Although the day was fine and dry there were some patches of near marsh which took toll of forward momentum as only mud can do.

The morning session was confined to seven of the laid out sections which had to be tackled twice. To ensure that no driver had the advantage of tackling each hill first the cars were despatched in groups of four to each section. Virtually a Midlands v North confrontation, the former soon established a grip on the trial which they were never destined to lose, with Ivor Portlock (Dryad) concluding his opening rounds with the loss of 34 points. In second place, four marks in arrears came the first of the Kincraft with

their way towards eight new hills which lay close by the earlier sections. Similar in most respects to the terrain over which the opening rounds had been contested these additionally involved several good old fashioned mud holes, to the consternation of those drivers and passengers who had been tempted by the weather to cast off their protective clothing!

The presence of these sticky patches was destined to have a profound effect upon the result of the trial, two hills being abandoned on the opening round due to the intractability of the surface. Prior to the abandonment Portlock had succeeded in virtually climbing one of the hills upon which no other driver had beaten double figures and thereby given himself the chance of outright victory. He was understandably disappointed with the decision of the clerk of the course.

By canibalising the best of the two adjoining abandoned sections the organisers were able to make one good hill for the afternoon session second round, bringing to 14 the number of climbs required in the post-lunch period. Harrison produced the best round of the day with the loss of a further 12 marks to bring his total to 50, enough to secure victory. Also in the sub-20 bracket were Bill Evans (Beva) with 14, Jack Pearce with 17 and Don Williamson (Doncan) with 19. Such was the closeness of the competition that these above average rounds elevated Evans and Pearce by only one place whilst Williamson gained only two rungs of the ladder to annex fifth position.

Jager was unlucky to see his challenge come to nought following an indifferent afternoon which cost him 30 points and pulled him down to sixth place one point clear of the Bilbo of Bill Warr. In the "what might have been" stakes it is interesting to think what the result could have been had Portlock's advantage on the abandoned hills not been nullified by their cancellation, or had a piston on the Dryad not burned out just prior to the close of the trial.

1, T. Harrison (1.5 Kincraft-Renault), 50 pts; 2, J. Pearce (1.6 Kincraft-Renault), 56; 3, I. Portlock (1.3 Dryad-BMC), 57; 4, B. Evans (1.3 Beva-BMC), 61; 5, D. Williamson (1.2 Doncan-Ford sv), 67; 6, B. Warr (1.5 Bilbo-Renault), 73.

GEOFF HERRINGTON

First Gold Star round to Jackson

Eric Jackson and Don Barrow, made a little piece of history last Saturday by winning the Mansfield & Sutton Observer Rally organised by the Dukeries MC, for this event was the first round of the new Esso Uniflo Gold Star Championship. Driving his normal Escort RS, Jackson led from the fourth stage after early leader, Mike Ranger in his Imp, left the road. Second was Paul Appleby and Keith O'Dell, who just managed to stave off Reg Mullenger by some 4 seconds. Mullenger, who was co-driven by Gerry Turner, was far and away the fastest on the afternoon stages to clinch third spot from the Shell Sponsored Escort of

Bill Mather. Surprise of the event was the fabulous drive of Arthur Morley from London, in an Escort Twin Cam, driving his very first stage event, and only his 4th ever rally, by coming 9th overall, having started at the lowly number of 97.

The start was from the Technical College in Mansfield and there were surprisingly few amendments from the original starting list. Glyn Hubbard started No 1, in a left hand drive, ex-Safari Escort, sporting a five speed box. This was his first time out in the car and it took him a long time to get used to it. Following Mullenger who started number 2, was Frank Pierson who brought along his regular partner, BTRDA committee man Colin Francis. Fellow committee member and eventual winner Eric Jackson was behind, but Tony Viles couldn't make it so Don Barrow took his place. First non-starter was Tony Drummond, whilst at No 10, we were all treated, at last to the sight of Ian Harwood's new Rover V8-engined Escort. Harwood was still sorting out this potent piece of machinery, and during the event was suffering from overheating problems as well as oil surge. In an almost totally Escort dominated top 20 other names included, Steve Howard in the Crystals of Hull car, David Hardcastle driving a Twin Cam lent by Malcolm Harvey-Ross, Paul Gillingan in the County Garage RS, and handicapped driver, Bob Chapman from Bournemouth in his Twin Cam sponsored by F. English and sporting Motorway remoulds.

There were a few slips of the seeding man's pen, as Mike Ranger's Imp started at No 73, while John Daker, who has just bought Peter McDowell's RS also started in the 70s. One interesting car to start was that of John Brundle, who has bought the DTV Fireza that Barrie Williams came to grief in, on the RAC, and has now installed a Lotus-Healey 16-valve engine.

The route was given out one hour before the 9 pm start, and consisted of 14 stages over farm and airfield territory. During the afternoon section, however, two stages had to be cancelled, due to last-minute problems with a farmer. The club also intended at one time to have two more stages, but they had to be scrubbed due to outbreak of swine vesicular disease. Bob Chapman had the honour of fastest time on the first stage, Newlands, which was a muddy farm track just outside Mansfield. Lower numbers did well here, with John Rhodes, second in his Escort, as the Huxford Fiat 128 hadn't been finished. Mike Ranger started well, taking third on the first stage and fastest on the next one, but he changed to racers for the second airfield stage, Wigsley, to find that most of the stage was loose and promptly went off, losing over five minutes in his efforts to get back on. Times for stage three were cancelled following some discrepancies. Stage four was at Gamston, the airfield used on last year's National Dukeries rally. Some of the arrows on this stage were difficult to see, resulting in Paul Appleby going wrong and having to attempt the stage again. Spins were frequent on this stage, both Vicki Lambert's Ascona and Graham Lepley's Escort girating. From Gamston, the route



Triallists Jack Pearce (left) and Bill Evans (right).

Tony Harrison at the wheel while Jack Pearce's similar car held third place with the loss of 39. He might well have held the lead but for an inadvertent excursion which cost him dearly.

At this stage of the proceedings only Robin Jager (Nymph) intervened in the Midland monopoly, holding fourth place with 44. Both Bill Evans and Bill Warr had brought their cars within striking distance of the Kendal driver, holding a joint fifth place with the loss of 47 marks. Misfortune struck Norman Manser during the second half of the morning round when the Cannon's diff gave up the unequal struggle. At the time Manser was well up with the leading bunch and might well have been leading the field at the lunch break.

For the afternoon contest the drivers made

Observer winners Eric Jackson/Don Barrow (Escort).



SPORTS EXTRA

headed south to another airfield, Wigsley. The route started on runways, but then went into the trees which were extremely slippery and contained a few surprises for the unwary. Mike Ranger ruined his chances here, Alan Scoble's Escort went off, Graham Taylor, in his Clarke and Simpson prepared Escort went off for five minutes and Brian Bell, flattened one side of his car against a tree, having taken fastest time on the previous stage. The longest stage of the day followed, Fulbeck Airfield, just outside Newark. The top names really wound themselves up for this one with Jackson setting the pace. Punctures were commonplace. Among others to suffer were Bernard Banning's Avenger, Graham Leply who completed half the stage on a flat, David Barker and John Daker. The most serious incident also occurred here when Hillebrand Bos's Triumph 2.5PI rolled end over end after clipping a mound of concrete, writing itself off. Mr and Mrs Bos were unhurt apart from being severely shaken.

And so to the final stage before lunch, a one-minute dash around Newark Showground. Bill Mather took fastest here from Jackson, while Vicki Lambert entertained all by crossing the finishing line backwards. Many cars were arriving at the breakout of road time, due to the non-allowance of delay time, foggy conditions, and general slowness on the part of some competitors, so the organisers extended lateness by 30 minutes. The half-way positions showed Eric Jackson well clear of Steve Howard, who was having a good clean run, from Bill Mather. New man Arthur Morley was lying 5th causing some raised eyebrows among the early numbers. Half-way positions: 1, Jackson 733; 2, Howard 741; 3, Mather 744; 4, Appleby 754; 5, Morley 755; 6, Mullenger 771; 7, Daker 776; 8, Iliffe 777; 9, Chapman 777; Gilligan 788.

With the cancellation of the first stage after lunch, there was a long run out to Ewerby for a 2½-minute stage on farm land, with some inviting dykes waiting to catch careless ones. George Morris retired his Escort here, while Ian Harwood managed to get his Fraud Escort together being fourth fastest. Mullenger was really motoring taking three fastest times in the afternoon section, but Appleby in his 1910 cc pushrod Escort managed one fastest to keep his nose ahead at the finish. On the next stage, Martin, John Daker's chances of finishing in the top ten were dimmed when he lost over two minutes when carburation problems struck. The route then returned to Fulbeck where Brian Bell was among the many again to suffer from punctures. Jackson was holding and increasing his lead by consistently finishing in the top five on stages whilst Steve Howard held second with some very neat fast driving. All was for nothing, however, for Howard, for on the way to the last stage, the flywheel sheared and that was that, a very disconsolate Howard went home, for it was the second time this has happened in recent months. David Sutton, driving one of his Clarke and Simpson Escort RS, with Howard Scott, crept on to the leader board on the penultimate stage and Frank Pierson, who had had a quiet day until then also put two quick times in to finish the day.

The last stage was back at Wigsley airfield where Brian Bell matched his dented offside with the nearside, whilst David Hardcastle arrived at the finish minus exhaust, and first and second gears, after finding a handful of neutral on the very first stage on the day.

The results were made available in Lincoln at the after-rally dance, and Jackson declared the winner. After a re-adding of totals it was found that Brian Bell was fifth, just ahead of the reliable Iliffe brothers, Bob Chapman was a creditable eight ahead of new man Morley (No he is no relation to Harold). The event was enjoyed by most, although the lack of stage mileage was a drawback. The Dukeries club ran the event well, and tried as much as possible to even the stages out according to power. Arrowing on the whole was good although some of the airfield junctions came in for some criticism. However, the new Esso Uniflo Gold Star Championship got off to a good start and Eric Jackson went home with some more money to put in his pension book.

MIKE BROAD

RESULTS

1, Jackson, 1287 pens; 2, Appleby, 1316; 3, Mullenger, 1320; 4, Mather, 1339; 5, Bell, 1348; 6, Iliffe, 1357; 7, Leply, 1361; 8, Chapman, 1366; 9, Morley, 1375; 10, Pierson, 1390.

Special Stage Times, Stage One: 1, Chapman, 92; 2, Rhodes, 93; 3, Ranger, 94; 4, Handay, 94; 5, Reynolds, 97. Stage Two: 1, Rangers, 73; 2, Appleby, 74; 3, Howard, 81; 4, Chapman, 81; 5, Morris, 84. Stage Three: Cancelled. Stage Four: 1, Bell, 50; 2, Appleby, 51; 3, Mullenger, 52; 4, Mather, 52; 5, Iliffe, 55. Stage Five: 1, Wilson, 183; 2, Carwithen, 195; 3, Jackson, 204; 4, Daker, 209; 5, Doughty, 209. Stage Six: 1, Jackson, 205; 2, Bell, 207; 3, Howard, 209; 4, Mullenger, 209; 5, Pierson, 216. Stage Seven: 1, Mather, 60; 2, Jackson, 64; 3, Leply, 64; 4, Morley, 65; 5, Mullenger, 65. Stage Eight: Cancelled. Stage Nine: 1, Mullenger, 41; 2, Jackson, 42; 3, Howard, 42; 4, Harwood, 43; 5, Appleby, 44. Stage Ten: Cancelled. Stage Eleven: 1, Appleby, 87; 2, Iliffe, 89; 3, Howard, 89; 4, Jackson, 90; 5, Leply, 90. Stage Twelve: 1, Mullenger, 189; 2, Jackson, 194; 3, Leply, 194; 4, Howard, 198; 5, Hardcastle, 200. Stage Thirteen: 1, Mullenger, 35; 2, Jackson, 36; 3, Howard, 37; 4, Sutton, 37; 5, Pierson, 38; 6, Leply, 38. Stage Fourteen: 1, McLean, 182; 2, Appleby, 191; 3, Jackson, 192; 4, Mullenger, 193; 5, Pierson, 193.

Car and Car Conversions Championship Positions. 1, Reg Mullenger (3rd); 2, Richard Illiffe (6th); 3, Bob Chapman (8th); 4, David Stokes (12th); 5, Peter Doughty (13th); 6, David Ewles (14th); 7, Ian Turnbull (15th); 8, John Daker (22nd); 9, Colin Fisher (23rd); 10, Glyn Hubbard (24th).

Brown wins revived Turpin

After an absence of at least two years the Dick Turpin production car trial returned to the calendar last Sunday when the Midland MEC used New House Farm, Burrington, near Ludlow, for the revival of their annual restricted event. Thirty competitors turned up for the non-championship event and 32 hills were arranged. The winner and taking his second award in the past months was Dellow man Nigel Brown who dropped 74 marks but his score was only the third lowest of the day, the first two in the rear-engined class beating him. High praise to Mrs Jean Hazel-



Jean Hazelwood's Sprite won its class on the Dick Turpin.

wood who took the sports car class in her Sprite. She dropped 102 marks and convincingly beat Brian Parodi in another Dellow.

Among the Mini men Geoff Spencer and Alf Williams had a grand battle, the former taking the class by two marks in his 1275 GT on 102, with Nick Pollitt (Clubman) third 10 marks away from Williams. Mac Hazelwood found real competition in his Mexico, and the man who pressed him was Phil Shaw, also Mexico-mounted. Hazelwood won on 112, only three better than a determined Shaw.

With Mrs Hazelwood going great guns to beat the second Dellow by a handsome 16 marks, Brian Betteridge was a lowly third as he gets used to his Sprite. In the rear-engined class Tony Millward had a class win with his Imp with the day's lowest total of 65 and he too had to work hard for his victory, as former champion Brian Pickering is now beginning to get the hang of his Simca Rallye and he was second on 67 with Peter Batten (Imp) 12 marks away in third.

Overall: N. Brown (Dellow), 74 marks lost. Class winners: G. Spencer (1275 Mini GT), 102; M. Hazelwood (W X Co), 112; Mrs J. Hazelwood (Sprite), 102; A. Millward (Imp), 65.

Autocross news

After a very successful 1972 Castrol/BTRDA Autocross Championship, it is not intended to make any radical changes for 1973.

The main changes that have been made are:

(a) The standard production car class (Class S) now includes Group 3 Sports Cars as well as Group 1 Saloons; and the restriction on tyre sizes has been removed. Competitors in this class can opt to start singly.

(b) The capacity limit for the smallest front wheel drive saloon class (Class A) has been raised from 865 cc to 870 cc to allow the use of plus 30 thou. Powermax forged pistons.

(c) The use of an eighth qualifying round as a tie-decider has been dropped.

As in 1972, the RAC National Autocross Championship is again being run concurrently with the Castrol/BTRDA Autocross Championship with the fastest 10 contenders making a special run at the end of each qualifying round to decide the points allocation.

The Howard Parkin Trophy will again be awarded to the best club team entered in the Championship. The Midland Manor MC HF Sprinteam will be defending their 1972 win from the 1971 winners, the Chess Valley MC, and their other near rivals in the 1972 Championship the Forest of Dean MC and the Woolbridge MC. This award is open to any club provided their nominated teams are registered in the championship.

As in 1972, the BTRDA are setting a very high standard of timekeeping. All but two events are using the BTRDA's own timekeepers, Dr. Bob Smith, Derek Smith and Dave Bullock. In addition, the BTRDA Autocross Committee appoint a representative for each event who is responsible for direct liaison with the organising club.

Qualifying rounds: April 29, White Horse MC; May 6, Peterborough MC; May 13, Lincoln MC & CC; May 20, Potteries & Newcastle MC; May 27, Forest of Dean MC; May 28, Hagley & District LCC; June 3, West Essex CC; June 10, Welsh Counties CC; June 17, Morecambe CC; June 24, Rochester MC; July 1, Exeter MC; July 8, West Suffolk MC; July 15, Lancashire & Cheshire CC; July 22, Chess Valley MC; July 29, Salisbury & Shaftesbury CC; August 5, Quinton MC; August 12, Winchester & District CC; August 19, Chelmsford MC; August 26, Rhyd & District MC; August 27, Taunton MC; September 2, Shenstone & District CC. Final: September 9, Dudley & District MC.

A competitor's best seven events count and points scored are taken forward into the final, where quadrupled points are scored.

At each qualifying event, a Castrol/BTRDA Goblet is awarded by Castrol to each class winner in addition to at least £5 prize money from the organising club. At the final, prize money is greatly increased and in addition, the BTRDA award a vast array of trophies.

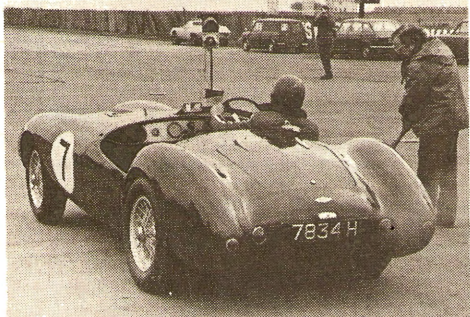
Further details of this Championship can be obtained from the BTRDA Membership Secretary, A. C. Whatmough, 16 Vesta Street, Manchester 4.

● Brian Stone lost 71 marks to win the Midland Manor MC closed production car trial last Sunday on a site at Neen Sollars, near Ludlow. Using a Singer Chamois, he won by 14 marks in a field of 21 competitors who tackled 13 sections. Best dice of the day was in the Mini class where Simon Wallace dropped 60 marks to beat Rob Fox by four marks while Mike Hart who shared Fox's Mini was third on the same total. Mexico driver Chris Thorpe had a clear 20 marks in hand in the conventional saloons. Martin Barnard's Datsun 240Z took the sports car class and Dave Lucas (VW) won the rear-engined category, dropping 31 marks.

Mike Bowler takes Pomeroy Trophy

Is no province safe from the onslaught of the competing motoring scribe? Not content with thrashing road-test cars and sponsors' hacks around the place, Mike Bowler of *Motor* brought his famous old ex-Dickie Stoop Sebring Frazer Nash out yet again in the Pomeroy Trophy competition and walked nonchalantly away with the coveted trophy. The "Pom" is an annual competition run by the VSCC to determine via various tests and a complex formula what is currently the most suitable sports car. It takes into consideration not only the age and capacity of the vehicle but also the distance between the brake pedal and the centre-line of the rear axle and all the results of the various tests are fed into a bewhiskered computer called Tony Bird and the awards are based on the figures produced.

The first test was the steering test, a high speed sprint down a zig-zag course of approximately quarter-mile and in this Bowler showed the form that he was to continue to display by setting up the best time of 19.66 s, nearly equalled by Chris Lawrence's Martin-engined Deep Sanderson Monica with 19.69 s, Dick Smith's Morgan Super Sports Plus 4 (20.33 s) and Chris Winder's Leaf SS (20.84 s). Jim Crocker was expected to shine in his squat AC Cobra but spun round the second pylon.

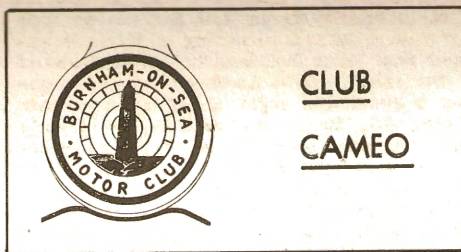


Mike Bowler blasts off the line in his Frazer Nash Sebring.

The second test called for a standing start sprint up to a line where one was supposed to stop astride. This proved rather harder for some than for others and there was much muttering of excuses about cold discs, etc, among those who failed. Fastest amongst those who succeeded in straddling the line was Frank Wall in his superb Scaglietti-bodied 250GT Berlinetta Ferrari, surely the most attractive of all the front-engined coupés. His 7.1 s elapsed time was only approached by David Flanagan in Frank's almost identical twin car with 7.2 s, Flanagan going on to win a first class award in class A, the unmodified class. The unfortunate Frank had a total clutch failure during the hour blind.

Neil Corner had borrowed the Hon Patrick Lindsay's short-nose D-type Jaguar and driven it up from London. He then showed just what a potent motor lurked beneath a decidedly well-used exterior to record 13.58 s for the standing and 7.51 s for the flying quarter, the two sections being consecutively laid-out and comprising tests C and D. Only the two Ferraris and the Cobra bettered 15 s for the standing quarter but Hamish Morten's lightened 4½-litre Bentley recorded 15.45 s and 9.45 s respectively on the way to his first class award in class B for modified cars. Hilton's 2.4 911S Porsche was spot on the 15 s for the standing quarter, better than the road test figure for this model especially when one considers that it was an uphill start from Woodcote towards Becketts!

After a break for lunch, during which it was decided to scrap the fuel consumption factor in the high speed trials because of the extraordinary complication involved in getting into some of the tanks with the measuring



The Burnham-on-Sea MC is now entering its 21st year since its original formation in 1953. After the Burnham & Highbridge MC & LCC disbanded in late 1952, a party of the original members held an informal meeting and decided to form a new club, the Burnham-on-Sea MC.

The first meeting of this club took place on January 8, 1953 and V. Tucker, one of the members of the old club, was elected president, an office he still holds today. At that time the membership stood at 40 and the club has since steadily grown each year so that the membership in 1972 stood at 350. The club's main activities revolve around sprinting and rallies, although there are a strong contingent of production car trial enthusiasts in the club.

The main speed events on the club's calendar are the Yeovilton sprint (co-promoted with the Yeovil CC and the Taunton MC) which is the opening round in the RAC Sprint Championship and the Weston-super-Mare

tube, the cars were sent out in two groups for an hour's thrash round the club circuit to complete a target number of laps. It was pretty obvious that many competitors were there for this alone and many personal battles evolved. Bowler consolidated his lead for the Pomeroy Trophy with a neat drive. Corner certainly didn't hang about in the D-type and took a first class award in the class with Flanagan succeeding likewise in Wall's Ferrari. Hugh Conway's extraordinary swift blown 2.3 Bugatti T43 took a second class award together with Hilton's well-driven 911S.

It was during this first trial that a popular member George Scott was taken ill in his Vitesse, stopped and subsequently died on the way to hospital following a heart attack, sad news which was not made generally known until later.

The second group of cars set out for their blind and when the pace car drew in at Woodcote and released the rolling-start, Chris Lawrence set off hell-for-leather in the Monica

speed trials which is the penultimate round. The Yeovilton event is on March 25. Unfortunately the club has lost its Dunkswell venue which was a regular sprint venue until the RAC withdrew its licence for this season owing to parts of the surface being rough.

The club also run two sandcross meetings with the Weston-super-Mare MC and the first of these takes place on March 25 on the South Beach at Weston-super-Mare.

The club's list of rally activities is headed by the Wessex rally which this year counts for the ACSMC and SWAMC series and is fast becoming one of the most popular events in the south west calendar. Also included in the club's programme is the Carver/Traders rally which is a half night tour through the lanes of Somerset and North Devon.

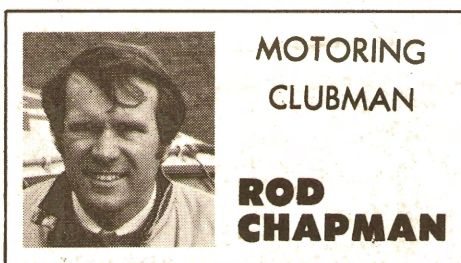
Among the social items are monthly meetings at the Webbington Country Club at Loxton. A good turn-out of members is frequent at these meetings which have film shows, competition forums and lectures. The club also stage an annual motor show where the local traders exhibit a wide range of models, a veteran car run which attracts over 40 participants, and a well-supported fuel economy run. The season is concluded with the presentation of trophies at the club's annual dinner and dance at the Winter Gardens, Weston-super-Mare.

The club's committee are seeking new ventures to make the Burnham-on-Sea MC one of the premier clubs in the west.

intent on proving something or other. His first entry into Woodcote culminated in a hair-raising spin in front of poor Dick Smith's Plus 4 Moggie but apart from a slightly dented ego on the part of the former and a pair of sweaty palms for the latter, no one was hurt. Hamish Morten was in no hurry in his very fast 4½-litre Bentley and was intent on doing his target laps and no more, Selwyn-Smith was doing likewise in his convertible 328 BMW with which he took the class cup, Major Bailey was having a go at anything which passed his 4½-litre Bentley special.

ROBIN REW

Pomeroy Trophy: M. H. L. Bowler (2.0 Frazer Nash Sebring). Class: P. Selwyn-Smith (2.0 BMW 328). First class award: H. Morten (4.4 Bentley); D. Flanagan (3.0 SWB Berlinetta Ferrari); N. Corner (3.4 Jaguar D). Second class awards: H. Conway (2.3 T43 Bugatti); I. C. Hilton (2.4 Porsche 911S); C. J. Lawrence (3.5 Deep Sanderson Monica). Third class awards: C. R. Pack (2.5 Aston/Riley); J. H. Bailey (4.3 Bentley); D. J. Duffy (2.5 Alvis Speed 20); D. O. Beales (2.0 AC Ace Bristol); P. A. Mann (4.5 Mercedes GP).



MOTORING
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Thirty-four-year-old Rod Chapman will be making a concerted attack on the European rallycross championship this year with his Stormont Escort, and for this series Chapman will be joined under the Stormont banner by 40 year old Ron Douglas. Douglas joins Chapman and Haynes of Maidstone's John Taylor in the three car Ford team in the European series.

Among Rod Chapman's achievements are Player's No 6 national autocross champion, BBC rallycross champion, runner-up in the ITV rallycross series, runner-up in the Dutch rallycross championship, third in the Belgian rallycross championship, winner and circuit record holder in the first German rallycross championship in Hamburg, winner of a Dutch rallycross at Valkenswaard in September 1972, the 1972 Castrol rallypoint champion, third in the 72/73 Wills Embassy Trophy and winner and record-holder for saloon cars at Bodiam. Quite a formidable array of successes, and with good experience of European rally-

cross behind him, Chapman will be favourite for the new series.

Chapman's home ground is Lydden where his local knowledge and exciting driving tactics have produced some memorable moments, particularly with battles against his rival Ford Escort exponent John Taylor, the fast BL Minis and the de Rooy Daf team from Holland.

At Valkenswaard, near Eindhoven, on September 2, Chapman became the first driver to beat the 4wd Dafs in their own country, and took 4 s off the previous best time there. The spectator appeal of Chapman's driving has placed him in firm demand across the continent and he now crosses the channel on average once a month to compete in Belgium, Holland and Germany, and this of course will be extended to Austria and France with the advent of the new series. Chapman has secured most of his notable victories with his 1800 Escort, which started life as a works Ford rally car. A new Chapman Escort is now being tested with a 1910 cc BDA engine, and a full 2 litre BDA unit will also be tried in the new car.

Rod Chapman is managing director of Chapman's Transport Ltd of Tunbridge Wells which operates a large fleet of trucks mainly on demolition work but also covering general transport requirements and a skip service. Recently Chapman made a National Westminster Bank television commercial based on his Lydden rallycross exploits and he has been running under the Stormont banner since July 1971.

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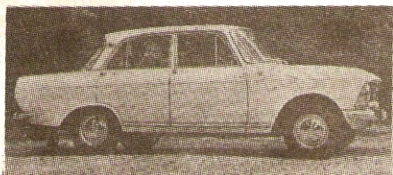
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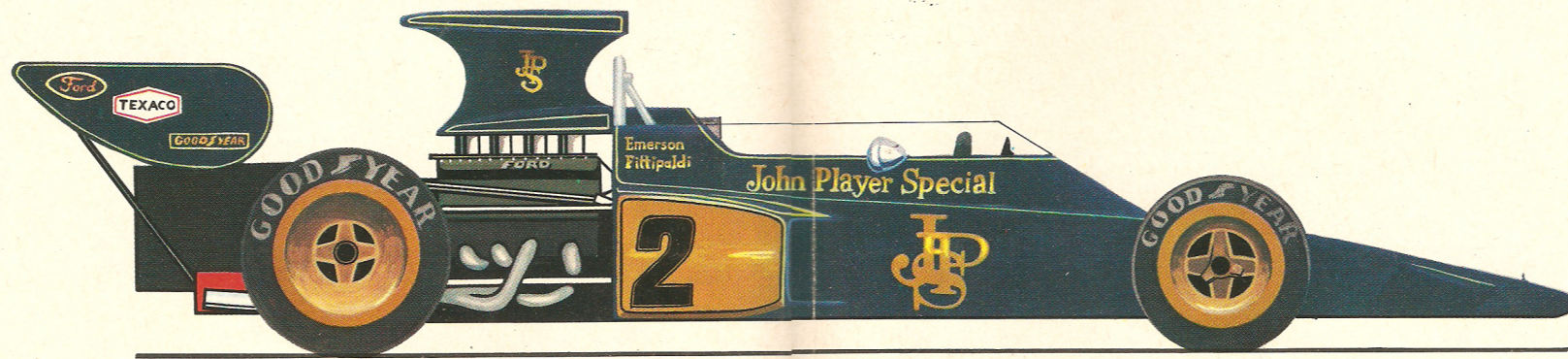
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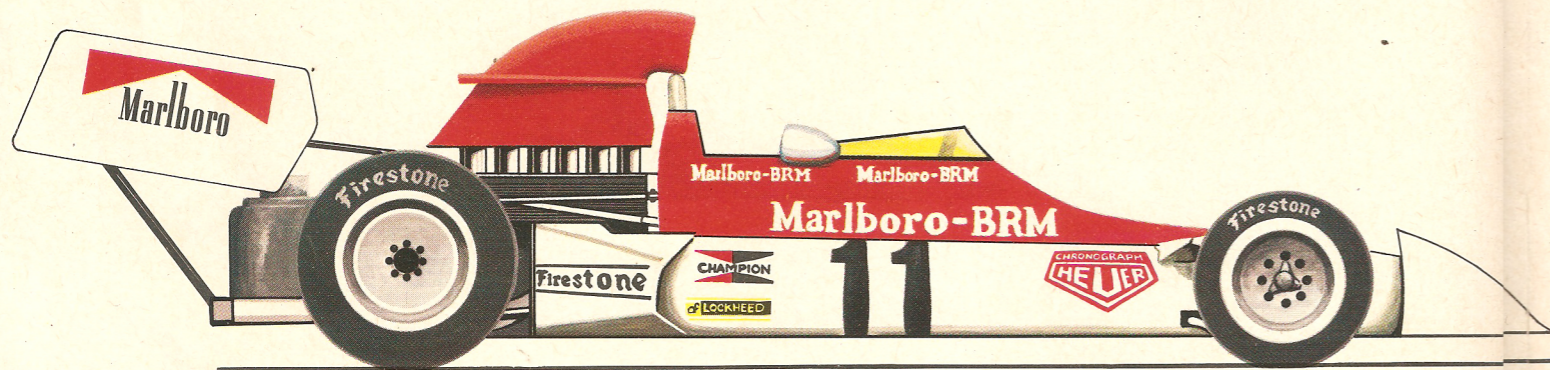


AUTOSPORT COLOUR SELECTION

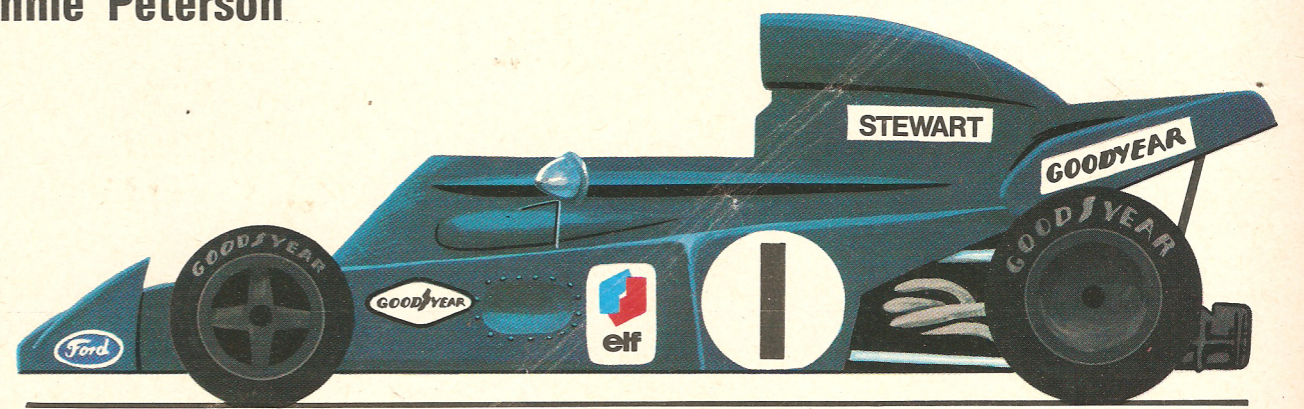
With the Race of Champions at Brands Hatch this weekend opening the European Formula 1 season, we asked AUTOSPORT artist ALAN ELDRIDGE to profile some of the cars which will bring colour to the race tracks this year.



Formula 1 John Player Special-Ford
Drivers: Emerson Fittipaldi and Ronnie Peterson



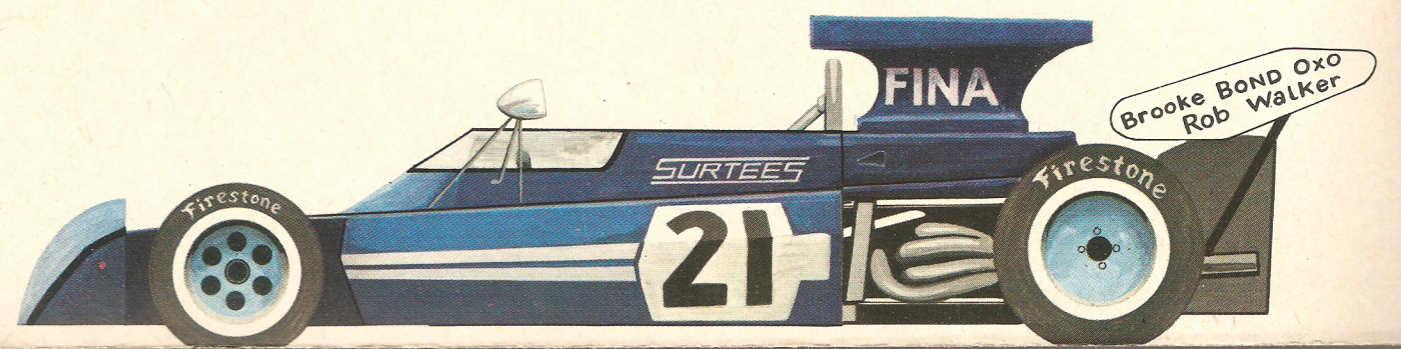
Formula 1 Marlboro-BRM P160
Drivers: Clay Regazzoni, Jean-Pierre Beltoise, Niki Lauda and Vern Schuppan



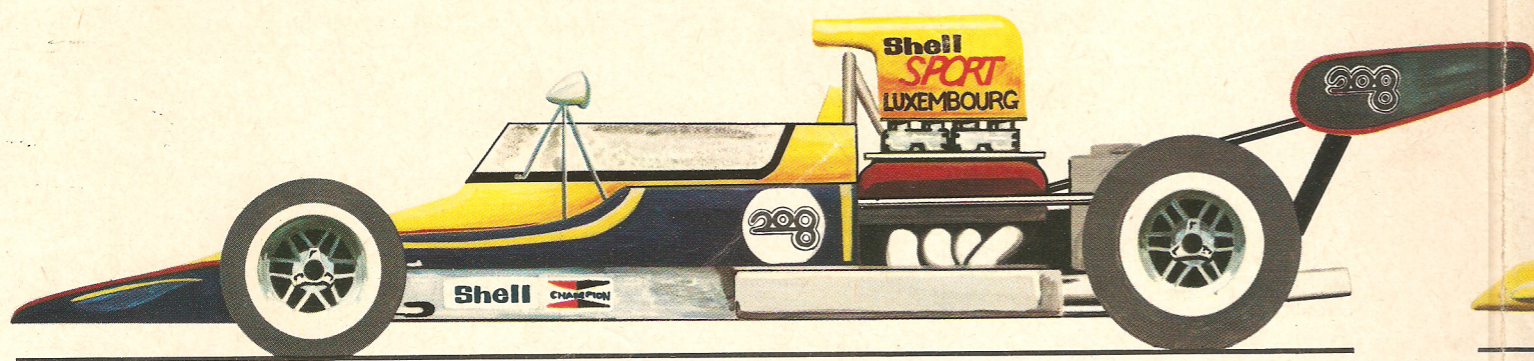
Formula 1 Elf-Tyrrell-Ford
Drivers: Jackie Stewart and François Cevert



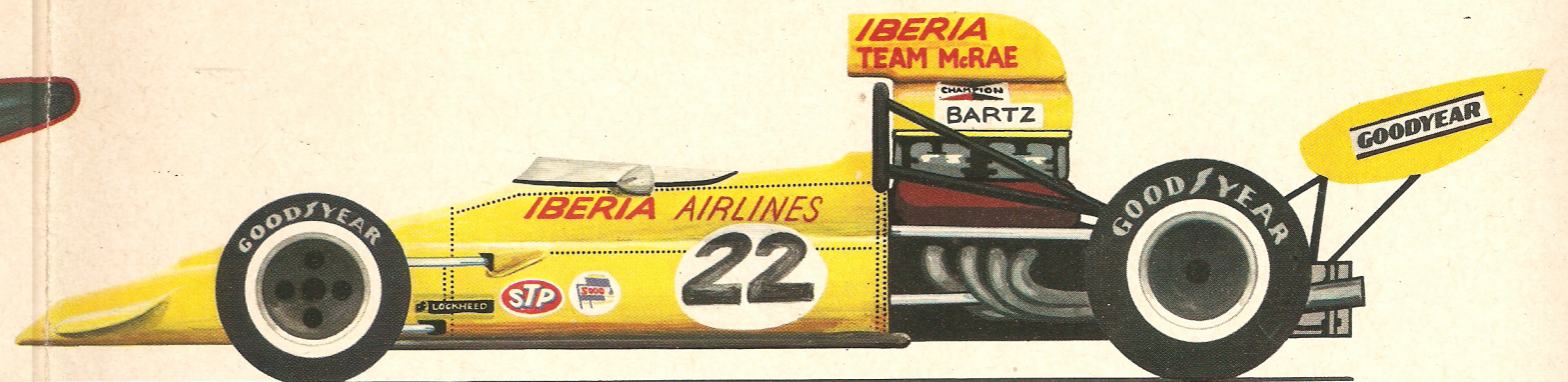
Formula 1 UOP-Shadow-Ford
Drivers: George Follmer and Jackie Oliver



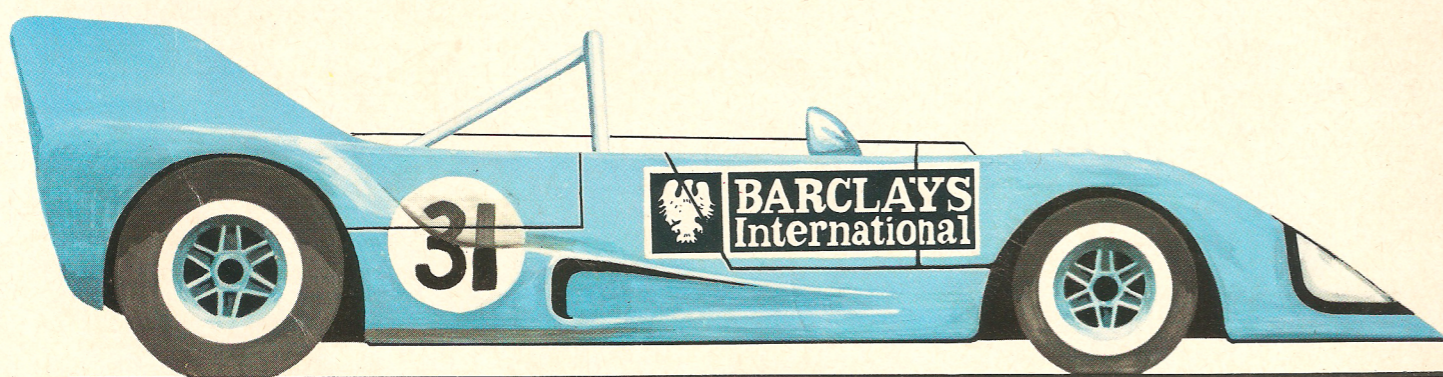
Formula 1 Brooke Bond Oxo Surtees-Ford TS14B
Drivers: Mike Hailwood and Carlos Pace



Formula 5000 Shellsport Lola-Chevrolet T330
Drivers: Gijs van Lennep, Tom Belso and Clive Santo



Formula 5000 Iberia McRae-Chevrolet GM1
Driver: Graham McRae



2-litre Barclays International Lola T292
Driver: Guy Edwards



Dealer Team Vauxhall/Thames Television
Driver: Gerry Marshall
Vauxhall Firenza

drawings by Alan Eldridge