PETE LYONS REPORTS ON THE SWEDISH GRAND PRIX

AUTOSPORT

Scottish Rally: Pond's Opel chases the Fords

Avon would like to announce their success on the World Cup rally and the Triplex Saloon Car Championship.

Not to mention weekly trips to the supermarket.

You're probably thinking the couple in the picture don't look too much like racing or rally drivers.

You could even be thinking that the car doesn't exactly look as though it's just finished a rally or won a racing championship.

In fact, it's more than likely you're beginning to think the picture has nothing at all to do with motor-sport.

Not quite true. Take a look at the tyres on the car.

They're ordinary everyday Avon's, from our wide range of radial and crossply tyres that you can buy anywhere in the country, at ordinary, everyday prices.

Yet class 1 of last year's Triplex Saloon Car Championship was won on 'ordinary' Avon tyres like these.

And Basil Wadman crossed the Sahara desert on Avon's, to take 9th place in the World Cup rally. Only 19 of the 70 cars entered actually finished the rally.

Just two of the many events on which Avon tyres have been used successfully during the past year.

Just two of the many drivers who have discovered just how 'out of the ordinary' our ordinary tyres are.

So next time you need tyres, ask your dealer about Avon.

After all, tyres that can win a saloon car championship are hardly likely to let you down on the way to the supermarket.

AVON TYRES

The racing, rallying, road tyres.

Avon Tyres Limited, Melksham, Wiltshire.

AVON

AUTOSPORT

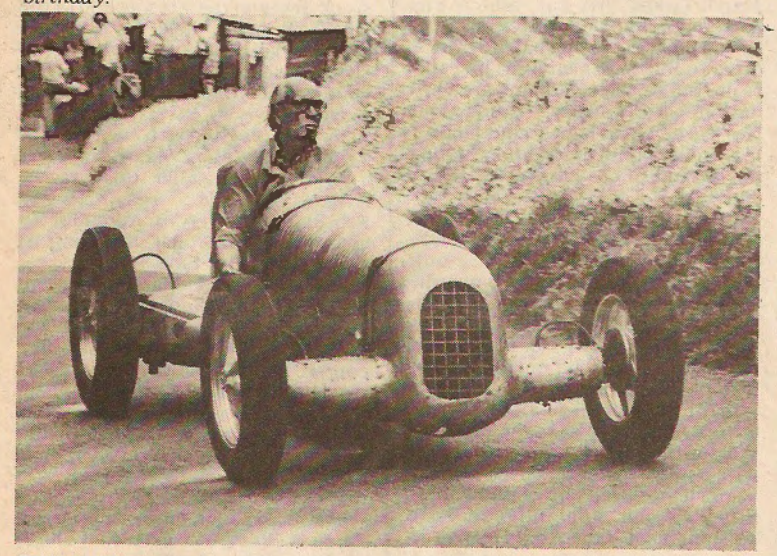
BRITAIN'S MOTOR SPORTING WEEKLY

June 12, Vol 59 No 11

CONTENTS

2	Pit and Paddock
10	Swedish GP: Three on the trot
20	Special Stage
23	Correspondence
24	Hockenheim F2: Laffite's race of attrition
27	Kyalami: Scheckter extends lead
30	Canadian FA: Roos' second win
32	Scottish Rally: Essay in total control
40	Mondello: Marshall the monarch
41	Silverstone: SuperVee records smashed
43	Brands Hatch: Lee's lucky one
43	Snetterton: Meacham's classic entertainment
45	Swedish F3: Anderson's revenge
47	Shelsley: Sunny 70th celebrations
47	Croft: Thompson takes another
49	Sports Extra

Famous cars and faces were at Shelsley Walsh last Sunday for the hill's 70th birthday.



Publisher: Simon Taylor
Editor: Ian Phillips. **Sports Editor:** Chris Witty. **Technical Editor:** John Bolster. **Rallies Editor:** John Davenport. **Overseas Editor:** Pete Lyons. **Club Editor:** Bob Constanduros. **Rally Features Editor:** Ian Sadler. **Deputy Rallies Editor:** Peter Newton. **Chief Photographer:** David Winter. **Editorial Assistant:** Linda McRae. **Northern Representative:** Ian Titchmarsh. **Midlands Representative:** Derek Hill. **European Editor:** Patrick McNally. **Assistant Overseas Editor:** Jeff Hutchinson.
Advertisement Manager: Mike Trew. **Motoring Group Advertisement Manager:** Derek Redfern. **Advertisement Director:** Colin Martin. **Correspondents — Scotland:** Bill Henderson. **Northern Ireland:** Esler Crawford. **Eire:** Brian Foley. **USA:** Gordon Kirby. **Canada:** Chris Waddell. **New Zealand:** Peter Greenslade. **South Africa:** Allan Trim. **Argentina:** Dr Vicente Alvarez
Published every Thursday by Autosport, Haymarket Publishing Ltd, Regent House, 54-62 Regent Street, London W1A 2YJ. Tel. 01-439 4242, 01-580 0842 (Editorial), 01-580 4566 (Advertising). **Subscriptions and back numbers:** Craven House, 34 Foubert's Place, London W1. Tel. 01-439 4242 (subscriptions), 01-437 3272 (back numbers)
Annual subscription: Home £14.50, Overseas, surface mail £14.50, Airmail, Europe £24.00, Airmail, USA and Canada £34.00. Other airmail rates on application. Text printed in England by QB Ltd, Sheepen Road, Colchester, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper
Direct from the publishers or all newsagents

ABC
Member of the Audit Bureau of Circulations

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

EDITORIAL

Roger Clark's brilliant and well judged win on last week's Scottish International Rally once again brings-up the old chestnut of "who is ever going to beat him?" The most popular of today's answers would appear to be "when he retires."

When Clark first tackled the RAC Rally Championship in 1972 there was a certain amount of criticism over the Ford Motor Co. entering their "works" driver in such a series. Drivers griped that it was an unfair advantage to compete with a factory built and cared-for motor car with full service laid-on and no worries over damage bills.

Roger Clark maintained that his participation, far from being derogatory, would provide a useful fillip to stimulate drivers out of their lethargy and spur them on to greater achievements. Roger Clark's philosophy has certainly proved to be much nearer the truth. Since the 1972 season, the overall standard of stage rally driving has dramatically improved (a few have always been *very* quick) and the sheer numbers of hard trying drivers has increased vastly. In 1972, after Roger Clark, Chris Sclater, Mike Hibbert and one or two others had passed through the forest, there followed a large group of uninspired, mediocre drivers, never quite getting it all together. Proceeding through the forest after this group came a motley band of also-rans, enjoying themselves to be sure, but really doing no more than lining the pockets of a few performance parts purveyors.

As this year's "Scottish" demonstrated, the quick-league drivers have massed-ranks from nowhere and now constitute a formidable challenge to the "Master." This is not to say that Roger has lost any prestige; Clark can still meet and beat virtually any opposition. He has demonstrated that three times so far this season. The also-rans are also a braver bunch now and often acquire local sponsorship. The appearance of two Opels and two Datsuns within the top ten overall classification also goes against the Ford-total-domination grumblers. It is also indicative of stage rallying's new-found commercialism. New, young, drivers have been getting ever-closer to showing real international rally winning potential and many have developed a sharp business sense so vital to today's balance sheet justification.

Not only do we now have, perhaps, as many as thirty really capable drivers, we also have high hopes that our current crop could, given a better deal, hold their own with the Finns, French, Germans and Italians who so dominate the prestige world championship rounds.

At a national level, stage rallying is thriving strongly; our state forests are true nursery grounds and we should be thankful, to a fair degree, for both Ford's and Roger Clark's involvement. It continues to be almost a classroom situation of professor and students; and the idealogical instruction is free.

When Roger does retire, which will surely only be when either business time increases or the fun element decreases, we now know that we have several worthy heirs to the throne.

During the past few years the situation has improved to such an extent that a new problem has been highlighted: We have the keen drivers with talent and business acumen but we don't have anywhere near enough manufacturer participation. The low-key dealer team operations are all very well . . . but, meanwhile, we are in grave danger of losing out in the all important worldwide sales battleground.

our cover picture

Scottish Rally: Tony Pond provided the only serious opposition to Ford for overall honours and after a really hard drive was unlucky not to finish higher than fourth.
Photo: Hugh Bishop

Lotus want Henton

Brian Henton to join Lotus or March? That's the big qnestion at the moment which might have been answered yesterday (Wednesday) when he was due to test one of the John Player Lotus 72s at Silverstone.

Lotus team manager Peter Warr has been eyeing Henton for some time and this is indeed an ideal time for which to test "the nnmade bed", especially with Jacky Ickx's impending departure from the team.

However, March Engineering are themselves very anxious to keep Henton as he has done an awful lot of testing for them during the past year and is a very useful addition to any organisation.

March had hoped to offer Henton a third car at the British GP but, possibly with the Stuck deal in the offing, a car won't be available.

Although it now looks as if Lotus and March are going to have a tug of war over the services of Henton, he is known to be a little reticent about the whole affair. He is reputed to have said that he'd prefer to drive for a much smaller non-works team!

Talking of Henton, it looks as if he will be able to make the Salzburg F2 this weekend after all, although this will be his last F2 outing (apart from Silverstone in August) as he hasn't got the finance required to carry on. A very sad blow indeed to the sole British interest in F2.

Brian Henton – in demand

Merzario's future

Frank Williams told us on Monday night that Artnro Merzario has not in fact resigned from his Grand Prix team as had been first thought. Frank told us that he met Arturo last week and they came to a mutnal agreement that the Italian wouldn't race in last weekend's Swedish Grand Prix.

Frank also told us that he would be flying off to Milan later this week for a final meeting with Merzario to discuss their future. Until then, Frank said nothing is definite.

Although we reckoned in last week's issue that South African Ian Scheckter was a distinct possibility to take over Jacques Laffite's seat in Sweden (Laffite was racing in F2), the choice of Irishman Damien Magee only occurred on Wednesday (a day after press) after Frank's meeting with Merzario.

Magee's F1 debut was arranged through Bernie Ecclestone who has the Ulsterman under contract to the Brabham team.

Foyt . . .

Exactly two weeks after Indianapolis, the USAC regulars were on the boil once more taking part in the Rex Mays 150 at Milwaukee last weekend. Victory went to A. J. Foyt in his Gilmore Coyote-Foyt/Ford, his 51st USAC win, but it was a close race all the way. The men involved with Foyt were Indy victor Bobby Unser in his Jorgensen Eagle and Johnny Rutherford's Gatorade McLaren M16D.

Foyt was able to survive being black flagged once for overtaking under a yellow caution light. He was then chopped hadly by a slower car and had to race down the pit lane and then touched wheels with Rutherford!

It was Unser who eventually took the runners-up slot not far benind Foyt with Rutherford also on the same lap. Fourth and a lap down, was Mike Mosley's Sugaripe Eagle followed by a troubled Wally Dallenbach (Sinmast Wildcat) and Pancho Carter (Cobre Tire Eagle), the latter two laps down.

In the USAC points standings, Foyt has 2,810 followed by B. Unser (2,070), Rutherford (1,790), Steve Krisiloff (1,330) and Dallenbach (1,020).

F3 Cup is back

The Formula 3 "Europe Cup for Nations" has been revived by the FIA and will take place at the Croix-en-Ternois circuit (near Arras) on July 20, the day after the British Grand Prix.

The timetable has been arranged so that team members (yet to be chosen) taking part in the John Player Grand Prix meeting at Silverstone the previous day can still compete in this race without any problem. The circuit is only an hour's drive from Boulogne.

The driver who wins the race will also have the honour of winning the Europe Cup — unlike previous years where a team scored points.

Start and prize money is being offered and further information can be obtained from Barry Bland at MRC (Tel: 01-930 9546).

Stuck is back in F1

Hans-Joachim Stuck, the fiery young German driver, is set to rejoin the works March Grand Prix team for the British Grand Prix at Silverstone. That was the news told to us by March Engineering director Max Mosley at the Hockenheim Formula 2 race last weekend. Stuck was, of course, having his fourth F2 race this season in one of the works March F2 cars.

Earlier this year BMW team manager Jochen Neerpasch had pulled Stuck away from F1 feeling it was better for the German to race BMW CSL touring cars in the American IMSA series. That was to be Stuck's main priority.

Hans Stuck – another go.

However, with Vittorio Brambilla now going so quickly in the latest March Grand Prix car, March Engineering found themselves in a very strong position from which to offer a drive to Stuck. It's an offer he can't really refuse. The Germans are very nationalistic towards Stuck and Neerpasch could have found himself in a tricky political situation had he not agreed to curtail Stuck's IMSA activities.

But if Stuck is going to rejoin Brambilla in the Grand Prix team (they drove together last season), where does that put Lella Lombardi?

The situation, according to Mosley, is that Lavazza, the Italian/Brazilian coffee sponsors of the second car "wish to extend their involvement." This has enabled the works to farm out Lombardi to a semi-works set-up, rather like Hexagon ran John Watson last year, and replace her with a much faster prospect.

Mosley closed by saying that Stuck would hopefully see the season out with the works team.

...and Petty

Richard Petty moved himself further in front of this year's Grand National points standings when the American stock-ace won the latest round of the NASCAR series held at Riverside last Sunday. This was the second race this season to be held on a road course (the first was the seasonal opener also at Riverside) and it provided Petty with a revenge victory over Bobby Allison.

At the race earlier this season, Allison took his Roger Penske-prepared AMC Matador to victory and Petty fell off trying to keep up. Not this time.

Allison put the Matador on the pole with Petty alongside. The race was the Turborg beer-sponsored 400 miler held on the 2.6-mile race course. Throughout the event, these two had a sterling dice of team tactics and so forth but it was Petty's STP Dodge that triumphed in the end at an average of 101.028 mph. It was Petty's seventh NASCAR win this year.

Third, and a lap down, was Benny Parsons (Chevrolet Chevelle) ahead of Ray Elder (Dodge) and Dave Marcis (Chevelle).

Petty has now extended his points tally which now totals 2274. Then comes Marcis, 1,838, James Hylton, 1,826 and Darrel Waltrip, 1,816, the latter blowing up early on in the Riverside race.

Brambilla's rapid lap

Those who were present at Silverstone last Tuesday week must have noticed Vittorio Brambilla lapping very quickly in one of the works F1 Marches. In fact his quickest lap was a startling 1m 16.7s, a speed of 137.38 mph for the 2.95 mile circuit. It's particularly startling because the quickest time an F1 car has got around there was in practice for the 1973 British GP when Ronnie Peterson did 1m 16.3s. The wings were hung further rearward then and qualifying tyres were much in evidence.

Brambilla showed that his lap was no fluke in Sweden three days later.

● Sources suggest that the F1 Constructors will guarantee F3 a successful future next season, and that could mean financial security.

Ickx leaves?

It's more than just speculation these days that Jacky Ickx is about to leave the John Player Team Lotus set-up either before, or after, the British Grand Prix at Silverstone.

The Belgian has had a pretty disappointing two seasons with the Lotus team, his major claim being a superb win in the wet at last year's Race of Champions. It is known that the Lotus team are a little dejected with his below par performances and the split will probably be mutual.

Stories from Sweden suggest that Ickx will see the season out driving a Bang and Olufsen March in F2 prepared by Brian Lewis.

Roos' F3 GRD

Mike Warner, boss of GRD, told us on Monday that he's building up a special works car for the F3 race at the British Grand Prix. Due to Ian Taylor and Mike Tyrrell, who are the current GRD drivers (although Tyrrell has yet to take delivery of his car), having problems with their sponsorship at the moment, Warner has looked elsewhere for driving talent and has plumped for Bertil Roos, the Swede who is currently dominating the Canadian Atlantic series.

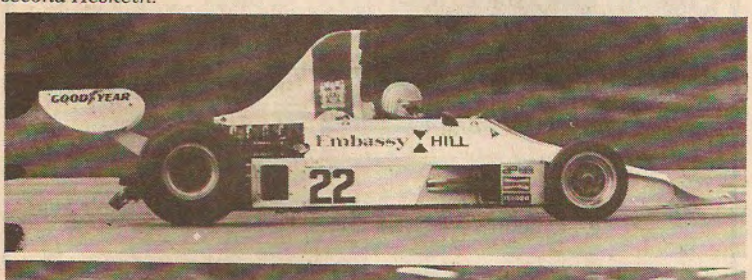
"I've always been impressed with him" said Warner, "ever since he drove our F2 car two years ago."

This will be Bertil's first taste of F3.

VPJ miss Dutch

Jim di Lan rter, currently running the Parnelli Grand Prix team, told our man in Sweden over the weekend that they would be continuing in F1 racing this season, although there was a distinct possibility that they would have to miss the Dutch Grand Prix at Zandvoort because it clashes with the qualifying for the Pocono 500 USAC race.

New faces in Sweden last weekend were Ian Scheckter (top) and Damien Magee (above) in Frank Williams' cars. Vern Schuppan handled the second Embassy Hill (below) while Torsten Palm had his first race (bottom) in the second Hesketh.



● The new F1 Hesketh is expected to make its debut at the French Grand Prix.

● Following our interview with Jean-Pierre Beltoise last week, we now hear that besides the Nurburgring, Clermont-Ferrand is planning on shortening their existing circuit so that it can comply with the latest regulations. It is intended to re-route the circuit across to the right from the uphill straight soon after the start, thus virtually cutting the current track in half.

● Stories in the French press last week suggested that the Formula One Constructors Association will be doubling their asking price for the package deal at Grands Prix next year. That means someone's got to find £160,000 before they can even think about a grid!

● Dave Morgan, following his class winning performance with John Lepp in the works 2-litre March 75S at the 'Ring 1000Kms a fortnight, will pair up again with the Altrincham jeweller for the Osterreichring 1000Kms at the end of the month.

FIA dates for 1976

Found lurking in an Italian magazine last week was next year's provisional International calendar, so far unannounced to the rest of the world.

New additions to the FIA championships include the World Championship of Makes for Silhouette cars and a Formula 3 championship.

The F1 World Championship is almost as one would expect except that Long Beach has been added for the end of March with South Africa moving to February.

Monaco and Belgium have once again swopped around, the latter moving to the end of May (Spring Bank Holiday weekend). Sweden meanwhile has been moved from June to August. The full list of GP dates at the moment is:

Jan 11, Argentina; Jan 25, Brasil; Feb 28, South Africa; Mar 28, USA (Long Beach); May 2, Spain; May 16, Belgium; May 30, Monaco; June 20, Holland; July 4, France; July 18, Britain (Brands Hatch on a Sunday), Aug 1, Germany; Aug 15, Austria; Aug 29, Sweden; Sept 12, Italy, Sept 26, Canada; Oct 10, USA (Watkins Glen).

Britain has applied for two rounds of the new Silhouette Championship although we gather that the dates are very provisional at the moment as there appears to be little interest being shown in the series by manufacturers. The dates are:

Feb 1, Daytona; Mar 21, Mugello; Apr 4, Vallelunga; Apr 25, Dijon; May 9, Silverstone; May 23, Nurburgring; June 13, Le Mans; June 27, Osterreichrung; Jul 11, Zandvoort; Jul 25, Mosport; Aug 8, Mantorp Park; Sept 12, Brands Hatch; Sept 26, Zolder; Oct 18, Buenos Aires.

The traditional World Championship of Makes (for prototypes) takes on a slightly different face with a number of new races to replace those which have gone to Silhouettes. The scheduled rounds are:

Apr 4, Nurburgring; Apr 25, Monza (?); May 2, Spa (?); May 16, Magny Cours; May 23, Imola; June 13, Anderstorp; June 27, Enna; Jul 11, Watkins Glen; Jul 25, Road America; Aug 22, Mosport; Sept 19, Karland; Oct 3, Estoril; Nov 7 Kyalami.

The European F2 championship contains most of the familiar rounds including, interestingly, two in Britain again at Thruxton and Silverstone, although the latter is obviously dependent on the success of this year's race on August 31. The dates are:

Apr 4, Montjuich; Apr 19, Thruxton; May 9, Vallelunga; May 23, Salzburgring; June 7, Pau; June 20, Hockenheim; Jun 27, Rouen; Jul 11, Mugello; Jul 25, Enna; Aug 22, Silverstone; Sept 5, Zolder; Sept 19, Nogaro; Sept 26, Hockenheim; Oct 24, Estoril.

A European 2-litre Championship is planned again although following this year's cancellations its future doesn't really look too bright. The rounds scheduled are:

Apr 11, Karland; Jun 6, Mugello; Jun 13, Hockenheim; Jun 20, Brands Hatch (again very dependent on the outcome of this year's race); Jul 8, Misano; Aug 8, Enna; Aug 29, Hockenheim; Oct 3, Estoril; Oct 10, Montjuich; Oct 17, Jarama.

The inclusion of a European F3 championship is excellent news, especially as two rounds are scheduled for Britain. One of them though, Thruxton on May 31, seems rather misplaced. It is just two days after the traditional Monaco race, which strangely is not in the series. The rounds are:

Mar 27, Oulton Park; Apr 4, Nurburgring; Apr 19, Zandvoort; May 9, Mantorp Park; May 23, Nurburgring; May 31, Thruxton; Jun 27, Monza; Jul 11, Enna; Aug 22, Kassel-Calden; Sept 5, Knutstorp; Oct 3, Vallelunga.

The European Touring Car Championship which, we are reliably informed will run to Coupe de L'Avenir regulations has two rounds in England at Thruxton and Silverstone (the current TT date). The dates are:

Mar 28, Monza; Apr 18, Salzburgring; May 2, Brno; May 16, Mugello; May 31, Thruxton; Jun 20, Misano; Jul 11, Nurburgring; Jul 25, Spa; Aug 8, Zandvoort; Aug 29, Vallelunga; Sept 19, Silverstone; Oct 3, Jarama.

More demands met for GP

Following Silverstone's £120,000 plus expenditure on their pits complex earlier this year the CSI have demanded a further £20,000 worth of work to be done to the circuit before the John Player Grand Prix in July.

The work which has to be done includes installing 6,000 yards of catch fencing on all the corners of the Grand Prix circuit.

Extensive modifications are also being carried out at Club corner. The work, which is well underway, will necessitate moving back all the trackside safety banks and sleepers 50 feet from the edge of the circuit.

ToJs at Brands

In addition to Reine Wisell in the Cheetah, two other foreign entries for the Britannica 2000 2-litre sports car race came in last week. These are the Jo Marquart designed ToJ's run by German Jorg Obermoser for himself and Paul Keller.

Roger Heavens is planning to run his Lolas for a Mexican and an Italian.

● The Southern Organs Formula Atlantic race at Brands Hatch on June 22 has been cancelled. This is due to a lack of entries so we are told. Apparently only one competitor had entered by the closing date. A Formula Ford race will substitute it.

Jock's SO RX3

The entries for the John Player Grand Prix (supporting races) meeting closed on Monday evening. Although these will obviously not be published for some time we did get wind of an exciting new entry into the Southern Organs/RAC saloon car championship. Following the enforced withdrawal of Mazda's works RX3 for Barrie Williams, we hear that Gerry Marshall has been inquiring into the possibility of hiring the car for his young protégé Jock Robertson to drive. Robertson, of course, is currently dominating his ultra competitive class in the Radio 1 and Britax G1 championships in the Marshall Wingfield RX3.

Gerry was rather reluctant to talk about it on Monday but did confirm that an entry had gone in. "You'd better talk to David Palmer about the car though."

Palmer, Mazda's PR Supremo, expressed surprise at our knowledge. "I don't really know what to say . . . um . . . you'd better talk to Gerry."

"We have."

"Oh, well yes. We have talked about the possibility of him hiring it but nothing's fixed. Obviously if we can't afford to run it ourselves we'd be interested in such a deal — especially with Jock who's been going so well in the club championships."

Mr Robertson is definitely a man to watch and if the chance does arise for him to do the race he could provide a great deal of interest.

THE VINTAGE CAR RACE MEETING OF THE YEAR

ORGANISED BY THE V.S.C.C.

OULTON PARK

NEAR TARPORLEY CHESHIRE

The promoters reserve the right, without notice, to make any alteration to the race programme

FOR THE RICHARD SEAMAN MEMORIAL TROPHIES

DON'T MISS THE SUPERB DISPLAY OF THE

CONCOURS D'ELEGANCE

FOR THE CHESHIRE LIFE TROPHY

JUDGING AT 12 NOON

SAT. 14th JUNE

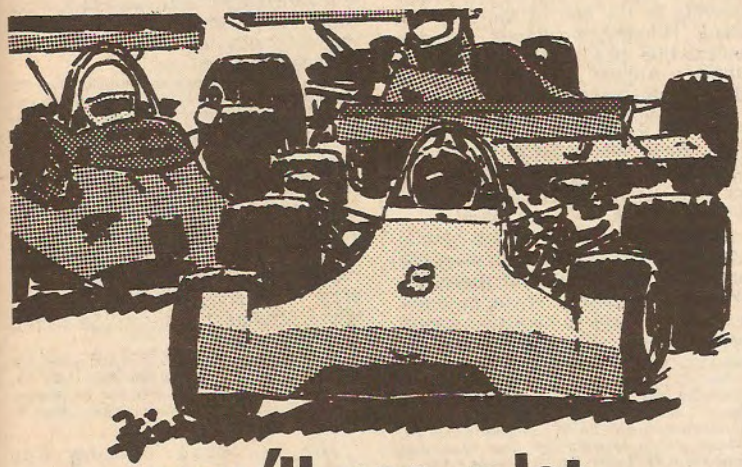
START 1·15pm

MORNING PRACTICE

- FULL CATERING
- PICNIC FACILITIES
- LICENSED BARS
- FREE CAR PARK

ADMISSION £1.50p CHILDREN 50p

SEE THE SUPERCARS OF YESTERDAY INCLUDING MANY FAMOUS RACING CARS



you'll see a lot more at Knockhill

MOTOR RACING — SUNDAY, 15th JUNE

(6-race programme)

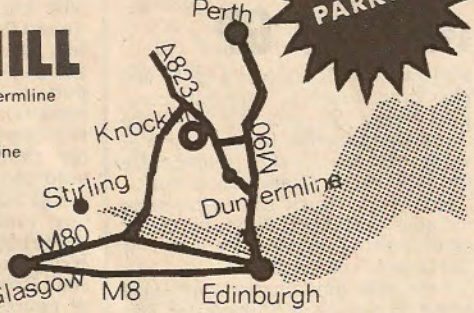
STARTS 2 p.m. Practice 9.30 a.m.

Food and refreshments available

FREE PARKING

KNOCKHILL

north of Dunfermline on the A823 road to Crieff. Tel. Dunfermline 23337



FORMULA TRAVEL

ATTENTION FORMULA 2 FOLLOWERS!

Formula Travel will be visiting Rouen in Northern France on a One-day Coach Tour on Sunday, June 29th, to see a round of the exciting European Formula 2 Championship.

Coach departs from Central London or meet us at Dover. Cost per person £16.50p.

Send for details:

Name .....

Address .....

Formula Travel, Ridgewood, 5 Wheatfield Avenue, West Common, Harpenden, Herts.

DON PARKER MOTORS

manufacturer of

DRIVON CAR TRANSPORTER TRAILERS

EASY ONE-MAN LOADING

Reg Design

12 models: 2-Wheel Trailers from 10 cwt to 16 cwt capacity. 4-Wheel Trailers from 16 cwt to 2 ton capacity.

SPARES AND TOWING BRACKETS TRADE AND RETAIL

Works: Sangora Road London SW11 1SY. Tel: 01-228 7327

Near Granada Cinema, Clapham Junction

Showrooms: 113 St John's Hill

SEND 13p FOR BROCHURE. DOUBLE REFUND ON PURCHASE

Linea Sport FPT Racewear -the most effective on the market.

Linea Sport FPT fire-proof overalls are preferred by the majority of F.1 drivers as the safest made. Linea Sport make a light-weight single-layer suit ideal for Rallying, Autocross, Hillclimbs and general club events. Underwear, racing gauntlets, rally gloves, balas and shoes.

Export & U.K. Distribution
Gordon Spice Ltd.,
Central Trading Estate, Staines

(Telex—935116)
Send S.A.E. for full details

BMW F1 isn't far away

Jochen Neerpasch took our reporter aside in Germany last week to query the story that appeared in AUTOSPORT last week under the heading "BMW plan F1 effort". The BMW team manager wasn't particularly concerned about the F1 part, but more to get the point across about the two divisions within the company.

On the Formula 1 front, Neerpasch admitted that the Motorsport division would dearly love to move into Grand Prix racing, although it would be of little commercial advantage to the parent company.

Neerpasch said he thought it was doubtful whether BMW would produce, or even hire a designer, to build a chassis, but thought it was more likely they would develop their F1 engine for use in "something like a March, you know, like we do in F2."

With Hans Stuck destined for a return to the March works F1 team, it could well be that BMW will run a March F1 chassis from Munich next year using their latest engine, which has been built. Neerpasch wouldn't confirm the idea, but he didn't exactly deny it.

Wilds almost back in F1

Mike Wilds almost made it back to F1 last weekend, but instead found himself in the unenviable position of team managing Tony Lanfranchi's DJM Records Mazda at Silverstone.

Wilds was in fact going to take Roloef Wunderink's place in the Ensign but confirmation from the sponsors, HB Bewaking, that he could return to the team he drove for at the end of last year came too late for Mo Nunn's crew to get to Sweden in time.

Mike is still casting around for a drive and is even contemplating a return to F3.

Having tested it earlier this season, David Parley had a run in Masami Kawashima's F2 March 752-BMW at Hockenheim last weekend.

Refusal at Woodcote

Jackie Stewart was playing mine host to an exclusive party at Silverstone recently. The three guests at the Friday afternoon gathering were none other than Princess Anne, hubby Mark and the Duke of Kent.

However JYS' Formula Finesse was obviously nothing quite like the technique required for pedalling nags as Mr Princess Anne suffered a refusal going in Woodcote and Alan Foster's Escort RS2000 was rolled into a little ball.

A Silverstone spokesman refused to comment on this little upset but a Buckingham Palace stable lad told us that the gentleman was "shaken but not stirred."

● John Watson, who was at the opening of Gordon Spice's new 25,000 sq ft warehouse in Slough last week, was complaining that we hadn't mentioned him in any silly season stories so far. When we mentioned Italian press stories connecting him with Ferrari he said "I didn't know about that. I've talked to Luca . . . about the weather . . . and he's talked to everyone else about driving. Actually I'm going to drive the works Image but don't tell anyone."

Laffite . . .

Following his fifth F2 win of the season (we've only had six races), Jacques Laffite now has a vast lead in the European F2 Championship. It looks as though the series is out of reach although several of his rivals refused to admit defeat in Germany last weekend. The positions are:

Jacques Laffite, 45 points; Gerard Larrousse, 13; Patrick Tambay, 12; Jean-Pierre Jabouille, 11; Claude Bourgoignie, 10; Giorgio Francia, 9; Loris Kessel, 8; Jo Vonlanthen, Brian Henton and Duilio Truffo, 6; Giancarlo Martini and Lamberto Leoni, 5; Harald Ertl and Maurizio Flammini, 4; Hector Rebaque and Michel Leclere, 3 pts, etc.

. . . and Ashley

With a mid-season break in the Shellsport European F5000 Championship, the next round isn't until July 27 at Snetterton, the leading championship positions are:

1, Ian Ashley, 67 points; 2, Peter Gethin, 56; 3, David Purley, 47; 4, Teddy Pilette, 44; 5, Guy Edwards, 37; 6, Richard Scott, 33; 7, Gordon Spice, 30; 8, Brian Robinson, 29; 9, Chris Featherstone, Tom Belso and Tony Dean, 20.

● After four rounds of the Italian F3 championship, Gianfranco Brancatelli leads with 18 points in his March-Nova Toyota 753. Equal second, just one point behind, are "Spreafico" and Sandro Pesenti-Rossi.

Cowin's Z28

Former race driver and boutique owner Alistair Cowin about to make a return to racing in the Southern Organs/RAC Touring Car Championship.

Cowin is having a brand new 7.4-litre Chevrolet Camaro built up by Rob Potter and will be making an appearance with the car in the near future. The Z28 will also be driven by Chris Craft when Cowin is committed elsewhere. Potter, it is remembered, built up and, until recently, owned the Simoniz Z28 driven by Richard Lloyd. The two cars will be run in the same team, although under different sponsors.

Walkinshaw's big shunt

Britain's Tom Walkinshaw was robbed of certain victory in last Sunday's Coupe de L'Avenir touring car race held at Monza when he survived a 140 mph accident due to brake failure. He was extremely fortunate to emerge from his totalled Hermetite Capri which rolled itself into a ball entering the very fast Lesmo right hander at the back of the Italian circuit. Thus victory went to the Dutch National Racing Team's Opel Commodore GS/E driven by Rene Frankenhout/Huub Vermuelen.

The Monza 500 Miles was the third round in this year's Coupe de L'Avenir series run under "next year's G2 regulations," the first two having been convincingly won by Tom Walkinshaw. A large entry of over 60 cars turned up and spread over the three classes.

The sole British representatives were naturally the pair of Hermetite Capri IIs for Walkinshaw, who was paired with John Fitzpatrick, and Les Blackburn/Mike Crabtree. Ranged against them in the big class, and obvious candidates for outright victory, were the two Luigi Racing BMW CSis for Jean Xhenceval/Hughes de Fierlandt and Marc Demal/Alain Peltier, the latter hired "at great expense" to blow Walkinshaw and Fitzpatrick off. There were a total of ten Opels, the quickest of which was the DNRT car for Frankenhout/Vermuelen while Rene Tricot, who finshed second at Spa, couldn't agree financial terms with the organisers.

Walkinshaw qualified quickest in practice, using the Crabtree/Blackburn car to record 1m 57.4s. He was just 0.1s slower in his own car with Fitz another 0.4s down. Thus the two immaculately prepared Hermetite Fords occupied the front row.

The two Luigi BeeEms came next, both on 1m 58.8s, with Peltier the quickest in both, followed by the DNRT Opel.

Fitzpatrick started the race in the lead Hermetite Capri, the plan being that if anything happened during the race, Walkinshaw (who leads the series) could switch to the other car. Fitz led the early laps from the Opel, Blackburn and the two BMWs. On lap 7, the Opel led briefly before Fitz reasserted his authority and thereafter began to pull away at 1s a lap. However after an hour's racing, the gearbox became jammed in 3rd gear and so the car lost 25 laps having it fixed.

By this time Blackburn had refueled and lay third between the two BMWs with the Opel still leading. After two hours, Walkinshaw took over the car which was now 1m 45.0s behind the leader. Within 30 laps, Tom had pulled back the deficit and took the lead. He continued to pull away so that as he came in for his last fuel stop, he had almost a lap's lead.

Then the drama occurred. Going into Lesmo, Tom dabbed the brakes to slow the car from maximum speed. No brakes! The fluid had drained itself from the front discs and Tom tried desperately to put the car sideways to scrub off speed. Unfortunately it started to cartwheel, eventually ending up against the Armco a total wreck. The Scot emerged with a severely strained wrist.

So final victory went to the Opel which, despite heavy clutch slip over the last 10 laps, still finished ahead of the Peltier/de Fierlandt BMW, although it was still on the same lap. Third was the 2-litre class winning Alfa 2000 GTV.

The Hermetite Capris, with their Racing Services prepared engines "which never missed a beat," were classified 9th and 10th. Walkinshaw recorded the fastest lap at 1m 57.5s and still heads the series. The next round is the Spa 24 Hours.

Pironi in the FSR driving seat

Didier Pironi climbed onto the winner's rostrum at Hockenheim last Sunday as the Formula Super Renault entourage moved into Germany for the ninth race in their 16 race series.

Last year's Renault champion, Pironi, had this one neatly in the bag all the way. He was quickest in practice driving his familiar Elf Martini Mk15 lapping at 2m 15.1s. Just 0.1s slower was the inevitable Rene Arnoux in his Elf Martini. The promising Richard Dallest (Elf Martini) was the only other driver to break into the fifteens. There then followed a cluster in the mid 2m 16s bracket and these including Marc Sourd, Alain Cudini (his semi-works March now in STP colours), Alain Courderc and Romain Feitler, the latter being the quickest non-Frenchman. Feitler comes from Luxembourg.

Pironi basically led the 15 lap (63.00 mile) race all the way. He was never under any real pressure because both Arnoux and Dallest were delayed early on. Sourd initially ran second before his Antar team-mate, Jean Ragnotti, pulled past on lap three following a mediocre grid placing. Sourd however retired two laps later with a blown engine.

After a few sort outs in the opening laps, Cudini found himself a handy third (the March going better now that it had returned to its original suspension geometry) with Courderc struggling to fend off a recovered Arnoux, an ailing Dany Snobeck (UFP Martini) and the Heini Mader Racing Lolas of Patrick Langlois and Jacques Coulon.

The leading three positions remained unchanged throughout the remainder of the race although Cudini came under great pressure from Arnoux towards the end with Coulin in tow, the latter driving quite well from a poor grid placing. Langlois diced with Courderc and Dallest but went missing on the last lap while Snobeck fell away to a lowly ninth, suffering from a down on power engine.

Swinford Motors are sponsoring Nick Faure

driving a Porsche Carrera 3 litre RSR group 4 car in the

Le Mans 24hour Race

-we're backing our great belief in Porsche, the race bred car for the serious driver.

Contact Keith Rowley for a demonstration.

Swinford Motors Ltd

PORSCHE

MAIN DEALERS FOR THE WEST MIDLANDS

GRANGE LANE, LYE, STOURBRIDGE
PHONE: LYE 3047

1975 GERMAN GRAND PRIX

Departing July 30th, return August 4th. THE most sophisticated tour, under the personal guidance of Mr. Lubers, principal of the German Racing Drivers' School.

For further information write or telephone:

FALCON HOLIDAYS
7 LIDO BUILDINGS, BLACKPOOL
LANCS. (0253) 43350

EUROPEAN DRAGWAYS present

INTERNATIONAL DRAG RACING

SUNDAY, JUNE 15 (practice and qualifying from midday, Sat. 14)

SWINDON

Royal Naval Air Yard, Wroughton, Wilts (M4 Exit 15), by kind permission of the Royal Navy

TORLINE **FUNNY CAR CHAMPIONSHIP**

EIGHT FUNNY CARS ENTERED — FIRST TIME IN U.K.!! Entries from Sweden and Holland

Admission includes spectator enclosure, pits and paddock. CHILDREN ADMITTED FREE!!

GATES OPEN 9 a.m.

This replaces the Silverstone Meeting.

Organised by the NATIONAL DRAG RACING CLUB

The promoters and organisers reserve the right to cancel or alter the whole or part of the meeting without notice

nova

the worlds most mobile home for two or three or four

send 25p for details to NOVA, dept A, Colne rd., Kelbrook, Earby, Lancs.

Goss continues form

John Goss continued his late Tasman form to win the second round of an untitled $A50,000 series at Oran Park in Sydney recently.

Goss's Matich A53, still using its screaming flat-plane crank Repco engine, showed the style that won him the final Tasman round as he led home pole-winner Graeme Lawrence's Lola T332 in both heats.

After an unusual decision by the Oran Park promoters, one heat was held on the long Tasman course while the other was run using the old short circuit. A practice session was held on each circuit to determine the respective grid positions for the heats.

The race also marked the debut of young F2 driver Bruce Allison in the Formula 5000 ranks. Peter Molloy turned out the ex-Kevin Bartlett Lola T332 in immaculate condition for this hard-charger and Allison rewarded him with a smooth drive into fourth place in both heats despite a couple of harmless spins.

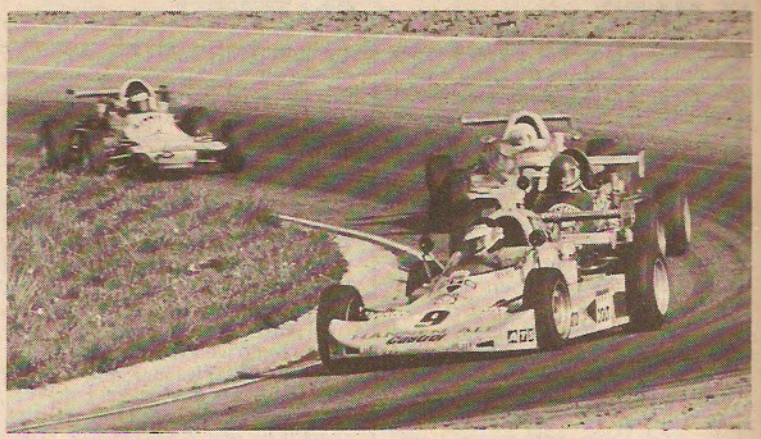
The opening round of this series, the first Formula 5000 event in Australia since the Tasman, saw former champion John McCormack right back on top of his form and dominating both heats and practice completely.

McCormack's Elfin MR6 still had its Repco-Holden engine fitted but the much-vaunted Leyland aluminium block engine has been completely re-developed and will appear in the car again, possibly at the next round.

McCormack beat Goss easily in both heats but had to miss the second round when he blew his only engine after just a few laps of practice.

Kevin Bartlett had a disastrous first round as he all but demolished his Lola T400 against the Oran Park concrete wall, escaping unhurt but with a badly damaged racing car. Bartlett has also lost his Chesterfield sponsorship so the rebuild is progressing slowly as finances are scarce.

Talking of scarce finances, Johnnie Walker has not yet reappeared on the scene but he has all the parts to rebuild his Lola T332 wrecked at Sandown on the first lap of the Sandown Tasman race. The car is almost ready and Johnnie's return is being eagerly awaited by his barrage of fans.



Kozarowitzky heads Persson, Schurti and Rosberg in Sweden.

Rosberg disqualified in FSV

There was high drama as well during the Super Vee race at Anderstorp last weekend. Although he won the race on the road, Keijo Rosberg was disqualified from the event for overtaking under a yellow flag thus victory was handed to Mikko Kozarowitzky who, as he has done all season, finished "second" in his ATS Lola.

The drama surrounding the Rosberg yellow flag incident really reared its head in practice when the Finn was fined £20 for overtaking under the yellow.

Manfred Schurti (ATS Lola) and Kozarowitzky occupied the front row with Rosberg and Gold Cup series leader Kennerth Persson (Bosch Kaimann) behind. It was these four who rushed off into the distance to dispute the race with Kozarowitzky at the head chased by Persson, Schurti and Rosberg's Kaimann.

Schurti was pushed off when Rosberg put the pressure on, the Kalmann then slipping by the ATS Lola when Mikko backed off acknowledging a yellow caution flag. The stewards had no hesitation in throwing Rosberg out as a disciplinary measure. So Kozarowitzky won from Persson, who now extends his Gold Cup lead, with Miki Arpiainen (Veemax), Eje Elgh (Kaimann), Peter Scharmann (ToJ Modus) and Bror Jaktlund (Royale) filling the next places.

Peltier's Brno

The second round of this year's European Touring Car Championship took place at Brno in Czechoslovakia on May 18. It was predictably a pathetic race, held over four hours around the long Brno public road circuit.

The race was won by Alain Peltier and Siegfried Muller in their BMW Faltz Essen-prepared 3.5-litre BMW CSL. This was the car in which they finished third at this year's Spa 1,000kms. They completed 63 laps, two more than the 2-litre Zakspeed Escort of Hans Heyer/Martino Finotti. They, themselves, were a further three laps clear of their sister car driven by Manfred Mohr/Luigi Colzani.

Ten laps behind in fourth place was a G2 Skoda driven by Zid/Horsak!

BMW have won both rounds held so far.

Kessel out?

Swiss driver Loris Kessel, who caused a sensation in the opening F2 race at Estoril this season by nearly winning, is on the verge of losing his drive in the Ambrozium H7 Racing March-BMW 742.

Team manager Jean-Claude Favre is known to have been not terribly pleased with Kessel's performances of late, especially his attitude towards racing. At Pau he was seriously talking to several drivers about taking over the seat. But Kessel was given another chance at Hockenheim last weekend. His refusal to drive the car in the first practice session naturally annoyed Favre. The end was close? Well, by finishing fourth overall (admittedly very fortunately) Kessel may get a reprieve.

● A Ferrari Formula 1 engine based on their current V8 engine in their 308 Dino? That's the latest squeal from Italy.

Tic-tac Lola

He's done it again! Guy Edwards, the master of motor racing sponsorship, has been able to organise a deal for Alain de Cadenet's Cosworth DFV-powered Lola T380, which he is sharing with the owner and Chris Craft, this weekend at Le Mans.

Tic-Tac — reputedly Britain's fastest growing mint — are the new sponsors. "Big internationally covered events like this are ideal for the projection of Tic Tac," said Brand Manager Mike Turner when commenting upon the new association.

CSI clearout?

There are moves afoot to oust Claude Le Guezec and some of his colleagues from the CSI. This isn't terribly surprising although the attitude of one particular Italian gentleman at Hockenheim last weekend was. His name is Ing Ceards, president of Castrol iu Italy and also president of ANCAI, an Italian association for elderly ex-race drivers! Ceards also holds some sort of official capacity within the CSAI.

Several drivers reported that Ceards was walking around the paddock asking for their signatures on a petition to oust Le Guezec.

The writing may be on the wall.

● After a few quiet months "dabbling in the oil business" ace wheeler dealer Monkey Brown is back in town, or at least in home town Belfast. After informing Irish TV viewers that "my man Damien's going to blow them all off, in my cars," he couldn't resist the offer of a good deal to exchange the ex-Alan Jones March complete with broken motor to a fellow Irishman for a noseless Crossle 22F before the race. Damien did his best and finished third.

Lamborghini F1 plans

Although the Lamborghini car firm doesu't exist any more in its original format, there are plans, and serious ones at that so we're told by our sources in Italy, to use the name in association with a Formula 1 project.

Former de Tomaso Grand Prix car designer Ing Dallera, is known to be involved as is Walter Wolff, a wealthy German oil millionaire who is already involved in Grand Prix racing but shuns publicity.

The project is just an idea at the moment, but a feasible one at that we are told.

Faure's RSR

Swinford Motors of Stourbridge, who were appointed Porsche distributors for the West Country earlier this year, are quickly moving into the world of motor racing sponsorship. Le Mans this weekend is their first venture and they will be backing the Ecurie Belge G4 3-litre Porsche Carrera RSR which will be driven by freelance artist Nick Faure and John Cooper. Faure is well known to many and has had a long association with Porsche in Great Britain.

● Tom Sneva, Roger Penske's lead USAC driver who was involved in that frightening shunt at Indy the other week, has recovered and will definitely handle a brand new Norton Spirit McLaren M16 when qualifying for the Pocono USAC 500, starts on June 21.

BRIEFLY...

● Soon after his Formula 5000 win, John Goss was flying out of the country to guide a tour at the recent Indianapolis 500.

He will return soon and then be off again, this time to Japan, where he will race a March-BMW sports car for the Asian March concessionaries, Le Mans Imports. Goss will race the car again in September. Both races are on the Mount Fuji circuit.

Although Goss has recently been renown for his Touring Car and Formula 5000 exploits, he began racing a sports car and actually made his name in this category with a car he built and designed himself.

● Carlo Bonomi, the wealthy Italian former world offshore powerboat champion who, last September, was thinking of making an entry into Grand Prix racing with GRD hasn't, so we're told, given up the idea. Bonomi owns a 15 per cent holding in Fiat and, consequently, a 30 per cent chunk of Ferrari. He once said that he would get Ferrari engines to power his F1 car. Many dismissed the idea.

But Bonomi's on the prowl again and the two men he wants are Ronnie Peterson and John Watson. Ford engines seem the likely power plant now. We wait.

● Before the news broke in Germany last weekend that Hans-Joachim Stuck was destined to return to F1, rumours in the German press suggested that he would leave BMW for Porsche next season. However, by the end of the race meeting, the stories had changed and it was Jochen Neerpasch who was destined for Stuttgart!

All your weekend sport

LE MANS

Despite the fact that it has lost its championship status from the World Championship of Makes, there is still bound to be a huge crowd gathering in the Sarthe region of France this weekend. Yes, it's time for the running of the Le Mans 24 hour sports car classic once more. Sadly, the race is a pale reflection of its former self but, whatever the quality of the entry, it's quantity rather than quality that the organisers seem to prefer.

Potentially the fastest cars and therefore in with a good chance of victory will be the two brand new Gulf Racing Research GR8 prototypes driven by Derek Bell/Jacky Ickx and Vern Schuppan/Jean-Pierre Jaussaud. The cars, as we've already said, will be powered by specially detuned versions of the Ford Cosworth DFV engine for reliability purposes.

Challenging them in the large G5 class will be a trio of Porsche 908/3 turbos for the regular pairings of Herbert Muller/Leo Kinnunnen (Martini Racing), Reinhold Jost/Mario Casoni plus Jost's spare.

French hopes of an outright win rest with the Gitanes-sponsored Ligiers. Although these cars have proved unable to match the speed of the much lighter sports prototypes so far this season, they will be more suited to the endurance of Le Mans powered by their Cosworth DFV engines. Two, and possibly three, cars will be driven by Jean-Pierre Beltoise, Henri Pescarolo, Jean-Pierre Jarier, Jean-Louise Lafosse and probably Francois Migault.

Apart from the smaller 2-litre G5 class where national interest will be how Marie-Claude Beaumont and Lella Lombardi progress with their Elf Switzerland Alpine Renault A440, there's bound to be a huge dust up in the GT category between the Kremer, Tebernum and Georg Loos Porsche Carreras.

In the Gelo cars will be John Fitzpatrick, Toine Hezemans, Manfred Schurti, Gijs van Lennep and Loos himself. The Tebernum cars will probably be handled by Clemens Schickentanz, Reine Wisell and Hartwig Bertrams while Erwin Kremer usually employs Helmut Kelleners and Jurgen Barth.

Ranged against the Carreras will be the usual hoard of thunderous Ferrari Daytonas, two of them entered by the North American Racing Team.

SALZBURG

The European F2 circus moves to the ultra fast Salzburgring in Austria this weekend for the seventh round of their championship. The entry will be virtually identical to Hockenheim with Jacques Laffite anxious to increase his lead even further. Challenging hard will be the Elfs of Jean-Pierre Jabouille and Gerard Larrousse plus the works Elf Marches of Michel Leclere and Patrick Tambay. But one mustn't forget Hans Binder and Harald Ertl, two Austrians who will be really trying to do well on home ground.

All the usual Italians will be going plus the Swiss entourage. However, it's doubtful at this stage whether there'll be any British driver representation as Brian Henton, following his engine blow up at the weekend, hasn't a replacement unit.

Somehow we feel that Laffite won't win this weekend. Ironically, last year's race was his first ever F2 victory.

MOSPORT

Can Britain's Brian Redman do it again this weekend? Will the reigning American F5000 champion win his second round of the SCCA/USAC F5000 championship at the Mosport circuit in Canada on Sunday?

Challenging the Carl Haas/Jim Hall Lola hard will be the similar cars of Mario Andretti, Al Unser, David Hobbs, Jon Woodner, Eppie Wietzes to name but a few plus Warwick Brown's Talon, Bobby Unser's Eagle and Jackie Oliver's Shadow.

There is also an IMSA Camel GT qualifier.

MALLORY PARK

An excellent entry has been received for the BRSCC Midland Centre's seven-race meeting at the Leicestershire circuit this Sunday, with full or near full grids for every event. Over 20 cars are entered for the 40-lap John Player Formula Atlantic race, all of them trying to prove themselves as equal to Tony Brise, who is entered in the Modus and seeking his sixth JP/Atlantic win. Among his challengers will be Ted Wentz in the Wella Lola, Ray Mallock's March, the improving Nick May (Lola) and, of course, Richard Morgan if his Wheatcroft is rebuilt.

Second on the agenda is the first of the two-race Southern Organs/RAC Touring car championship qualifiers. The usual battle for honours should see Stuart Graham and Richard Lloyd hard at it in their 7.4 Camaros, while Gordon Spice, Tom Walkinshaw (if his wrist is OK) and Ivan Dutton (Capris), should be dicing hard for honours with the Opel Commodores of Shaun Jackson, Peter Hanson and John Handley. The smaller classes, also over 30 laps, see Walkinshaw out in the RS2000 again, challenging the superiority of the Dolomite Sprints of Andy Rouse and Roger Bell with Allan Wilkinson also backing up the Ford effort. The Chrysler Avengers of Bernard Unett and Jennifer Birrell will be doing their utmost to overcome the Toyota Celica of Win Percy, and the Alfa Romeos of Tony Dron and Stan Clark will also be there.

A superb entry of Supersports Clubmen's cars mean two races, one for each class, and heading the entry is Geoff Friswell in his all-conquering U2.

The APG FF2000 event will see Derek Lawrence, Bernard Vermilio, Syd Fox (if the car's ready) and the Reynards of Adrian Reynard and Jeremy Rossiter doing battle over 20 laps.

The programme is completed by a round of the *Penthouse* Escort championship, and this will no doubt be very close. Racing starts at 2 pm.

SNETTERTON

The other major race meeting this weekend is at Snetterton on Sunday where 31 Formula Three cars are entered, fighting for 26 grid positions in this BP championship round. Heading the entry will be the two works Marches for Gunnar Nilsson and Alex Ribeiro, but snapping closely at their heels, and possibly leading them, will be Larry Perkins' Ralt and Patrick Neve's Safir. Stephen South (Ray), Ian Taylor (GRD), Danny Sullivan (Modus), Richard Hawkins, Bob Arnott, Chris Barnett, Herve Regout, Pierre Dieudonne and Ingo Hoffman (Marches) are other fancied runners.

There are 67 cars entered for the Formula Ford National Organs round, so picking a winner shouldn't be too easy, although if all goes well, Geoff Lees, Peter White, Jim Walsh and Rob Orford should all be there with a chance. Once again there's a good grid in the Britax championship Production Saloons event.

Simoniz Special Saloons appear again, with Nick Whiting doing all he can in the big class to hold off Gerry Marshall's Firenza.

Another round of the Miller Organs Modsports champion heralds the return of Dave Bettinson's Lotus 7 to the championship. Can he hold off Robin Gray's Morgan Plus 8, Richard Jenvey's Lotus Elan, or will the new Davrians of Bob Jarvis and Simon Packford overcome them all?

Finally, there's BARC Sportchallenge headed by John Jordan's McLaren M8E, although we suspect that Richard Mallock's BDA engined U2 might be the final victor.

Racing at this BARC HQ promoted meeting starts at 2.15 pm.

OULTON PARK

A must for the vintage enthusiast is the VSCC's meeting at Oulton Park this Saturday. Once again, a tremendous entry has been received, 165 beautiful and well tended cars, contesting nine races, including three short handicap events. The main races are, of course, the Richard Seaman Memorial Vintage trophy and the Richard Seaman Memorial Historic trophy.

The racing is organised by the VSCC, and starts at 1.15 pm.

LYDDEN

The 750 MC are showing their paces this Sunday with a nine-race meeting of 10 laps each at the South Kent circuit, which naturally includes all their own Formulae contenders. Practicising starts at 12.30 pm and all the usual competitors will be there: Rob Wells, John Giles and Kim Perry (750), John Allen and Brian Cocks (F1300) and Lorina Boughton and Fergus Tait (F4). Other races cater for Formula Ford, *Formule Libre*, and Mini Se7en. Racing starts at 3 pm.

KNOCKHILL

The Lothian Car Club are running the second race meeting this Sunday at the Scottish circuit when Special saloons, Formula Ford, prodsports, modsports, sports cars and *Formule Libre* will be catered for. Among the stars are Stu Lawson, outright lap record holder Andrew Jeffrey, Ian McLaren, Norman Dickson, Doug Niven and Keith Bowmaker. Racing starts at 2 pm.

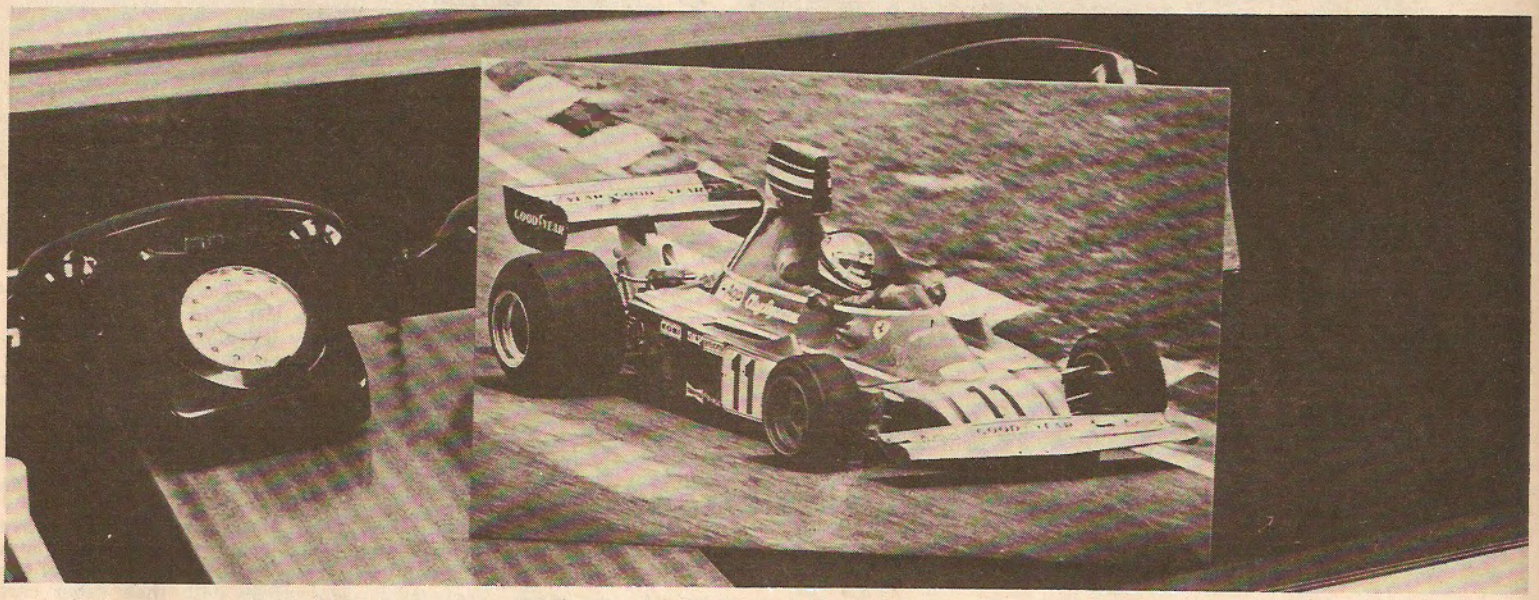
CATCHPOLE

By Barry Foley

Autosport 1975

Special Offer:

Grand Prix racing on your desk



There's all the drama and action of the Grand Prix circus in these superb big full-colour Action Portraits.

Produced by a unique process, these quality prints are mounted in metal and finished in high gloss plastic, to provide the enthusiast with a lasting memento for years to come.

Action Portraits measure approximately 17 inches by 11 inches, and have a concealed folding back suitable for standing display or wall hanging.

First in the series is this year's top Formula 1 car, the Ferrari, with Regazzoni at the wheel.

In this special AUTOSPORT offer we are able to offer Action Portraits at the low low price of £1.35p. This includes VAT, postage charges to your home, and a protective packaging which will ensure that your Action Portrait reaches you in perfect condition.

Start your collection now. Fill in the form and mail without delay.

Please send me the first in your Action Portrait series. I enclose cheque/PO, made payable to the Permo Co. Ltd., for £ . . . . . to cover the cost of . . . . . card(s) at £1.35p each including VAT, postage and packing.

Name . . . . . .

Address . . . . . .

. . . . . .

Mail this coupon with your remittance to: Action Portrait Offer, Room 401, Haymarket Publishing Ltd., Regent House, 54-62 Regent Street, London W1A 4YJ.

Offer applies to UK residents only. Overseas readers please apply for cost details. Money refund on return of Action Portrait within 21 days if not completely satisfied.

Taking full advantage of his pole position Vittorio Brambilla places the Beta March in the lead from Depailler, Jarier, Reutemann, Pace, Lauda, Pryce, Scheckter and the rest.

SWEDISH GRAND PRIX/ANDERSTORP

Three on the trot

By PETE LYONS **Photos By PHIPPS PHOTOGRAPHIC**

Race data by ALAN PHILLIPS

Vittorio Brambilla, four tenths of a second quicker than anyone else in practice, held the lead of the Swedish Grand Prix for fifteen laps; that's what his Beta Tools March team will always remember.

Then, like so many other initially happy stories in motor racing, it all turned to rubbish. Understeer progressively destroyed his left front tyre, and Vittorio had to give way to Carlos Reutemann; later on a broken U-joint sidelined the March completely. The Martini Brabham led almost all of the rest of the race, surviving a challenge from Jean-Pierre Jarier that almost succeeded but was spoiled with engine failure when the UOP Shadow had closed to within a half second just before half distance. Reutemann then looked like having the rest of the race all to himself, but progressively his car's ever worsening oversteer wore away his rear tyres, and with eleven laps to go Niki Lauda went by.

The Ferrari, its own initial light understeer reducing toward neutral characteristics as the race developed, went on strong and smooth to the end. Lauda thus scored with apparent superior pre-racecraft his third GP victory in a row, an achievement not seen since Jackie Stewart's World Championship season in 1973. The precious points raised Lauda to 11 above his nearest rival, who is now Reutemann; a margin of such a magnitude at mid-season is also something not seen for a long time. That Ferrari's three-in-a-row winning streak should be consolidated at Anderstorp, however, was perhaps the most unnerving thing to all the Ford-Cosworth teams — the 312T was not *supposed* to be a very good car for this peculiar circuit!

After two previous GPs of Sweden, the F1 regulars had learned to regard the rustic, artificial little Anderstorp track as one of those maverick circuits outside the general mainstream of chassis tuning problems. Most of the corners are appreciably banked, and several of the most important ones go on through about 180 degrees. The combination of very high cornering G-forces plus extremely long duration of those forces poses a problem in chassis cornering balance that had almost — but almost — every driver for this third event, the Polar Caravans GP of Sweden, muttering darkly to himself and his designer, hair by hair, going grey.

Last year, one design of car, the Tyrrell 007, had been simply supreme. This year, although Patrick Depailler put his Elf Tyrrell onto the front row, it was not supreme. As one had harboured the suspicion last year that the Tyrrell team hadn't expected to be quite *that* quick, one had room for the same thought about the March men this time. Certainly the team's last few race meetings had gone very well indeed; Vittorio Brambilla is earning solid respect and the car attracting genuine appreciation of rival designers. Certainly there were many people ready to offer observations and theories concerning the March speed this time. But none of it seemed to be of assistance to those whose cars were proving to be evil, ugly, vicious, difficult, temperamental, awkward, irksome, disagreeable, of just merely slow.

Brambilla ended up both days of practice quickest by four tenths of a second. He hardly bothered with the last hour of last practice, preferring to enjoy his inexplicable advantage over his sweating, swearing, straining would-be challengers; he didn't bother with the race morning practice at all. It was the sort of race meeting that, whether it happened to result in his winning or not, would forever live in memory and would, many years on, warm the cockles of an old man's heart as he sat rocking by his hearth in Italy . . .

It all had to do, apparently, with the elusive *balance*. Brambilla was able to hold the 751 at a more or less neutral attitude through all of the long bends. The others with their other cars couldn't. The March was measurably faster through those bends. It seemed quite simple.

Robin Herd found himself the centre of a perpetual milling crowd of the curious. Why, they all wanted to know, does your car work here? Why are you, alone, able to balance your car on what for others is an impossible knife edge between oversteer and understeer? Robin, reading his part with bemused happiness, let on that he had it all taped: "Our car is quite light, and we've made it so it's very good *into* corners, and it's quick on the straight as well; it isn't very good under breaking." But how did you achieve all this, Robin? His answer was a smile and a shrug.

The theories expressed by rivals took note, indeed, of the lightness, and of the slim aerodynamic profile. They also remarked on what appeared to be extremely stiff springing ("It's like a Kart – through the corner *nothing changes!*") and also of wide, 20-inch rear rims which gave the rear tyres very stiff lateral springing rates. It was thought too that Vittorio's very quickest times were set on about his second lap with brand new, barely scrubbed tyres.

Yet all these "solutions" were available to others, and through the five hours' total practice time the weather remained dry and favourable. But nobody ever came even close to the March performances.

By the end, the more thoughtful and honest of the other designers were ready to admit that "I simply don't know!" The general feeling was that

it was all something of a lucky combination of circumstances. "If you think of the car as a package of characteristics," said one slowly, "which are established by your fixed dimensions; the wheelbase and track measurements, the weight distribution, the polar moment, all those characteristics which by definition you cannot alter at a race meeting; then you will inevitably find yourself at varying circuits where the car is either suited or not suited. I think their car just happens to strike the right balance between all these factors for this particular circuit."

Which is to say he didn't know either.

As usual, nothing seemed to go wrong with Vittorio's orange racer in practice. He seemed able to go out and do smooth, quick laps as he pleased. He was seen to whisk by other cars everywhere: on the straight in some cases, around the outside through corners in others. He did it with remarkably little fluster and visual drama – although everyone in the pits was impressed with the sheer speed with which he was able to hurl the car deep into the nearby banked, right-hand bend. The car, its tyres bent over doing very hard work indeed, never looked ragged, never looked sloppy.

The UOP Shadow remained the third-best car on the grid, Jarier looking to be the smoother and less quick driver of the pair, and ending up significantly faster at every stage of practice. Tom Pryce was visually much more impressive, the nearest approach to the Ronnie Peterson of 1973 in the long, banked *Karusell* curve; he could hang the tail so far out it seemed impossible, and there was often a haze of blue smoke from the back tyres. Near the end of one session, Tom did two laps at such extreme angles and with his foot so hard down that the blue smoke was left hanging in the air all through the Karusell; jab on the brakes and pitch into the following right-angle before the pits and boot it hard again, and the back wheels absolutely dissolved in blue smoke and left black rubber streaks for a hundred yards.

This was such a good spectacle to watch that one wanted to beaver it further; surely Tom was getting everything from the car and would be quickest by far. "Umm, let me see . . . yes, that was when his tyres were worn right down to nothing" said one of bis mentors. "Those were about the slowest laps he did."

"Ah, you may think what you like of your blue smoke," said the Goodyear man, "to me it looks positively 'orrible. It's not the quickest way at all. You must want your car to stay in line, in line."

Pryce himself said the car was handling terribly, and he spun it twice on Friday. Besides that he had some problems with the rev limiter affecting his ignition, and there was time spent trying tyres that made the handling worse. Like almost every other driver, he couldn't get the car to balance properly.

Carlos Reutemann's Martini Brabham looked better, quite nice from the outside in fact, but the driver responded to this comment with one of his sideways sardonic looks and retorted, "But when you're inside she feels *terrible*!" Teammate Pace, who was another to spin during practice, said his car wouldn't "turn"; both BT44s were suffering understeer of a seemingly incurable variety, just not what is wanted in the long Anderstorp bends. Both drivers tried the T-car with different suspension settings, an efficient use of time at least, and were able to improve the cars somewhat and to set up fourth and sixth grid positions finally. Reutemann had a delay with a cwp failure, and Pace with a leaking radiator. Pace's car had, after Zolder, been fitted experimentally with Lockheed brakes, and the feeling seemed to be that these were perhaps slightly more satisfactory than the old-pattern Girlings, but not by enough, to make any real difference.

Splitting the Brabhams was the better Ferrari driver, Niki Lauda driving in a determinedly smooth manner. Nobody really expected the 312T to show up especially well at this circuit; Ford-engined drivers were of the opinion that the flat-12's torque characteristics were somehow unsuitable for the particular kind of third-gear corner here. "For once," said one of them, "they're going to have to make just as many gear changes as we are."

Still, one discounts Ferrari's extremely hard-headed, scientific approach at one's peril. If there was internal dissension to a degree, if there was extraordinary pressure from Italy, if the cars initially didn't go very well, the thoroughly professional team approach withstood the strain. Progress was steadily made. Back in the limelight of the middle of last year, when the Ferrari was almost always the car to beat; faced however with a peculiar circuit where the car was not outstanding, the team prepared patiently for race day. They too had an understeer problem, and they were the first to settle on a bold way of solving it.

Goodyear brought much the same sort of tyres as for Zolder, and when practice was over most teams had chosen pretty much the same combination as for Zolder. That is, there were fronts numbered "28, 30, and 32" and rears called "34". But there was also available a rear numbered "31", of the same compound but a less stiff construction, and it didn't – at Anderstorp anyway – offer as much grip or as much traction.

To Goodyear's way of thinking the "34" was the proper choice for scientifically going fast, but Ferrari found that with the "31" the cars came into better balance. Denny Hulme once (at least) made the same choice on his CanAm car, taking the loss in cornering power and traction to make the car more drivable in a race of 1¾ hours duration; now Ferrari were willing to make the same practical sacrifice in F1. By race day, Tyrrells had decided they were right, and raced with "31s" as well.

(There was, as a matter of reportorial accuracy, a problem with tyre diameters at Anderstorp which is not new but which has been of increased annoyance for the past several meetings. Tyres, huge things all made by hand "out of rubber and bits of string," can take up varying diameters even though coming from the same mould. The problem is increased whenever, as currently, the Goodyear technicians are experimenting with different carcass constructions. At the circuit tyres actually have to be sometimes matched into pairs of the same diameter by individual measuring with circumferential tapes. Sometimes the measurement apparently gets away from a small group of men trying to service 26 drivers and several more spare cars; sometimes too the tyres will continue to alter their sizes and shapes while undergoing the strains of running around the circuit. Sometimes, the drivers will say, they "grow" to different diameters halfway down a straight, so that a car will begin crabbing alarmingly – and then sometimes it will come back straight again all by itself! This is where a lot of that seemingly over-generous five hours of practice goes, sometimes . . .)

Way back in ninth grid spot for the race he has yet to win, Ronnie Peterson was a visibly unhappy young SuperSwede. He hadn't really expected the car to go well – "We'll have to wait and see," he said before first practice – and it didn't. He was another to spin, and on another occasion he went down the escape road at the chicane ending the runway straight – bashing a marker and ruining the nose as he went. The Lotus team were able to alter the JPS handling from understeer to oversteer, apparently at will, but what they were not able to do was get it to balance neutrally. Even time spent with the T-car didn't help very much, and Ronnie ended up a full second off times he ought to have been doing. Jacky Ickx was twice as far back, 18th. The 72s were altered since Belgium in only one significant respect: their front tracks had been put back to the older, narrower dimension. It was, according to Ronnie, mainly because of the unease about the broken shaft on Jacky's car. He said he didn't think it made any real difference in the handling, here.

AUTOSPORT'S astute AOE Jeff Hutchinson, photographing at the far end of the circuit during the earlier of the second day's practice sessions, watched Brambilla for many laps and concluded that he wasn't trying at that particular stage. "I thought he was bedding pads or doing full-tank tests, or something, because I never saw him brush a kerb or run off the edge. Other people were all over the road, and Emerson was sliding around and throwing rocks in the air. So I come back to the pits and find Brambilla's quickest again."

The only discernible tweak on the Beta March, troubled with brake fade at Zolder, was the supply by Ferodo of a set of thick brake pads of a special material. These were available to other teams, but only March tried them. Vittorio did a few laps to bed them in, and came back beaming with delight. "They are fantastic," he said. "Keep them for me for the race – and don't tell anybody else about them!"

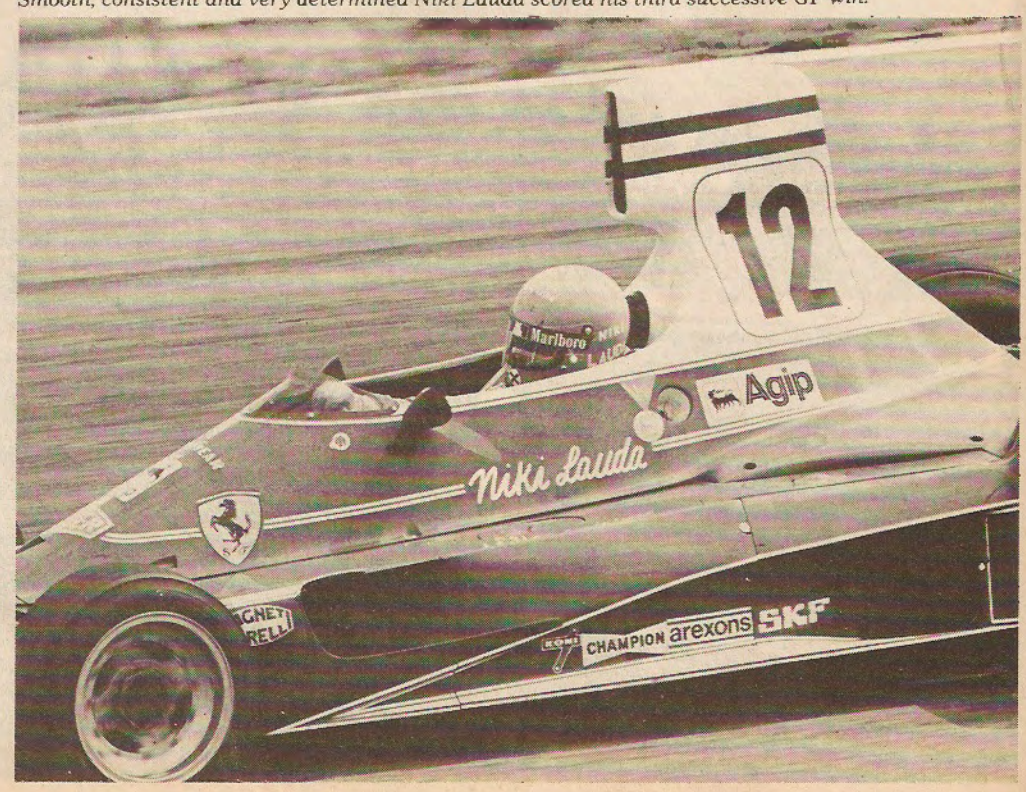
(The Ferodo man, Alan Campbell, continued to do his job which was to supply brake pads, and went on to Ferrari and said he had something new for them to try. "They said, 'Oh, you mean that stuff Brambilla's running?' I tell you, there's definitely some kind of Italian Grape Vine in motor racing!").

However nobody else elected to do tbe experiment here at the race meeting, brakes weren't much of a problem here anyway – brake scoops were of only moderate sizes. Only Brambilla used the new pads.

But he didn't use them to set his quick laps. So it wasn't that either . . .

Carlos Reutemann set the quickest time of the Friday morning session, between 10 and 11.30 am. It was clear and quite mild then, and the Martini Brabham came to within about half a second of the quickest F1 qualifying lap from the year before – the 2½ miles circuit with its extra chicane added last year being unaltered meanwhile. The afternoon session was cooler, a partial overcast having developed, and many drivers improved their times. Reutemann improved about a tenth, and was surpassed by Jean-Pierre Jarier in his UOP Shadow and by Patrick Depailler's Elf Tyrrell. Indeed, on a time sheet issued on the basis of laps done near the end of the session, before the computerised timing system temporarily broke down, Depailler, pole man of the year before, looked to be the quickest. There was time to think, hah, the 007 is still the car. But those with watches in the pits knew the awful truth. Brambilla, who on the sheet was merely between Tyrrell and Shadow, was in reality four tenths ahead. He was the only driver to exceed the previous best speed,

Smooth, consistent and very determined Niki Lauda scored his third successive GP win.



and it was by better than a tenth of a second. His 1m 24.63s represented 170.9 kph, and it remained good for this year's pole.

Saturday, although dry, mild, and partly cloudy, seemed to be a slower day. There was a moderate headwind along the main straight, there were practice sessions for supporting races, and halfway through the final hour between 1 pm and 2 pm Depailler sprayed oil around half the circuit. Fast times were out of the question even before this, however, for nobody had even looked like coming close to Brambilla who was quickest, by about four tenths again, in the morning session.

"The Monza Gorilla" gave up then, showed no concern at all, and strolled around being smiling and pleasant and the focus of a thousand lenses. Only Jarier, second quickest of the morning, stood out in the oil-soaked afternoon; only Niki Lauda, showing up comparatively speaking better and better throughout the two days, could be seen as anything remotely like a challenge as third best man. But it wasn't much of a challenge.

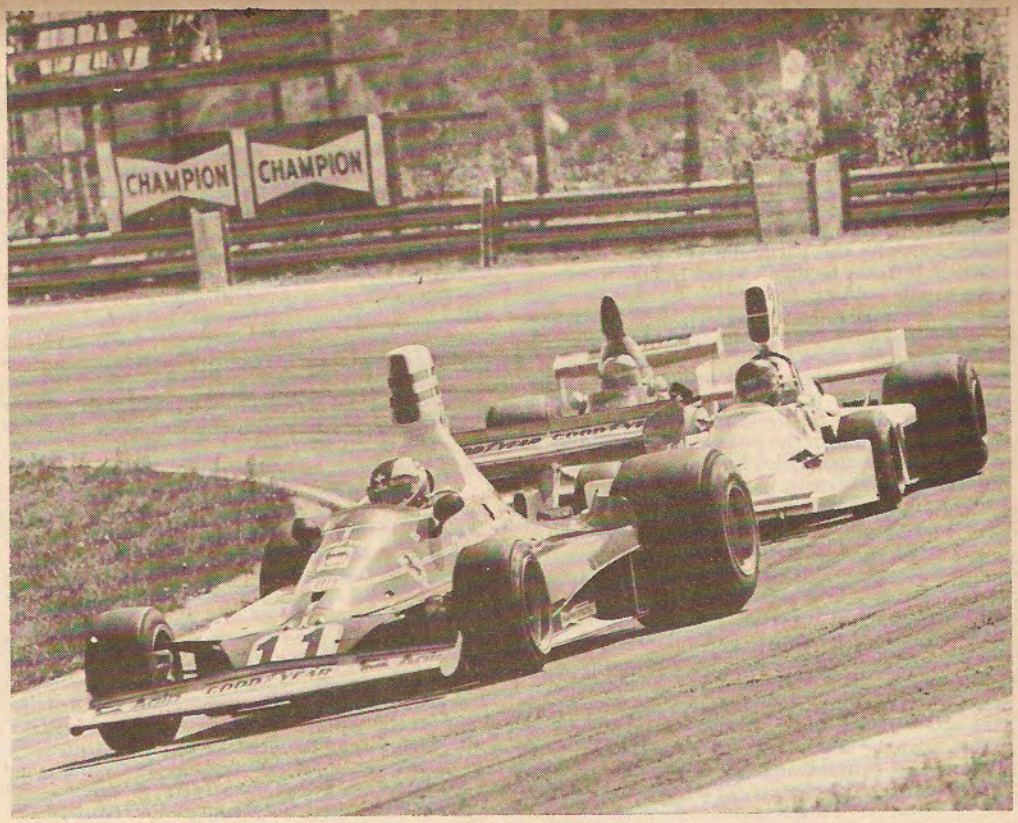
The grid was formed, therefore, largely on the basis of first day times, the second day being more to confirm the order for most people. There was no comfort in thinking, well, the track was slower, because that damned orange March had been clearly quickest both days. It sat there, gleaming in the sun with a brightness surpassed only by the toothy smiles of its crewmen. There was no way anybody else's car could be considered a threat.

"And the nice thing about it," said Robin Herd in his smiling quiet way, "is that it only cost about £5,000 to build. Look at it: F2 tub, F2 suspension, F2 bodywork, F2 radiators, why it's even got an F2 rear crossmember."

It might well have been possible to buy it for £5,000 or so on Friday morning. But by Saturday afternoon the price would have risen somewhat . . .

The Elf Tyrrells, their position in Swedish prominence preserved somewhat by Depailler's Friday time, were substantially unaltered from Zolder although they were fitted here with the longer pattern of chisel nosepiece. Someone not uninvolved with the team observed that, whereas Jody Scheckter's strong-man driving style was perfectly suited to Zolder, Anderstorp responded better to Patrick's more delicate, nursing style and this was shown clearly in the times. Jody was always many tenths worse off than his teammate at Anderstorp, although needless to say the well-stocked team tried everything they could think of for him. But in truth, neither driver was very well off.

Both Tyrrells were not handling well, and both men spun off on Friday. By the end of Saturday neither had made any progress. Jody tried the team's pre-Kyalami pattern spare, and initially thought that perhaps it was better, but then



Regazzoni, who finished third, under pressure from Hunt and Andretti.

maybe he wasn't sure later on. "My car is oversteering. I can't get power down," he said in short, disgruntled sentences. "Last year it didn't swing its tail out going in. I could get the power down good and early. This year it isn't nice."

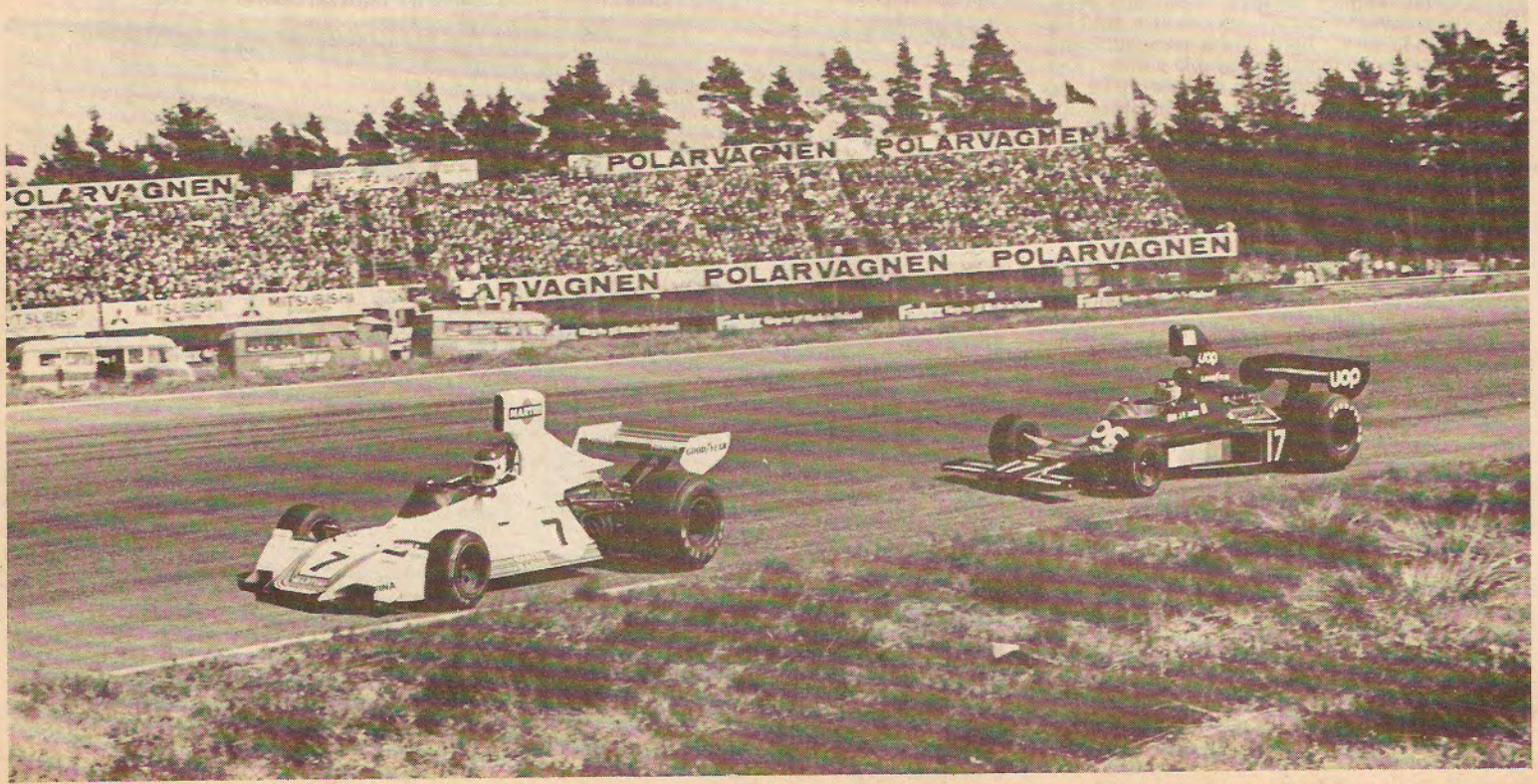
"I believe," said Derek Gardner slowly and judiciously, "that our car is suffering from improvement."

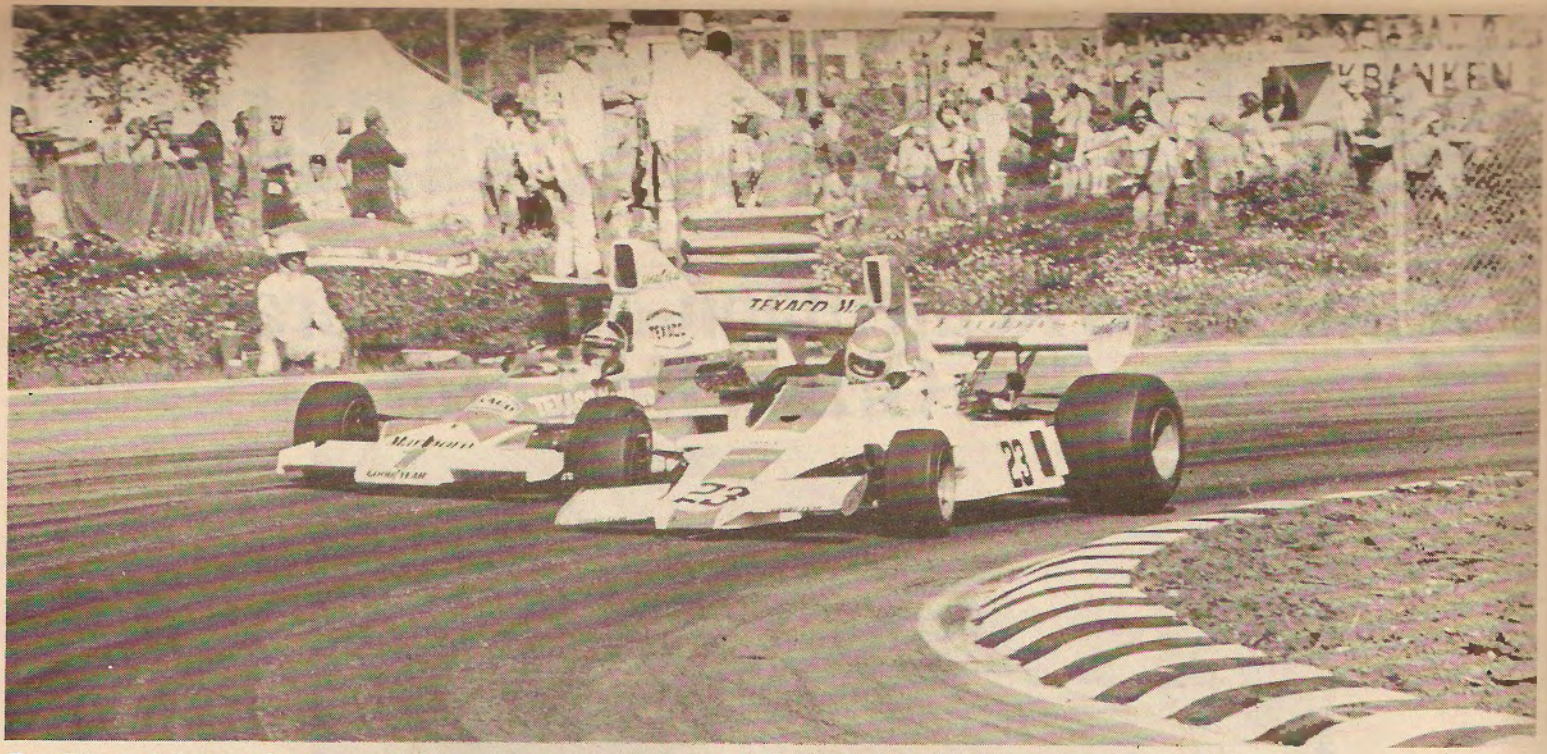
Depailler was showing less of the problem, but he still wasn't happy, and any chance of a last minute defence of his relative position, at least, was ended when he ran onto a bit of dislodged cement kerbing going out onto the main straight, the aircraft runway, after the pits. The piece ripped off the rear-mounted oil cooler, and Patrick laid oil all the way around to beyond the start/finish line at the opposite side of the circuit before the engine tightened. Following along behind, Jochen Mass ripped his oil cooler too on a piece of the Tyrrell's *débris* (or so it was thought), and within a few minutes the session had been flagged to a pause. Where the concrete had come away there were some reinforcing rods standing proud, and these had to be eliminated as a tyre hazard.

John Watson was driving the Matchbox Surtees with more than his accustomed verve, which is to say he was driving very hard indeed. The car was not handling at all well, and like many drivers the Ulsterman just couldn't get it balanced. But his efforts to *force* the thing to his will were among the most entertaining sights of practice, the yellow car slinging around the corners well sideways at a pace that produced at least one spin. But no blue smoke. "No blue smoke?" asked John. "Oh drat, I've always wanted to produce blue smoke."

Emerson Fittipaldi was handling his Texaco-Marlboro with similar determined strength. The World Champion, points beginning to slip away

Carlos Reutemann's Brabham and Jean-Pierre Jarier's Shadow battled hard for the lead until the former slowed to finish second and the latter blew up.





Tony Brise again impressed enormously in the rather troublesome Embassy Hill. Here he forces his way past Emerson Fittipaldi.

from him, looked right up on a mental edge all during the meeting. "Understeering - oversteering - oversteering - understeering" he would respond to the question about handling, his face screwed up in an evil little toothy grin. Once coming into the pits in practice he gave it a jab that left grey rubber halfway down the lane. During the race morning practice he went out of his stall with no steering lock but so much throttle the tail came round 45 degrees all by itself – exactly what was wanted to get it lined up with the track, and wonderfully well controlled, but a display that brought Ken Tyrrell wandering over afterwards. "Tell me," he said, eyeing the two broad black rubber crescents on the ground, "Is Emerson angry about something?"

Emerson looked at him through opaque sunglasses. "Ken, what you mean?" "Well, when one of my drivers does that I fine him fifty quid." Emerson continued to gaze up at him with studied innocence. "I don't understand what you mean." Teddy Mayer's smile was not convincing.

During the first day Fittipaldi's car came in on the end of a rope, the engine having gone, and he carried on with the older-pattern T-car. Mass meanwhile was having starkly visible similar handling problems, bringing the car through corners with great slides and hard squirts of power, but in the end he was three quarters of a second off his teammate's pace and a row farther back on the grid. The destruction of his cooler on Depailler's débris late in the last practice didn't help any.

James Hunt for once didn't seem to think his Hesketh was handling all that badly, but it wasn't good. "We seem to have mid-corner understeer, and we can't get it neutral, and it spins its wheels; the whole thing's a bit of a fight." James was 13th on the grid, quite a hit ahead of both Alan Jones, who was similarly troubled with handling in the Custom Made Rob Walker car, aud of Torsten Palm in the chassis rented for this second GP occasion by Polar Caravans – but the mild young Swede, smiling sunnily, said the car was handling perfectly, it's very nice, a beautiful car, thank you very much.

The pair of Americans, Mario Andretti and Mark Donohue, went to the grid side by side on the eighth row – unhappily just about where they started in F1 last September . . . Mario, saying like the others that what was wanted here was a neutral car; obviously by implication he didn't have it in the Parnelli. Gradually, though, using the more softly torsion-barred T-car during practice alternately with the regular one, trying out different gearing combinations, and generally attacking the problem with his peculiarly impressive brand of dedication, he made advances. By Saturday he was able to say, "We're just about where we should have been yesterday." A disturbance was caused by the failure of a front CV joint. Then, right at the end of the day, on his slowing down lap, a second one failed. After the first one went, both front brake shafts were replaced in their entirety; this second joint had only about 20 laps behind it when it too failed where the internal splines mate with the shaft at the outboard end. Andretti, going into the chicane at the end of the runway, still hard on the brakes, felt it going but could do nothing. The car snapped away from him and spun into the catch fencing hard enough to batter the tub. It was not a write off but it meant that immediately the newly-streamlined Parnelli crew had to tuck into race-prepping the T-car. And, after long serious study, to making a few mods on the proprietary, standard-production joints to eliminate (they hoped) the stress points.

Donohue reported that the Citibank Penske chassis – the same one raced at Zolder, but with minute geometry alterations at both ends – was "too sensitive" but that it didn't feel too bad, just slow. After a think, however, he said he and the team had decided to forget how fast or slow they were. "We're going to stop worrying about everyone else and just go our own way and do what we think is right . . ."

Tony Brise spent his second Embassy weekend driving both the Graham Hill chassis. Persistent engine trouble in his regular car, a dropped valve each day of practice, forced him into his new teammate (temporarily at least replacing Migault) Vern Schuppan's car. Vern was thus twice bumped into the old-nail Lola, so it was no wonder that his best time was slowest of all the 26 drivers entered. The team also had to cope with the odd untraceable misfire, with a couple of cracked bell-housings (a new, magnesium pattern) as at Zolder, and even with a damper coming unscrewed. The evil black bird of misfortune was firmly perched over Graham this weekend.

Frank Williams' team was all-new this time, with Ian Scheckter the current South African F1 series-dominator up for this one run in Europe at least and Damien Magee, the Irish F5000 man, making his very first public F1 appearance. The latter was given the older, ex-Iso chassis, which had been put back to its earlier side-radiator, chisel-nose configuration for reasons having to do with balance. It seemed to be a right step, for Damien was quite happy with his Williams and with the new scene in general. He was driving hard enough to have a couple of spins. Jody's brother had the newer, regularly Laffite chassis 04 still in its Hesketh-nose form, and he was not happy. There were delays with a broken gear linkage and again with sand in the throttles, but no serious excursions; despite the distinctly difficult handling he was the quicker driver by two tenths and took up 20th grid position.

Bob Evans had available two Stanley BRMs and it was a good thing for he kept needing the spare. The regular race car, set up now following Zolder experience with the narrow front track, kept having engine trouble. When for Saturday the team gave it one of the latest 200-series engines, the one that had stripped its oil pump cogged belt at Zolder, it promptly did the same again. It was fixed, tried again – and stripped it again. "It's a problem that hasn't shown up on the bench at all," said the puzzled team manager Alan Challis, "only in the car."

For the race Bob was given the same 142-series V12 used at Zolder. But for a distinct lack of torque, he was quite happy with the car. The narrower track, compared with the normal one on the spare car which he kept hopping in and out of, gave more oversteery handling, which was what he wanted. "In the corners I seem to be able to stay with anybody and pass some, and I believe that under braking I have the best car of all. Once we get the new engine sorted out – it's got some new cylinder heads in the pipeline, and there's a lovely new gearbox coming along too, I really think we'll have a car the equal of anybody's."

Alongside the BRM on the next to last row was the second March, which Lella Lombardi drove with a distinct lack of fire. She was going about as smoothly as her teammate, but the results weren't there by more than four seconds. At one stage she asked him to see if there was anything wrong, so 9T was put on her car and Brambilla tried it, but there wasn't.

His Copersucar now with revised front suspension, more anti-dive and less progressive spring rate, Wilson Fittipaldi initially felt there was a dinstinct improvement in the understeer problem and looked happy. "Now it is more sensitive to adjustments. One second quicker." Later on, however, it wasn't as good as he thought and he was, as he does, looking forward to both the third chassis, which is coming along and has been built with yet a more revised front suspension, and with the all-new car which is currently being designed. As it was, after a gear lever snapped off in his hand, he shared the back row.

Just why everybody was so much inferior to Brambilla was the subject of much speculation all over the paddock all weekend. As their tired brains began to fuse with the confusion, some designers and managers went into slouches in their various motor homes and caravans, visiting each other and, making common cause against a larger adversary, traded stories illustrating their frustration.

"We had one of our drivers come in today," said one, "and he told us that we'd finally got it right, the balance was perfect, don't touch a thing. We got on with fixing something or other, and presently he came back and said, 'You know, it's oversteering, let's try more wing'."

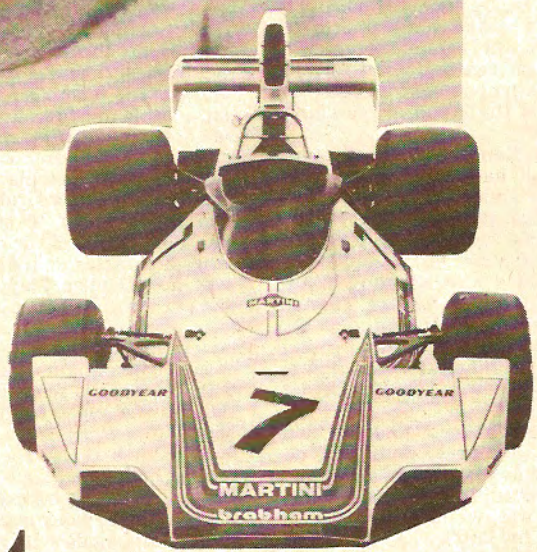
Another fellow, still pre-occupied with the March conundrum, remarked musingly, "This must be a fabulously smooth circuit, you know, can't be a ripple on it." He saw one or two askance looks. "Well, I mean, at one point today we had our front ride height down to less than two inches, and just bouncing it up and down in the pits we could bang it against the road. But on the circuit it wasn't touching the skid-blocks."

The askance looks intensified and, obviously deeply moved, another team's mau related *his* day's experience. "*We* had *our* front ride height at 3¼ finally, and the springs so stiff that *no way*

Well done, Carlos!

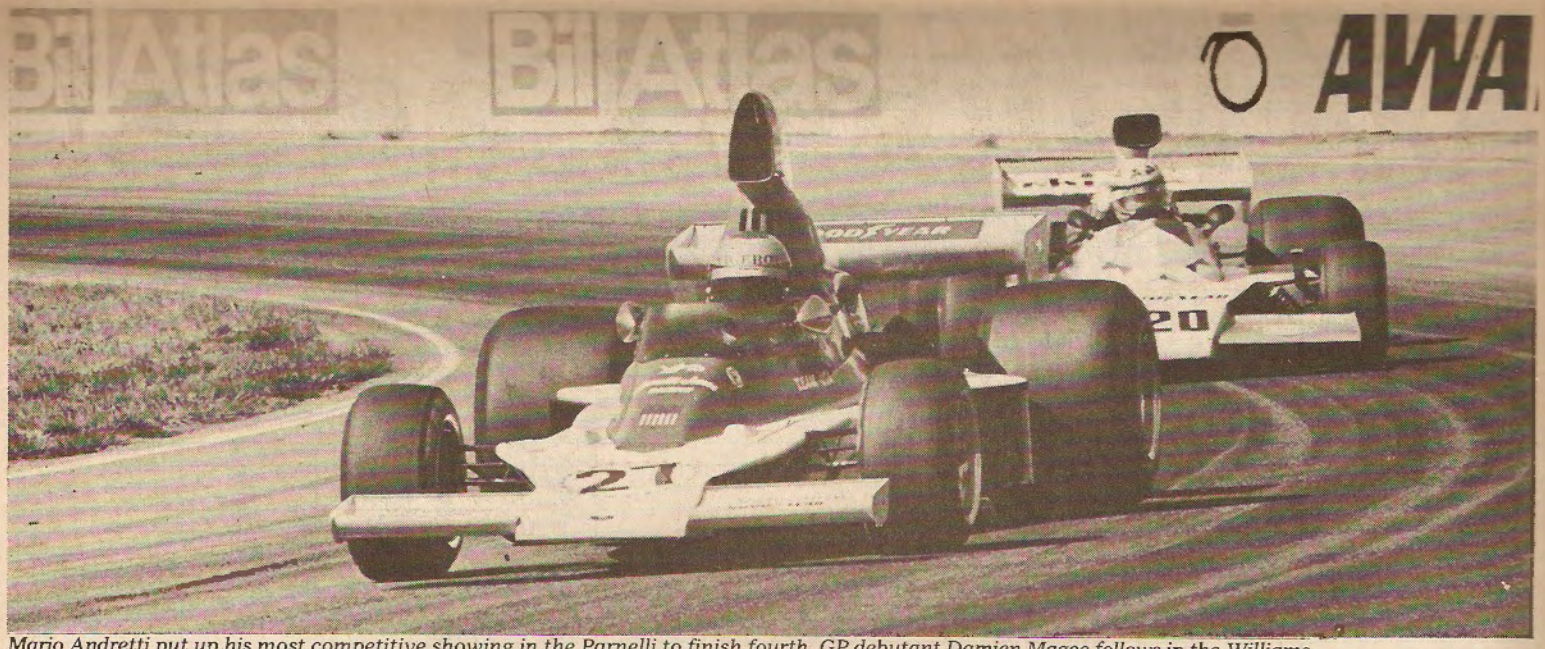
2nd Carlos Reutemann-Martini Brabham Swedish Grand Prix 1975.

MARTINI BRABHAM
RACE ON
GOODYEAR



The right one

MARTINI
REGD.



Mario Andretti put up his most competitive showing in the Parnelli to finish fourth. GP debutant Damien Magee follows in the Williams.

would it touch the road in the pits – but he brought it back in with the skid blocks all bashed to hell!"

The first man went through his turn to have a funny expression and then summed it up pretty well for everybody. "The sooner I get away from this place the better."

RACE

The assembled company faced raceday, which dawned brilliantly sunny and much warmer than practice, expecting quite a hard-fought GP with, perhaps, an unexpected result. Brambilla in the March could run away with it as practice had shown he had every right to do; and good luck to him and to them, it would be a popular win, was the sentiment. But things change in motor racing, nobody understood why the 751 was quick in the first place – maybe race day would see an upset. That was an even more popular sentiment.

The ever-faithful ladies in the pits caught Reutemann quickest in the morning, at 1m 27.7s or thereabouts on full tanks; there was one watch that showed Depailler even quicker but his own team had him only at about the 1m 28s mark which Pace and Fittipaldi recorded (Emerson driving just as hard as ever, doing his sideways-out-of-the-pits stunt now and reporting that much overnight thinking and work had helped the handling greatly). Watson was almost with them, and Lauda was as well. The Shadows, rather surprisingly (perhaps it merely showed that morning times aren't the whole story), were a second slow. But what everybody really wanted to know was about Brambilla, and the March team refused them that satisfaction. The Beta car remained firmly back in the paddock, and Vittorio spent the half hour in T-shirt and shades and a sunny smile.

Once around the whole lap from the pits individually, and then half round again in formation to the actual startline half a lap away; a brief pause and away. It worked well, with good discipline and no shunts, and, good on him, Brambilla held his lead into the U-shaped first corner and he was safe. The drivers behind fell into file in their grid order, Depailler, Jarier and Reutemann, but Pace beat Lauda for fifth and Hunt made a magnificent start and charged through traffic all around the lap and came up into seventh.

Watson moved well up too, and then it was Peterson from Regga, and Jody. Others, like Schuppan, made extra good starts so the string took some sorting out first time round; they were all nose to tail in a brief, furious parade, all 25 of them . . . Yes, only 25, for halfway round the first lap Pryce stopped in the pits with his throttles jammed with sand thrown up at about the third corner.

It was quickly cleared and he was sent out in seconds, just as the race came storming through, so the second Shadow, dead last in the race by a lap, held second place on the road. There, one had time to think, that's done it nicely for Vittorio; Tom's trouble, whatever it may be (one never knows these things until afterward), can only serve to help the March make its break.

But the March didn't make any break at all. Partly the driver was determined to drive easily, but the gap didn't grow. There wasn't in fact any gap at all anywhere, for quite some few minutes of racing. Drivers busily sorted themselves out for a couple of laps, Depailler and Reutemann moving up past Jarier, a queue forming behind them of Pace, Lauda, Hunt, Watson, Regga and, once he'd gone by several more men, Andretti.

After Mario a gap did gradually begin to grow, a second parade forming with Peterson, Scheckter, Fittipaldi, Donohue, Mass and Brise all hanging hard onto each other. It was two furious GPs for the price of one, pretty good.

For a while the March was blowing out oil coming out of left hand bends; there was rather heavy smoke and enough oil so following drivers – even Jarier remarked on it – were annoyed. But still it didn't let Brambilla get away. It began to seem that all was not well. In fact, the previously well balanced March was understeering.

The understeer was overheating the left front tyre, which was both softening the rubber and raising the internal air pressure; both these aggravated the understeer, so there was set up a vicious cycle which lap by lap turned the tyre to a mess. After 15 glorious laps in the lead of a GP for the second time, Vittorio Brambilla had to give way. It was Reutemann who had now moved by the oversteering Pryce who took the lead, and in abrupt stages poor Brambilla had to drop ever farther back down the line.

He gave it up as a bad job when there was a ring of bubbly-edged holes all round the centre of the tread; the air pressure, which should have been at 16 psi hot, was at 23 when the technicians got round to examining it. The March went out into the race again with a new tyre, after a very nice 11 second change, and began forcing its way through the backmarkers it encountered until suddenly something at the back went wrong. Going into the corner before the finish line one of the back universal joints broke into flying bits and when the driver planted his foot coming out there was nothing but frantic revs and no drive. Exit behind a cloud of braking-smoke the best March weekend in three or more seasons.

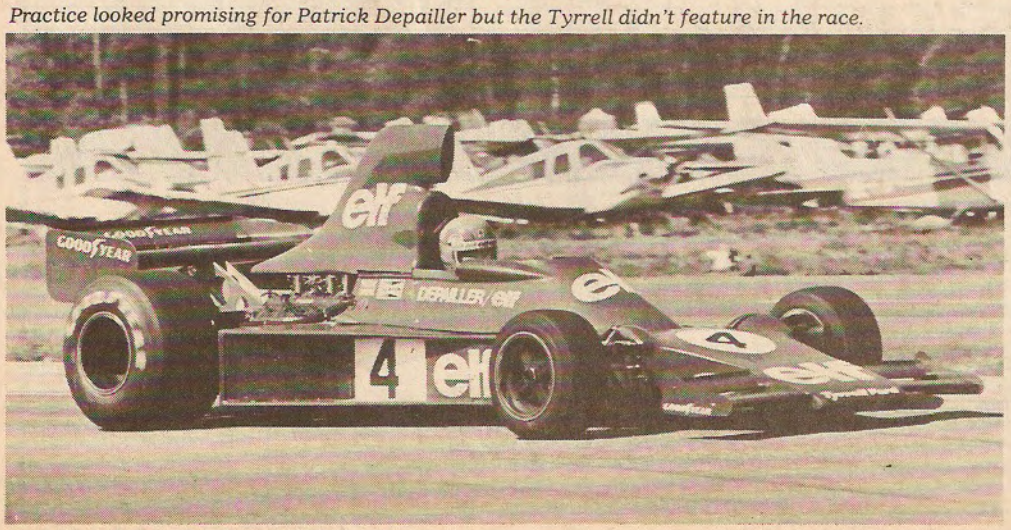
Pryce had let his teammate by, so now it was settled into a new race, the Brabham leading the Shadow by about three seconds with only small variations for many laps – until about the 25th lap when the gap began to narrow sharply. The BT44B, previously about neutral, was going more and more to oversteer. In another five laps Carlos fell right back into Jean-Pierre's clutches, until they were less than a second apart and the Frenchman was obviously looking for the hole. This was good stuff, an unexpected race just as everyone had expected.

Until, that is, the Shadow's engine refused its assignment. "Suddenly the oil pressure dropped" said the wearily disgusted driver; it was right squarely in front of the pits and other people thought there was a jangly noise to accompany the drop of the needle . . .

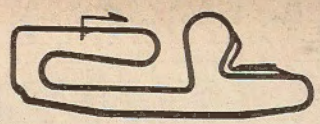
So Reutemann had a breathing space, safe once more. He'd been oddly confident before the race – "Today nine points; good." – and now it looked like it would come right for him. The next car along now, behind Pryce a lap down in fact, was nine seconds back and happily it was teammate Pace having a nose-to-tail run with Lauda. That should help for a while. All too short a while. Môco, coming out onto the runway straight, apparently having engine trouble of some sort, spun off the road and bashed into a post and there was Lole's help thrown away. But checks with the stopwatch showed it was still all right: the gap was holding steadily enough at about the same nine seconds. Perhaps it was the presence of the Pryce car, running at a pace that would have certainly had Tom among the leaders but for the pit stop, that was holding the Ferrari back but it could have been an aerodynamic handicap only, if there was any handicap, for there were a couple of seconds between them still.

Some of the initial long lineups had broken apart by now, but there were several interesting close tussles going on still. Well behind Lauda in third was Regazzoni, but Andretti's forceful drive

Practice looked promising for Patrick Depailler but the Tyrrell didn't feature in the race.



SWEDISH GRAND PRIX. DATE JUN.8.1975 CIRCUIT ANDERSTORP



WORLD CHAMPIONSHIP ROUND 7	LENGTH 80 laps of 2.497 mile circuit.	199.76	miles
WEATHER DRY. CLEAR. HOT.	No. of STARTERS 26	FINISHERS 17	
WINNER N. LAUDA in FERRARI 312T		av. speed 100.41	mph
FASTEST LAP N. LAUDA in FERRARI 312T	No. 12 on lap	in 1 min. 28.267 sec. 101.82	mph
EXISTING LAP RECORD D. HULME in YARDLEY-McLAREN-FORD M23		in 1 min. 26.146 sec. 104.33	mph
PREVIOUS YEAR'S RESULT J. SCHECKTER in TYRRELL-FORD		at 101.11	mph

ENTRIES

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M23/9	DFV 088	
1T	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M23/6		USED FRIDAY
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M23/8	DFV 106	
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/2	DFV 213	
3T	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/5		
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/4	DFV 206	
5	R. PETERSON	JPS 72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-9	DFV 212	
5T	R. PETERSON	JPS 72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-8		
6	J. ICKX	JPS 72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-5	DFV 205	
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-1	DFV 163	
7T	C. REUTEMANN	MARTINI-BRABHAM BT 44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-3		
8	C. PACE	MARTINI-BRABHAM BT 44B	MARTINI RACING	FINA FINA	GOOD	BT 44B-2	DFV 150	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	- -	GOOD	751-3	DFV 205	
10	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-2	DFV 119	PRACTISED AS 9T BY BRAMBILLA.
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (021)	Type 312 B	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (023)	Type 312 B	
12T	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T		
14	B. EVANS	STANLEY-BRM P201	STANLEY BRM	- DUCKHAMS	GOOD	P201-5	142-023	
14T	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-2		
16	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV 126	3A - UNUSED SPARE
17	J-P. JARIER	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-4A	DFV 176	
18	J. WATSON	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 16-05-4	DFV 050	
20	D. MAGEE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-03	DFV 225	
21	I. SCHECKTER	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-04	DFV 207	
22	V. SCHUPPAN	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	GH-3	DFV 226	
23	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	- DUCKHAMS	GOOD	GH-1	DFV 109	ALSO PRACTISED BY BRISE.
23T	V. SCHUPPAN	EMBASSY-HILL LOLA T370	EMBASSY RACING WITH GRAHAM HILL	- DUCKHAMS	GOOD	HU 370-3		
24	J. HUNT	HESKETH 308	TEAM HESKETH	- -	GOOD	308-2	DFV 146	
26	A. JONES	HESKETH 308	ROB WALKER - CUSTOM MADE RACING	- -	GOOD	308-3	DFV 184	
27	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-002		
27T	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-001	DFV 198	RACE CAR.
28	M. DONOHUE	PENSKE PC-1	CITIBANK TEAM PENSKE	SUNOCO	GOOD	PC-1-001	DFV 187	
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR - FITTIPALDI	- -	GOOD	FD-02	DFV 192	
32	T. PALM	HESKETH 308	POLAR CARAVANS	- -	GOOD	308-1	DFV 093	

RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	12	N. LAUDA	FERRARI 312T.	80	1h. 59m. 18.319s.	100.41 mph.	LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
2	7	C. REUTEMANN	MARTINI-BRABHAM BT44B	80	1h. 59m. 24.607s.	100.35 mph.	GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	11	C. REGAZZONI	FERRARI 312T	80	1h. 59m. 47.414s.	100.04 mph.	LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
4	27	M. ANDRETTI	PARNELLI VPJ-4	80	2h. 00m. 02.699s.	99.79 mph.	LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
5	28	M. DONOHUE	PENSKE PC-1	80	2h. 00m. 49.082s.	99.17 mph.	LOCK FER	BILSTEIN	HEW FGA 400	CHAMPION	LUCAS	LUCAS
6	23	T. BRISE	EMBASSY-HILL GH	79			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	3	J. SCHECKTER	TYRRELL-FORD 007	79			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	1	E. FITTIPALDI	TEXACO-MARLBORO M23	79			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
9	5	R. PETERSON	JPS-72	79			GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	32	T. PALM	HESKETH 308	78			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
11	26	A. JONES	HESKETH 308	78			LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
12	4	P. DEPAILLER	TYRRELL-FORD 007	78			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
13	14	B. EVANS	STANLEY-BRM P201	78			LOCK FER	KONI	BRM Type 161	CHAMPION	LUCAS	MARELLI DINOPLEX
14	20	D. MAGEE	WILLIAMS FW	78			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
15	6	J. ICKX	JPS-72	77			GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
16	18	J. WATSON	MATCHBOX-SURTEES TS 16-4	77			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
17	30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	74			LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO	DRIVER	LAPS	REASON
10	L. LOMBARDI	10	METERING UNIT.
24	J. HUNT	21	BRAKE LEAK.
2	J. MASS	34	WATER LEAK.
9	V. BRAMBILLA	36	U-JOINT.
17	J-P. JARIER	38	ENGINE
8	C. PACE	41	SHUNT AFTER SPIN.
22	V. SCHUPPAN	47	DRIVE SHAFT FLANGE.
21	I. SCHECKTER	49	SHUNT DUE TO PUNCTURE.
16	T. PRYCE	53	SHUNT. CLUTCH PROBLEMS.

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	32	M. DONOHUE	2
C. REUTEMANN	22	V. BRAMBILLA	1
E. FITTIPALDI	21	T. PRYCE	1
C. PACE	16	T. BRISE	1
J. SCHECKTER	15	L. LOMBARDI	½
C. REGAZZONI	12		
P. DEPAILLER	11		
J. MASS	10½		
J. HUNT	7		
J. ICKX	3		
R. PETERSON	3		
M. ANDRETTI	3		

MANUFACTURERS

FERRARI	35
BRABHAM-FORD	35
McLAREN-FORD	26½
TYRRELL-FORD	19
HESKETH-FORD	7
LOTUS-FORD	6
PARNELLI-FORD	3
SHADOW-FORD	2½
PENSKE-FORD	2
MARCH-FORD	1
HILL-FORD	1

DATE FRI. JUNE 6 WEATHER COOL. OVERCAST. DRY.

PRACTICE 1

9	V. BRAMBILLA	lm.	24.630s.
4	P. DEPAILLER	lm.	25.010s.
17	J-P. JARIER	lm.	25.060s.
7	C. REUTEMANN	lm.	25.180s.
12	N. LAUDA	lm.	25.457s.
16	T. PRYCE	lm.	25.880s.
3	J. SCHECKTER	lm.	25.900s.
5	R. PETERSON	lm.	26.012s.
8	C. PACE	lm.	26.140s.
1	E. FITTIPALDI	lm.	26.353s.
11	C. REGAZZONI	lm.	26.360s.
24	J. HUNT	lm.	26.500s.
9T	V. BRAMBILLA	lm.	27.065s.
2	J. MASS	lm.	27.130s.
28	M. DONOHUE	lm.	27.221s.
27	M. ANDRETTI	lm.	27.253s.
6	J. ICKX	lm.	27.320s.
18	J. WATSON	lm.	27.360s.
21	I. SCHECKTER	lm.	27.470s.
27T	M. ANDRETTI	lm.	27.510s.
5T	R. PETERSON	lm.	27.600s.
23	T. BRISE	lm.	27.821s.
32	T. PALM	lm.	27.880s.
14	B. EVANS	lm.	28.591s.
30	W. FITTIPALDI	lm.	28.810s.
22	V. SCHUPPAN	lm.	28.980s.
10	L. LOMBARDI	lm.	29.970s.
20	D. MAGEE	lm.	30.345s.
23T	V. SCHUPPAN	lm.	30.550s.
26	A. JONES	lm.	30.668s.
1T	E. FITTIPALDI	lm.	41.484s.

DATE SAT. 6 P.M. JUNE 7 WEATHER MILD. CLOUDY. DRY.

PRACTICE 2

9	V. BRAMBILLA	lm.	25.210s.
17	J-P. JARIER	lm.	25.622s.
12	N. LAUDA	lm.	25.672s.
8	C. PACE	lm.	25.802s.
16	T. PRYCE	lm.	25.866s.
4	P. DEPAILLER	lm.	26.025s.
18	J. WATSON	lm.	26.085s.
1	E. FITTIPALDI	lm.	26.088s.
5	R. PETERSON	lm.	26.254s.
11	C. REGAZZONI	lm.	26.283s.
3T	J. SCHECKTER	lm.	26.307s.
24	J. HUNT	lm.	26.662s.
7T	C. REUTEMANN	lm.	26.742s.
27	M. ANDRETTI	lm.	26.821s.
28	M. DONOHUE	lm.	27.154s.
2	J. MASS	lm.	27.335s.
7	C. REUTEMANN	lm.	27.356s.
26	A. JONES	lm.	27.602s.
32	T. PALM	lm.	27.642s.
3	J. SCHECKTER	lm.	27.674s.
20	D. MAGEE	lm.	27.676s.
23	T. BRISE	lm.	27.769s.
27T	M. ANDRETTI	lm.	28.155s.
14T	B. EVANS	lm.	28.422s.
21	I. SCHECKTER	lm.	28.616s.
10	L. LOMBARDI	lm.	28.687s.
30	W. FITTIPALDI	lm.	29.498s.
14	B. EVANS	lm.	29.869s.
6	J. ICKX	lm.	29.943s.
22	V. SCHUPPAN	lm.	31.037s.
23T	V. SCHUPPAN	lm.	31.456s.

DATE SAT. P.M. JUNE 7 WEATHER MILD. CLOUDY. DRY.

PRACTICE 3

17	J-P. JARIER	lm.	25.263s.
12	N. LAUDA	lm.	25.879s.
7	C. REUTEMANN	lm.	26.276s.
8	C. PACE	lm.	26.289s.
9	V. BRAMBILLA	lm.	26.666s.
24	J. HUNT	lm.	26.738s.
2	J. MASS	lm.	26.773s.
1	E. FITTIPALDI	lm.	26.842s.
11	C. REGAZZONI	lm.	26.865s.
3	J. SCHECKTER	lm.	27.098s.
5	R. PETERSON	lm.	27.106s.
27	M. ANDRETTI	lm.	27.140s.
4	P. DEPAILLER	lm.	27.284s.
23	T. BRISE	lm.	27.318s.
26	A. JONES	lm.	27.375s.
28	M. DONOHUE	lm.	27.520s.
21	I. SCHECKTER	lm.	28.334s.
5T	R. PETERSON	lm.	28.511s.
32	T. PALM	lm.	28.570s.
20	D. MAGEE	lm.	28.821s.
22	V. SCHUPPAN	lm.	29.032s.
6	J. ICKX	lm.	29.180s.
14	B. EVANS	lm.	29.666s.
30	W. FITTIPALDI	lm.	30.608s.
10	L. LOMBARDI	lm.	30.827s.
14T	B. EVANS	lm.	32.758s.

STARTING GRID

POLE

4 P. DEPAILLER lm. 25.010s.	9 V. BRAMBILLA lm. 24.630s.
7 C. REUTEMANN lm. 25.180s.	17 J-P. JARIER lm. 25.060s.
8 C. PACE lm. 25.802s.	12 N. LAUDA lm. 25.457s.
3 J. SCHECKTER lm. 25.900s.	16 T. PRYCE lm. 25.866s.
18 J. WATSON lm. 26.085s.	5 R. PETERSON lm. 26.012s.
11 C. REGAZZONI lm. 26.283s.	1 E. FITTIPALDI lm. 26.088s.
2 J. MASS lm. 26.773s.	24 J. HUNT lm. 26.500s.
28 M. DONOHUE lm. 27.154s.	27 M. ANDRETTI lm. 26.821s.
6 J. ICKX lm. 27.320s.	23 T. BRISE lm. 27.318s.
21 I. SCHECKTER lm. 27.470s.	26 A. JONES lm. 27.375s.
20 D. MAGEE lm. 27.676s.	32 T. PALM lm. 27.642s.
10 L. LOMBARDI lm. 28.687s.	14 B. EVANS lm. 28.422s.
22 V. SCHUPPAN lm. 29.032s.	30 W. FITTIPALDI lm. 28.810s.

LAP CHART

AUTOSPORT

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
9 V. BRAMBILLA	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
4 P. DEPAILLER	4	4	4	4	4	4	4	4	4	4	4	4	4	7	7	9	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
17 J-P. JARIER	17	17	17	17	7	7	7	7	7	7	7	7	7	17	17	17	9	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
7 C. REUTEMANN	7	7	7	7	17	17	17	17	17	17	17	17	17	8	8	8	8	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
12 N. LAUDA	8	8	8	8	8	8	8	8	8	8	8	8	8	12	12	12	12	24	24	24	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
8 C. PACE	12	12	12	12	12	12	12	12	12	12	12	12	12	24	24	24	24	11	11	11	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
16 T. PRYCE	24	24	24	24	24	24	24	24	24	24	24	24	24	18	11	11	11	27	27	27	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
3 J. SCHECKTER	18	18	18	18	18	18	18	18	18	18	18	18	18	11	27	27	27	18	18	18	(24)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5 R. PETERSON	5	5	11	11	11	11	11	11	11	11	11	11	11	27	18	18	18	3	3	3	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
18 J. WATSON	11	11	5	5	27	27	27	27	27	27	27	27	27	(4)	3	3	3	(5)	5	1	3	3	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
1 E. FITTIPALDI	3	3	27	27	3	3	3	3	3	3	3	3	3	3	5	5	5	5	1	5	5	28	2	2	2	2	2	2	2	2	2	2	2	23	23	23	23
11 C. REGAZZONI	27	27	3	3	5	5	5	5	5	5	5	5	5	5	1	1	1	1	28	28	28	2	23	23	23	23	23	23	23	23	23	23	23	9	9	9	3
24 J. HUNT	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28	28	28	28	2	2	2	23	3	3	9	9	9	9	9	9	9	9	9	(2)	3	3	32
2 J. MASS	28	28	28	28	28	28	28	28	28	28	28	28	28	28	2	2	2	2	23	23	23	9	9	9	3	3	3	3	3	3	3	3	3	3	(32)	32	6
27 M. ANDRETTI	2	2	2	2	2	2	2	2	2	2	2	2	2	23	23	23	23	9	9	9	6	6	6	6	6	6	6	6	32	32	32	32	32	32	6	6	21
28 M. DONOHUE	23	23	23	23	23	23	23	23	23	23	23	23	23	23	21	6	6	6	6	6	26	26	26	26	32	32	32	6	6	6	6	6	6	21	21	16	
23 T. BRISE	21	21	21	21	21	21	21	21	21	21	21	21	21	21	6	26	26	26	26	26	26	21	32	32	32	21	21	21	21	21	21	21	21	21	22	22	22
6 J. ICKX	6	6	6	6	6	6	6	6	6	6	6	6	6	6	26	21	21	21	21	21	21	32	21	21	21	22	22	22	22	22	22	22	22	14	14	14	
26 A. JONES	26	26	26	26	26	26	26	26	26	26	26	26	26	26	22	22	32	32	32	32	32	22	22	22	22	14	14	14	14	14	14	14	14	16	16	26	
21 I. SCHECKTER	22	22	22	22	22	22	22	22	22	22	22	22	22	22	32	32	22	22	22	22	22	14	14	14	14	30	30	30	16	16	16	16	16	16	20	20	20
32 T. PALM	14	14	14	14	14	14	14	14	14	14	14	14	14	32	14	14	14	14	14	14	14	30	30	30	30	16	20	16	30	30	30	20	20	20	26	26	30
20 D. MAGEE	30	30	30	30	30	30	30	30	32	32	32	32	32	14	30	30	30	30	30	30	30	20	20	20	20	20	16	20	20	20	20	30	30	26	30	30	4
14 B. EVANS	10	10	10	32	32	32	32	32	30	30	30	30	30	30	20	20	20	20	20	20	20	16	16	16	16	26	26	26	26	26	26	26	26	30	4	4	
10 L. LOMBARDI	20	32	32	10	10	10	10	10	10	(10)	20	20	20	20	16	16	16	16	16	16	16	4	4	4	4	4	4	4	4	4	4	4	4	4			
30 W. FITTIPALDI	32	20	20	20	20	20	20	20	20	20	16	16	16	16	4	4	4	4	4	4	4																
22 V. SCHUPPAN	(16)	16	16	16	16	16	16	16	16	16																											

LAP CHART BY COURTESEY OF DEBBIE REES.

	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
9 V. BRAMBILLA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	12	12	12	12	12	12	12	12	12	12	12	12
4 P. DEPAILLER	17	8	8	8	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	7	7	7	7	7	7	7	7	7	7
17 J-P. JARIER	8	12	12	12	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
7 C. REUTEMANN	12	11	11	11	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
12 N. LAUDA	11	27	27	27	18	18	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	23	23	23	23	23	23	23	23	23	23	23	23	23	23	28	28	28	28	28	28	28	28
8 C. PACE	27	18	18	18	1	1	1	18	18	18	18	18	18	18	18	18	18	18	23	23	23	23	1	1	1	1	1	1	1	28	28	28	28	28	28	28	23	23	23	23	23	23	
16 T. PRYCE	18	1	1	1	5	5	5	5	5	23	23	23	23	23	23	23	23	23	5	5	5	28	28	28	28	28	28	28	29	28	1	1	1	1	1	1	1	1	1	1	1	3	3
3 J. SCHECKTER	1	5	5	5	28	28	28	23	23	5	5	5	5	5	5	5	5	28	28	28	28	5	5	18	18	18	18	18	5	5	5	5	5	5	5	5	5	5	3	3	3	1	1
5 R. PETERSON	5	28	28	28	23	23	23	28	28	28	28	28	28	28	28	28	28	28	18	18	18	18	18	5	5	5	5	3	3	3	3	3	3	3	3	3	3	5	5	5	5	5	
18 J. WATSON	28	23	23	23	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	32	32	32	32	32	32	32	32	32	32	32	32	32			
11 C. REGAZZONI	23	3	3	3	32	32	32	32	32	32	32	16	16	16	16	16	32	32	32	32	32	32	32	32	32	32	32	18	18	18	18	18	18	18	(18)	26	26	26	26	26	26		
24 J. HUNT	3	32	32	32	16	16	16	16	16	16	16	32	32	32	32	32	6	6	6	6	6	26	26	26	26	26	26	26	26	26	26	26	26	26	26	14	14	14	4	4	4		
2 J. MASS	32	6	6	16	6	6	6	6	6	6	6	6	6	6	6	6	14	14	14	26	6	14	14	14	14	14	14	14	14	14	14	14	14	14	14	4	4	4	14	14	14		
27 M. ANDRETTI	6	16	16	6	21	22	14	14	14	14	14	14	14	14	14	14	26	26	26	14	14	6	6	6	6	6	(6)	20	20	20	20	4	4	4	4	20	20	20	20	20	20		
28 M. DONOHUE	16	21	21	21	22	21	21	21	21	21	26	26	26	26	26	26	20	20	20	20	20	20	20	20	20	20	4	4	4	4	4	20	20	20	20	6	6	6	6	6			
23 T. BRISE	21	22	22	22	14	14	22	26	26	26	21	21	20	20	20	20	4	4	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	18	18	18	18	18			
6 J. ICKX	22	14	14	14	26	26	26	20	20	20	20	20	4	4	4	4	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30							
26 A. JONES	14	26	26	20	20	20	20	4	4	4	4	4	30	30	30	30																											
14 B. EVANS	26	20	20	20	4	4	4	30	30	30	30	30																															
10 L. LOMBARDI	20	30	30	30	30	30	30	(22)	22	22																																	
30 W. FITTIPALDI	30	4	4	4																																							
4																																										

Mark Donohue scored the first ever championship points for the First National City Bank Penske.

from the 15th grid place had taken the Parnelli up there to fourth in the Ferrari's slipstream. Then there was Watson, still doing a very impressive job for Surtees, keeping clear of Fittipaldi. Peterson and Donohue were having a fine nose-to-tail run, the Penske obviously going well and Mark keeping stuffed right tight up behind Ronnie.

Then, for a while, there was a good Mass-Brise run'until the McLaren, it seems, was taken once too often across a kerbing and a radiator hose clip was torn loose; Jochen had to quit with the engine going wrong and Tony began moving up.

Hunt, after his "grand opening run," had settled down quite happily, running at the same pace as the leaders, but it all stopped when something went wrong with the fluid retention of a rear caliper and he had to retire in the pits. Schuppan's initial encouraging start was spoiled when a flange on a drive shaft cracked and the consequent wobble of the brake disc gave him pad knock-back trouble before the flange broke up completely and stopped the Hill. Two laps farther into the race Ian Scheckter felt his left rear tyre start deflating; he slacked right off and was cruising carefully to the pits but at the first turn past the start/finish line the whole carcass exploded violently and turned the newer Williams sharp left into the catch fences.

Pryce, an oversteer getting worse and worse as the race went on — something like Brambilla's trouble but wearing the back tyres the more he tried to keep up to speed — suddenly vanished from in front of Lauda at the chicane when he locked up the rear brakes and half-spun down the road. The engine had stopped with the wheels, and as Tom now found the clutch failing to disengage, and the marshals not willing to push-start him, he had to watch the rest of it from there.

What he saw was Lauda now closing swiftly on Reutemann. From the 8½-9 seconds gap of a few laps before, the Ferrari was now under seven seconds and getting visibly nearer. On successive laps, nearing the three-quarter race distance, it dwindled to 6.2s, 5.5s, 4.8s, 4.2s, and 3.5s. As they flashed round to start their last 20 laps the gap was 2.9s, and next time it was 2.2s, and by lap 65 they were jammed nose-to-tail with a tenth between them. At the same time the gap from the leader Reutemann back to the third place Regazzoni was holding more or less steady at around 30 secs, so it was Lauda doing the catching and he was industriously setting the fastest race lap (on lap 61) at 1m 28.267s. It was all going Niki's way at last. The Ferrari, which had started out understeering a bit on its "31s," was coming more and more neutral as the race went on.

Luck was certainly playing a part, but equally certainly this was a strong team with good sound thinking going on within it, and luck in motor racing is often manufactured. Ferrari was deserving of this race and partway round the 70th lap Niki Lauda took it for them. He pulled out a second by the next time past the same point, and pranced inexorably on to a six-plus second lead at the chequer. It was a beautiful drive.

So Carlos had only six points instead of nine, but it put him above Fittipaldi in the tables. Regazzoni, his car handling as well as his faster teammate's but his engine losing a bit of power toward the end, felt a gradual relief from the pressing Andretti when Mario missed a gear and took the edge off his engine as well, so they were about five seconds apart at the end. For the Italian-Swiss it was a customary sort of placing, but for the Italian-American it was the first decent finish — and most decent it was, from the eighth row — in his renaissance GP career.

Just as satisfying in its way was Mark Donohue's fifth place. As the cars in front ran into various troubles the Penske moved up, being driven with steady control and not going wrong mechanically at all. For this American team too the Swedish GP, the ninth since their debut last year in Canada, there were points for the first time.

The man who got one point, though, in his third-ever GP, deserved all the praise one can safely heap upon the ego of a young driver. But Tony Brise drove a simply magnificent race. He one by one vanquished many famous names, including bold thrusts by into corners past Peterson and Fittipaldi, and was ready to take fifth place by the end. But his car was, as in practice, giving him every difficulty that the evil hovering bird could think of. As in practice, there was a bad misfire, so that as Tony said "Whenever it occasionally came onto all eight it caught me out going too deep into the corners!" Besides that, the nose finning was going askew, all by itself it seemed. But the real difficulty was the final one, when not long before the end Tony lost fifth gear. It may have been a bent selector fork, for the box also seemed to want to jam in fourth gear; rather than take a risk of not getting any more gears at all he decided to just leave it in fourth and drove on to the finish that way. It cost him Donohue taking the place back, and the leader lapping him. But it was a grittily earned first point.

Scheckter was having the same handling unhappiness as in practice, and just couldn't keep up the pace. Fittipaldi too had very evil handling he said, a contrast to his cheerfulness after the morning warm-up; he was disgruntled to find that even the driver-adjustable front bar had inadequate effect on his raggedly unstable car. It was Emerson now who was creating the blue smoke, powersliding and wheelspinning away from the corners, snaking viciously with three and four waggles to the sides and leaving s-shaped double rubber streaks. Had this not been a World Champion at the wheel, steady, experienced, mature, it would almost have looked a petulant performance . . .

Then there was Peterson, coming in ninth in his third Swedish GP, mumbling briefly that there just wasn't any road holding in his chassis; and his brakes (following a last-minute adjustment) were giving too much to the rear. He is not having a happy season.

Torsten Palm would have been on the same lap in this his first GP, saying again as in practice that the Polar Hesketh was very, very nice, and in fact he was on the same lap as Ronnie until a few hundred yards from the end of it. Then the car ran right out of petrol, and stopped him dead at the roadside. But he was still tenth.

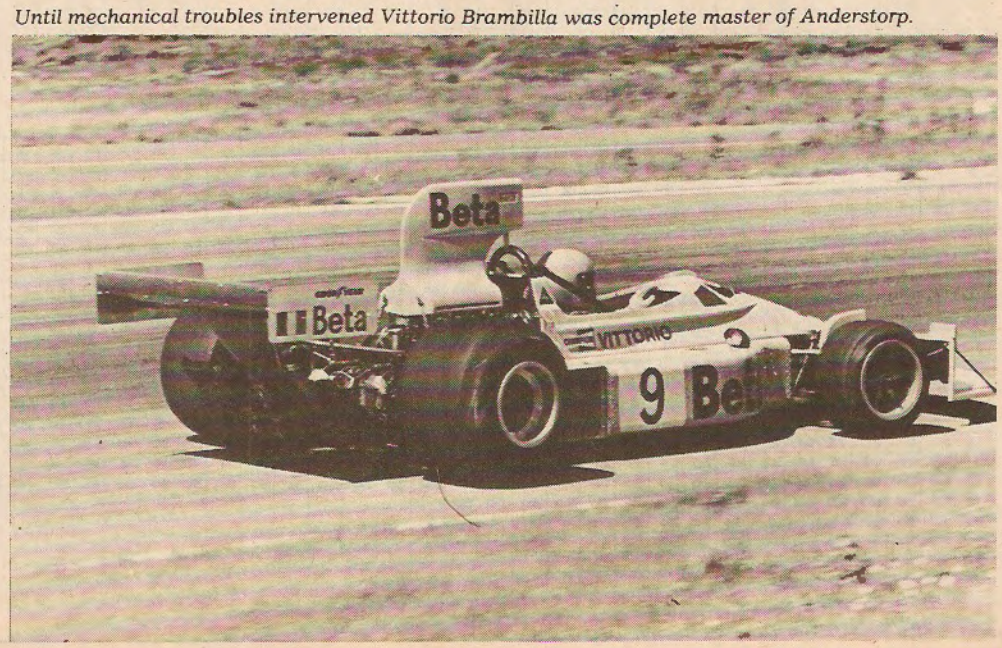
Alan Jones, finding Ickx coming down across his bows, spun off and spent a disastrously long time restarting the engine. That is, it seemed disastrous, but by the end he'd taken the Custom Made Hesketh back up past all those he'd dropped behind and was 11th anyway. Depailler, once well to the head of this race, came a miserable 12th after a pit stop to fix a hydraulic leak in the rear brakes; he was able to easily run past teammate Scheckter once on the road again, though. Damien Magee got his Williams showered by dust at the start and his throttle slides began sticking badly, a bother that stayed with him all the way through. That aggravated an understeer condition and he found his first GP pretty hard work, although he commented that he wasn't as tired by it at the end as he'd expected.

Ickx, even briefer than Peterson, described oversteer and let it go at that; he was three laps behind. Watson, being rewarded poorly with a 16th place after a drive that had been very, very strong, lost his ground by spinning off twice (once in near proximity to Brise) and by coming into the pits twice. The stops had nothing to do with the spins but with running out of fuel. For some reason the Surtees had been blowing fuel out of its breather during the morning practice on full tanks; a second breather was fitted but the fuel still blew out in the race, running the 40 gallons dry. Some four or five gallons were added in his first stop, but they weren't enough and he had to come stuttering in again for more. Besides all that, his left front tyre was worn down to the canvas by the end.

Last running car in this race of generally good reliability was Wilson Fittipaldi's; the Copersucar had given ever worsening understeer and once he'd spun without harm. There was also a bad vibration problem until a pit stop to change both the fronts seemed to cure both dissatisfactions, but by the end the gearbox had started refusing him the use of the important third gear.

This seventh GP of the season was a damn good one, the lack of genuinely equal struggling fully compensated by changing fortunes with changing circumstances. There were several drivers and teams that deserved to win, but none of them can say Ferrari didn't deserve to win. It was a difficult job professionally performed. It's going to take a lot to stop the Prancing Horse now.

Until mechanical troubles intervened Vittorio Brambilla was complete master of Anderstorp.



£40,000 (seat belts extra!)

If your budget won't run this far, there are lots of other things on this page you will be able to afford.

NOW KEN TYRRELL HAS MADE SOME THINGS WE CAN ALL AFFORD.

£9.95

It's the real thing. Warm yet light to wear. Two-tone blue wet-look. Delrene zips, fully-quilted, and complete with embroidered badge and large inside pocket. Also sizes to fit your lady, and children (£7.50).

elf Team Tyrrell

55p

elf Team Tyrrell

Stick these enamelled or embroidered cloth badges where you like!

£1.70

Show which team you support with this fashionably wide tie, with woven team motif. Choice of light or dark blue. Junior ties, (48 in. long) with printed motif also available at £1.20.

FREE BUTTON BADGE AND STICKER WITH EVERY ORDER

ORDER FORM

TEAM JACKETS Please indicate numbers required in this column. ▶	26″	28″	30″	34″	36″	38″	40″	42″	44″
	CHILDRENS £7.50				ADULTS £9.95				

ADULTS 'T' SHIRTS £1.70 Please indicate numbers required in this column. ▶	SIZE	S	M	L
CHILDRENS 'T' SHIRTS £1.40 Please indicate numbers required in this column. ▶	SIZE	26″	30″	32″

TEAM TIES Please indicate numbers required in this column ▶	Adults Dark Blue £1.70	Adults Light Blue £1.70	Junior Dark Blue £1.20
TEAM BADGES Please indicate numbers required in this column. ▶	Embroidered 55p	Enamel 55p	

To Tyrrell Racing Organisation Ltd., (Mail Orders), Ripley, Woking, Surrey, GU23 6PE
Please send me the items indicated. I enclose a cheque/PO for £

Name

Address

AS.3.

Allow 21 days for delivery. All prices include postage and packing. Orders from UK only.

£1.70 £1.40

Not just a T-shirt – but a Tyrrell shirt. Well made from 100% cotton. White with colour printing on front and back. Adults and childrens sizes.

elf Team Tyrrell
motor racing wear

World Championship situation — Moroccan Rally

The current situation in the World Rally championship after four rounds is as follows: Lancia 55 points; Fiat 23; Opel 23; Colt 22; Alpine 21; Peugeot 20; Saab 15; Renault 8; Volvo 8; Audi 8; Alfa 7; Datsun 6; Porsche 4; Skoda 4; BMW 1; Lada 1; Ford 1.

The next round is the Rallye du Maroc due to be held between June 23 and 29th. This tough North African event with a French flavour has received an excellent entry. To start with, Peugeot, flushed with their win on the Safari, have entered five cars. In the full Group 2 504s will be Timo Makinen/Henry Liddon, Hannu Mikkola/Jean Todt, Ove Andersson/Arne Hertz and Bernard Consten/Gerard Flocon with a fifth car lent to that hard man of French rallying, Guy Chasseuil. In all, there will be something like thirty 504s entered in the rally, most of the privately entered ones running in Group 1. Pierre Pagani will share such a car with Rousselot while the three delectable ladies from Team Aseptogyl, Claudine Trautmann, Mariana Hoepfner and Christine Dacremont will have their usual pink 504s.

The hardest competition for the works Peugeots should come from Fiat who have a three car entry for Markku Alen/Ilkka Kivimaki, Bernard Darniche/Alain Mahe and Bjorn Waldegaard/Hans Thorselius. This last pair were a bit of a snatch from Lancia but it looks as if under the surface in Turin there is more amity than enmity. The situation is that although Lancia have agreed not to do the Portuguese Rally, they will be allowed to see how things go in Maroc before deciding whether or not to send cars to Portugal. Opel will have two Asconas in Morocco with Rohal and Kullang as number one drivers.

A brief halt in the intense heat for Timo Makinen during recceing.

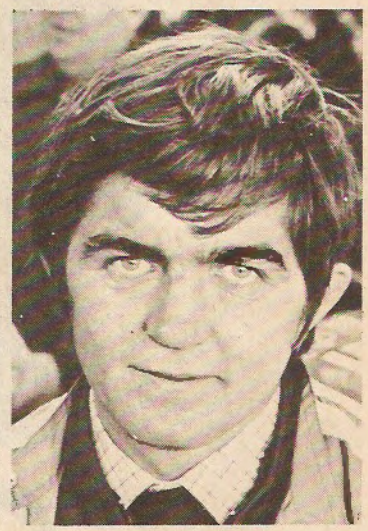
Datsun who have maintained their interest in major events despite not running a works team, have two Violets for Harry Kallstrom and Shekhar Mehta. The situation at Citroen is much the same; they too have two cars running but for local drivers; Jean Dechazeaux will have a Group 2 DS 23, while Raymond Ponnelle will run a similar sort of car in Group 1. Renault have officially bowed out of rallies unless they are held in France, but it looks as if they have recaptured Morocco since Jean-Francois Piot will be there in a works R 17 TS while Jean-Paul Hoepfner will have an identical ex-works car and the faithful Bob Neyret/Jacques Terramorsi will rally their Alpine A 110 in which they finished the Safari.

The total entries already are well past the original limit of seventy and it has been decided to increase the maximum number of starters to 100. The rally features one of the longest special stages ever held in a World Championship event — over 700 kilometres — and is bound to attract a great deal of attention in the world press.

Chris Wathen gets verdict

Here, at last, is the news we didn't tell you about last week — the results of the journalists' deliberations at the Ford Rally Man of the Month get-together. The result was as predictable as it was unanimous — Chris Wathen. Chris is one of rallying's old stalwarts and is something of a continental event specialist, but this year on nationals and home internationals, he has shown a fine turn of speed with reliability to match. Rallying with Vospers of Plymouth, Ford main dealers, Chris caused something of a sensation on the Tavern national when he appeared in a new-shelled Escort before even the works had one out officially. He them proceeded to take it to third overall on the event despite having only completed the car the night before. He drove superbly on the Welsh to take 10th place from a comparatively low starting number, and the following week he clinched the Shellsport Stages in the Lake District using an old type car. He has since competed on the Scottish where he coped manfully with diabolical braking problems to finish 12th. Very definitely a worthy winner.

Chris Wathen – deserving.



Billy Coleman in action on the Scottish.

RAC: Coleman's lead diminishes

Points in the RAC Rally Championship after the Scottish shows the gap between Coleman and Clark to have closed to just six points, with Coleman on 36 and Clark equal second on 30 points with Russell Brookes (Russell being the largest accumulator of points with earlier group one drives). Nigel Rockey is next up on 27 points while Bob Bean and Tony Fowkes share 16 with Tony Pond and Brian Culcheth on 11. Chris Sclater and Ronnie McCartney have totalled nine points apiece.

On the Group One front, Paul Faulkner is justifying his DTV drive with a strong lead of 34 points over Ian Gemmell on 23, and Russell Brookes and Robin Eyre-Maunsell with 20 points. The tally continues: R. Close 17; P. Appleby, C. Field and G. Thomas 9; G. Waugh and C. Grewer 8 points.

Dawson + RHE star in TV show

This year's Kleber Rally Scholarship is being run in conjunction with the Thames TV "Drive-in" programme and with the year almost half gone, they are going to feature this year's scholar, Andy Dawson, in a programme that will go out in early July. It will be a review of what the lad has done so far and what he has planned for the rest of the year. Richard Hudson-Evans will be extracting the information.

● Mantles of Biggleswade, who sponsored Andrew Dawson on the Caravan Rally earlier this year, are having a forum on Tuesday, July 1, starting at 8.00 pm at their London Road, Biggleswade, premises. Residing on the panel will be British Leyland ST supremo Richard Seth-Smith, 'our Brian' Culcheth, Ian Mantle, himself fives winner of the Caravan Rally, and Mr Andrew Dawson ... Andrew is not now going to Donegal and his next event looks like being the Jim Clark, although what he will be driving is not entirely certain. After the disappointment of the Dean 'job' he is still hopeful of getting that second promised works Ford drive.

BA foil the Donegal plan

Tony Fall will not after all be going to Donegal owing to pressure of work back home; and on the subject of Donegal, it appears that British Airways, with their unique and unpublicised method of Heathrow information regarding Belfast flights, managed to destroy the carefully laid plans of John Davenport, who was on his way there to prepare Donegal notes for several interested competitors. John regrets the inconvenience to his clients, but all is not entirely lost as Peter Scott is reported to be preparing a set of notes for the event. Letters have been circulated to customers concerned.

Coburn stars in Scottish Rally romps

Just one of the many attractions of the Scottish Rally is its social calendar, and post rally celebrations are almost unrivalled. This year was no exception and many settled on the balcony of the Post House with its superb view of the Cairngorms and remained in situ for the two-day duration of the festivities. For the more energetic types however there was all manner of competitive frolicking in which to become involved. A showery Wednesday afternoon was the scene of the infamous go-kart races held in the Aviemore Centre, where Timo Makinen scored an epic victory in 1973 when he was reported to have driven the track in the reverse direction and thus was the only competitor running at the final flag.

This year there were four heats and a final, the top three in each heat qualifying for the final bonanza. The drivers opened the proceedings and Tony Pond found the right lines through the soaking conditions to win from Paul Faulkner and Charles Samson. The second heat was for journalists, but several appeared to be hiding (or nursing their heads) for it was won by the magnanimous Christopher Coburn (of the Banbury Beaver). Second was laughing Michael Greasley of the Brighton and Hove Evening Echo, and third was the playful John Foden of the Coleshill Clarion and Reformer. The foreigners heat was won by Gunnar Johansson from Borje Hansson and that well known expatriot Caucasian, Murray Grierson. The co-drivers thrash featured Peter Nordqvist from Chris Field (?) and a gritty drive into third place from the ravishing Guenda Eadie. The final was a DTV success with journalist Coburn and driver Paul Faulkner linking arms in a touching salute as they took the chequer together. Someone had to win however so Paul was relegated to second. The event was highlighted by Andrew Dawson who ran amok at the finish and made off with the flag, tearing it in half in the process.

From the track, the protagonists then made their way up to the dry ski slope where Tony Pond won the toboggan race from the scorching Guenda Eadie, whose bhp per ton figure obviously gave her an advantage over heavier competitors. In an effort to come to terms with the competition, the man from the Reformer received a push start from a member of his service crew. With all this power on tap he got the careering projectile rather out of phase and rolled damagingly, retiring immediately to the nearest hospital for treatment.

In his absence, the tarmac autotests were won by Charles Samson from Scott Dalgliesh in his little Datsun 120. Coburn again featured, coming in third. All competitors took co-drivers . . . Dawson took Roger Willis, whose commentary from inside the car was indeed a sound not to be missed. Spectators were also treated to the fine sight of David Gillanders hustling his ungainly Volvo 142 around. He was alleged to have spun at least seven times as well as three times losing his way.

John Price takes Munster

A tiny slice of history was created in southern Ireland recently when a Welshman and an Englishman became the first non Irish crew in 27 years to win the Circuit of Munster Rally. Against some pretty fair local talent John Price and Mike Sones collected the major honours at the end of the two day event in their Porsche Carrera with penalties of 6m 32s.

Based on Limerick the rally consisted of 180 miles of stage mileage with the majority on tarmac and very little in the forests. In the early part the lead was held by Sean Campbell in an RS1800 but he disappeared when the engine blew up on the first tarmac stage when he held a lead of almost a minute.

Another of the strong favourites, in a similar car, was Gerry Buckley but his rally ended in the bank when a roll bar broke on the last stage on the first day. With the demise of these two serious contenders Price/Sones took a lead they never lost again and they finished slightly more than two mins up on another Carrera (ex-Cahal Curley), driven by Fred Henderson and Irene Neely. Irene's brother Ron was third driving a Cooper S with Robert Kernaghan a further three minutes down and leading a host of Escorts.

Fourth, on the same time, were Kevin Twomey/Leo White in an RS 1800 from Demmie Fitzgerald/Stuart Hawkins (RS1600), on 13m 6secs, while sixth and first Group 1, were Kevin Glynn and Bryan Brophy in an RS 2000 on 14m 50s.

Now Plum's in demand

Arduous times ahead for Plum Tyndall. First he is twice best man in a week, to Michael Wylie who is marrying Margot Boyd, sister of Adrian and Merzario, and then to Malcolm Neil, the man who has circulated Ireland so often he thinks a baker's dozen is fourteen. As if that wasn't enough, Plum is joining forces with Sammy Hamill to act as joint press officers on the Circuit of Donegal.

Porsche plans

Britain's latest rally driver to be converted to the delights (and expense) of Porsche driving, Jan Churchill, should have his car back on the road again by the end of this week, fully recovered from its Welsh inversion. Due to a lack of preparation time the next rally for Jan will be the Tour of Ypres and not Donegal. Since the Welsh the car has acquired a high ratio box more suited to the tarmac events on which Jan plans to concentrate his efforts. The previous box allowed a top speed of no more than 115mph but, of course, gave better acceleration through the forests.

For Ypres Jan will have Peter Valentine along and they plan to take a full week to complete a comprehensive recce, Peter Valentine will regularly crew the car, whenever commitments with Kevin Videan will allow, and if cash permits, the crew should be tackling the Castrol/AUTOSPORT Manx Trophy Rally in September. Car preparation which was undertaken by Marek Gierowski will now be handled directly by Jan Churchill

The evening Scotland versus the Rest of the World autotests on ice featured 'Ari Flatters', Shamus O'Malkin, Tim McKinnon, Culch, Will Sparrow and John Haugland versus a Scottish clan consisting of at least Ian Milne, Charles Samson and Andrew Cowan. Tim delighted the crowds with his ice expertise and his team won the day. Altogether a fine set of frivolities which were sponsored respectively by Duckahams, *The Scotsman*, White Horse Whisky and Lombard North Central/Esso Uniflo.

Its confirmed: Rideau is off

Doug Woods has now confirmed that the Rideau Lakes will definitely not be held which means that the World Rally Championship has lost one of its best and most interesting rounds. Apparently Canada is undergoing a period of severe financial stress at the moment and the biggest sporting problem is whether all the stadiums will get built in time for the 1976 Olympics. Let us hope that in all the millions of dollars that will be consumed in that project, someone will find the funds to sponsor the 1976 Rideau Lakes which is an equally worthwhile project.

● Sir Clive Bossom has just been elected Chairman of the RAC. Since he is also chairman of the motorsport council, this must indeed be good news for all motorsport in this country as Sir Clive is an avid enthusiast.

Going Polish to Bulgaria

Andrew Cowan will be driving in the Bulgarian Rallye Zlatni Piassatzi on June 19/22nd but his mount will not be a trusty Colt but a Polski Fiat. For this appearance he will be co-driven by that man of many languages, Gerry Phillips, who may find the strain of being a Welshman co-driving for a Scot in a Polish car designed in Italy on a Bulgarian rally just a bit of a problem.

Aside from Gerry's difficulties, it will be remembered that Castrol have a contract with Polski Fiat on the rallying side, and the State of Bulgaria is very interested in rallying and the East European Championship, in particular. Another deal over this rally fell through at the last minute, however. Castrol, through their contact Marek Wachowski, a famous entrepreneur who used to co-drive with Zasada, found themselves in a position to provide for a British driver and car to compete on the event (Marek being very anxious for Castrol to get good publicity over there). The original idea was to get Tony Drummond (as 1974 Castrol/AUTOSPORT champion) and an Escort over to Bulgaria, but the deal fell through when Tony found himself fully tied up with his own sponsorship deal and the prospect of doing Donegal. He thus did not put an entry in and it is obviously impossible to resurrect the position at this stage. Tony Pond was initially contacted when it was learnt that Drummond could not make it, and he was naturally very interested indeed. Tony's contract with DOT is for RAC rounds only and he feels that, especially as he is not getting any younger, he would very much like to get around and compete in Europe wherever possible, when circumstances allow, as he is always on the look-out for suitable drives in order to broaden his experience.

Drama at Blythswood Square as the Stratos destroys the ramp.

Burmah increases money

Regulations for the Lanarkshire Car Club's 1975 Burmah Rally, which takes place on Saturday, 23 August, are now published.

This year, prize money has been substantially increased to over £800 with £200 for the overall winner and £150 for the winner of the Group I category.

Once again the Burmah, one of Scotland's premier national rallies, will be based on Dunoon and clerk of the course Ian Muir has decided to retain the general format of last year. The first of the 120 crews will leave the Esplanade at 31 minutes past midnight on 23 August to face 12 hours of continuous driving in Cowal and Western Argyll. The 241 miles route will include 75 miles in the famous Argyll forests.

The rally is a qualifying event in each of Britain's three major championships; the RAC, *The Scotsman*/Gaelic Oil Scottish Championship and the Castrol/AUTOSPORT Special Stage Rally Championship.

Entries will open on 16 June and close on 23 July and copies of regulations are available from the secretary of the meeting; Stuart Parker, 1 Burnhead, Larkhall, Lanarks. Telephone: Larkhall (0698) 882724.

● Regulations are now available for the Welsh Border Car Club ETC Group States rally, a counter in the Castrol AUTOSPORT rally championship. It is to be the club's first time organising a stage event and the team have little experience, so they hope competitors will overlook any small errors that may crop up. The stages will comprise various forestry commission roads in North Wales plus a few private roads nearer the Oswestry base. Sponsored by the ETC Group, who manufacture still frame buildings and process home-grown timber, the event is scheduled for Saturday, July 26. It starts from the New Smithfield, Shrewsbury Road, Oswestry, at 08.00 and it will finish there at approximately 19.00 hours. There will be about 60 stage miles in the 280-mile route. Scrutineering will be on Friday evening between 18.00 and 22.00 hours at the International Auto. Safety Centre, Whittington Road, Oswestry. The post rally celebrations will be at the Pedigree. Entries secretary is Susan Thompson, Frondeg, 42 Walford Road, Oswestry. Telephone number there is 4910 after 6.00 pm.

Co-ordinating the activity

Castrol have appointed Ian Parry as rally co-ordinator in their Competitions Department. For the past 12 months, Ian, 24, has been a test engineer in Burmah's Research & Development Laboratories in Cheshire. Before this he spent four years with Girling.

A keen rally competitor, Ian has been teamed, as co-driver, with Paul Windsor since 1968. This Liverpool pair competed successfully in road events with one of the first Ford Escorts to appear in British rallying. In 1973 they bought a twin-cam Escort and tackled many stage events, starting with the Welsh. Growing confidence brought consistent results but minor problems always intervened.

Nineteen-seventy-four saw an expansion of activity following the purchase of the ex Markku Alen RAC Rally Ford Escort RS1600 from Clarke & Simpson. They contested the RAC and Castrol/AUTOSPORT Championships and finished in the top 20 on a number of events. Their last rally together was this year's Welsh, on which they finished 29th.

In his new capacity, Ian Parry will take over the running of the Castrol/AUTOSPORT Special Stage Championship.

New Castrol man — Ian Parry.

● Magard rally products, UK concessionaire for Campagnolo wheels are now at new premises in Leicester at 372 East Park Road, Telephone number is Leicester 730831.

Boyd's quarry sets the scene

Adrian Boyd tells us that his Alpine is still in Dieppe but that he hopes to have it back for Donegal where he and Frank Main are already recceing in anticipation. They would have done the Scottish but lack of finance prevented them. They had the offer of a Colt from Mike Leake of Halesfield Motors but they had to find the money. They approached Lancer whose beer is well known in Northern Ireland and they were quite keen to sponsor a car with the same name as themselves, but they are a subsidiary of Guinness whose policy is not to have anything to do with motoring in case of any nasty 'drink and driving' association. Hence the whole thing fell down and there was no Scottish Rally for them.

The Boyd quarry which is to be the scene for the Texaco TV spectacular on June 27/28th has had its inaugural meeting ten days ago and was a great success. Derek Boyd joined in at the last moment and set fastest time in his Escort despite the handicap (?) of still wearing his heavy working boots. Entries for the Texaco are coming on well and already Andy Cowan, Nigel Rockey, Tony Fowkes and Tony Drummond have indicated their intention of participating.

Hi Fi traumas

The Dursley MC and LCC's Hi Fi Stages rally which was held last Sunday, a round of the South West Association and the Welsh Stage rally championship was won by Gordon Batchelor from Bob James and Ray Radford. Favourite to win the event, David Stokes, had two bolts shear on the steering arm during the first stage after lunch, resulting in a minor off. The steering wheel was torn from his hands, however, and it broke a bone in his wrist. Carrying on one-handed, he promptly set fastest time on the longest stage of the day. Another favourite, Terry Brown, had a horrendous accident on the fourth stage of the morning, when he attacked a blind yump and touched down off the road which kinked left below the brow. The car rolled end over end at high speed, writing itself off and catching fire in the process. The crew were trapped in the wreck and Ray Radford, in the next car through the stage, stopped to help get them out. Fire engines then appeared on the scene, blocking the stage. The interior of the car was reported to be completely burnt out.

Happiness is . . . Ari in Aviemore.

Two Ford events for Ari Vatanen

Ari Vatanen will drive just two national events in Finland for Ford Finland. His co-driver will be the Ford Finland PR, Timo Putkonen and the car he will use is the ex-works RS 1600 previously driven by Eeva Heinonen. Vatanen's contract with DOT remains and he will drive other events for them in Britain including Donegal, the Manx and the RAC. He will also drive an Opel in the '1000 Lakes and that may just possibly come from Russelsheim.

Expensive end for Terry Brown's Hi Fi stages drive on stage four.

● Jill Robinson took the ladies award on the Scottish with consummate ease. However she was in considerable pain throughout the event as she had cracked her ribs in a boating accident and the rough stages made life very difficult for her.

● Rochester Motor Company will be holding an open evening for enthusiasts on Tuesday, July 8, at 8.00pm at their showrooms, 209 High Street, Rochester. There will be a Castrol film show and most probably a forum with Roger Willis as your host, and invited guests taking part.

Correspondence

The editor is not bound to agree with readers' opinions

Mallory's Funday—

BBC reply

May I, as the BBC organiser, reply to some of your correspondents' criticisms of the Radio 1 Funday at Mallory Park?

To clear up one popular misconception, we do not put licence payers' money into our Production Saloon Car Championship, as the circuits running the various rounds pay the operating costs in the interests of better promotion for motor racing in general.

That, incidentally, is the main object of the Radio 1 Fundays, better promotion and publicity in an effort to encourage young people to take a positive interest in the sport. What we did not anticipate was the size of the audience that would be attracted to the Mallory Park event. Despite the comments made, the Bay City Rollers' fans were not the majority of the crowd and only a handful of them invaded the circuit. True, racing was delayed and a lot of "pure" enthusiasts were inconvenienced but the delay had been allowed for in the programme and all the racing was completed before the biggest audience at a race meeting this year. Despite what has been written, I think quite a few of them will come back again to see other races.

All the competing drivers have been offered a refund of their entry fee to compensate for any inconvenience caused and a substantial sum of money will be given to a variety of charities, among them The National Society of Mentally Handicapped Children, The St. John Ambulance Brigade and the BARC who will be getting a new rescue vehicle.

I am very grateful to the BARC Marshals for all their help over and above their normal duties and hope that the experience gained by them and us will enable us all to make a bigger success of any future event we may plan.

Motor racing must be presented as an entertainment if it is to attract wider audiences and Radio 1's involvement surely helps in this. We are both learning to live together now and as with all trial marriages, we may have a few upsets now and again, but I do not think we are ready for a divorce just yet.

JOHNNY BEERLING
(Executive Producer Radio 1)
BROADCASTING HOUSE, LONDON W1A 1AA

Too close grids

Seven years ago I wrote to your magazine to say that cars at British race meetings are placed too close together on grids. Nothing has changed. At circuits like Mallory Park and Llandow the cars are as little as three feet apart, bumper to bumper.

I note that Clerks of the Course are still giving the same lectures about first lap shunts in all sorts of races, yet cars are often so close together that it is a miracle that so few accidents occur. I just can't believe that officialdom can be so stupid — yet it is!

BLACKHEATH, LONDON SE3. TONY DRON

Rescue efforts defended

We are somewhat concerned at your Reporter's comments on the subject of Rupert Keegan's accident at Thruxton on Bank Holiday Monday. Your reporter was upset at how long it took us to cut the driver out of the wrecked car.

First of all I did not think we were engaged in a race against the clock to see how quickly we could do it. Secondly I assume that from his position in the Press Box your reporter was able to assess the extent of the driver's injuries more accurately than we could while we were actually cutting him free.

For your information both the driver's feet were projecting up through holes in the body panel and they were being pushed backwards by the pedals. He could not move his legs as part of the steering rack was pushing his heels upwards. Viewing the wreck we had every reason to suspect that at least his injuries would be broken legs as he was complaining of great pain which was justified under the circumstances.

I feel that the 13 minutes it took us to get the driver out was not unreasonable in view of the amount of metal we had to cut away. Even if all the Rescue Units had been present it could not have been hurried as there was only room for one team to work.

This is not the first time your correspondents have unjustly criticized the Rescue Units. Last year there was a horrific looking accident at Llandow. The Rescue Unit was immediately sent out to assist. Fortunately once again the driver was not seriously injured. The only comment your reporter could make was that a good race was spoiled by a Rescue Unit being out on the track.

Only two weeks later the same reporter commented that 'So and So' suffered agony due to the long delay in the Rescue Unit getting to the accident.

We get the impression that your reporters are of the opinion that the voluntary Rescue Units are fair game for any adverse comment and opinion they like to make. A bit of help and publicity for these voluutary units would do much more good than all the carping and snide comments.

NAZEING, ESSEX RUSSELL MARTIN
(Hon. secretary, Motor Race Rescue Unit)

Bogey modified

I would like to correct certain statements concerning the results service on the Shenstone Tour of Birmingham that appeared in the report of May 29. It is certainly true to say that I took the initial responsibility for modifying the bogey on stage three. However this decision was conveyed to the Clerk of the Course and confirmed by him at the earliest opportunity. As you will appreciate, under the General Competition Rules of the RAC Official Notices conveying such decisions must come from the organisers and I personally urged them to display such a notice on four separate occasions. Hence I feel that the statement ". . . and the computer service had changed the bogey without telling competitors" is completely unjustified.

I will admit that the service was not to our usual standard, but the primary reason for this was that the organisers mislaid the time cards from stage six for something in excess of *seven hours*, a fact I am surprised to see omitted from your report.

NORTH SHIELDS. MARTIN LIDDLE
(Tynemouth & District Motor Club Rally Results Service)

Doubles, trebles . . .

First of all I must congratulate you on an excellent coverage of almost every aspect of motor sport. However since you set such a high standard you must face criticism from time to time when you make mistakes. Take Pete Lyon's report (excellent, I might add) in the issue of 29th May — the Belgian Grand Prix for instance. He commented on Lauda's "double" of GP victories, and mentioned JYS's double of the Dutch and German GP's in 1973 as being the last instance of this happening. In fact, the four "doubles" in that season were: Emerson Fittipaldi—Argentinian and Brazilian GPs: Jackie Stewart—Belgian and Monaco, and Dutch and German GPs and, the last case was Ronnie Peterson with the Austrian and Italian Grands Prix. Incidently the last man to win three GP's on the trot was Stewart in 1971 (French, British, German), to win four GP's was Rindt (Dutch, French, British, German) and Jim Clark was the last to win five in succession in 1965 (Belgian, Franch, British, Dutch, German). Also Ascari won nine in succession (over two seasons in 1952-53).

UNIVERSITY OF YORK, YORK P. HASTINGS

Prima donnas—

Britain's what?

For once, I am in total agreement with your editorial of June 5 regarding (as yon put it) the F.A. Prima Donnas. With the obvious exception, most of them seem hard pressed to keep the cars on the island, that is, always assuming that they can keep their engines in one piece before the end of practice. There are those who go testing(?) and promptly demolish the machines. One wonders what it is that they're testing, demolishability? Or are they all trying for the honour of having the largest expense bills published in AUTOSPORT.

Those who do somehow keep it all together, seem to be the also rans, (the current crop of uncompetitive Englaishmen?)

Referring again to the FAI statement, I don't ever recall seeing an FA race with a grid of more than eighteen or so, (although for expense reasons, my marshalling activities have been restricted to Oulton and Aintree). Furthermore, I am not aware of any circuit that can cope with grids of more than 30-32 cars, let alone 40!

If this is the most representative bunch of British hopefuls, then it is no small wonder, that most of the FI teams, with the obvious exception, choose continental drivers.

Enough said?

WIRRAL, CHESHIRE PAUL ARMISTEA

March on

Like those who proclaimed the giraffe was an impossible animal, the pundits who said the works March team would again dominate Formula Two, have been proved decisively wrong. Jacques Laffite and his Martini have really turned the tables on Mosley & Co., but his domination has been so pronounced (five wins in six rounds) that there is a danger we will be disinterested in the championship.

But do not despair. March Engineering with their great technical knowledge, coupled with their well known tenacity should make a great fight-back in the remaining rounds. Certainly Leclere and Tambay have the ability to get results with competitive chassis. As Chris Witty's Nurburgring headline pointed out it's a situation of "Catch me if you can." It should be fascinating to see if the Bicester lads can do it.

COOK, EIRE TOM O. CALLAGHAN

Green and Corner—club racing's gain

With reference to Mrs Bristow's letter (June 5) taking exception to Ian Titchmarsh's high praise for Willie Green, it amazes me how touchy some people can be when the great ones are spoken of.

True, I am sure all of us, including Willie, would grant that he is not Fangio's second coming, but he does give us humble spectators real entertainment and truly spirited driving (a dying art?) in a wide variety of superb Bamford machinery (all credit too, to Richard Thwaites for his close second to Mr Green in the recent Oulton race).

I would venture to suggest that Willie is more talented than many drivers who compete in some of the senior formulae. It's club racing's gain that he enjoys his racing and continues to support historic events.

Much the same must be said of Neil Corner, who surely has the potential to be a topflight driver of modern machinery — again it's club racing's gain that he now limits his activities to historic racing.

Long live the likes of Willie Green and Neil Corner and of trusting owners like Anthony Bamford.

Oh yes, and long live Ian Titchmarsh, who seems to appreciate these things.

WIRAL, CHESHIRE. ALAN S. D. COX

Start of heat two: Laffite edges ahead of Larrousse, Flammini, Truffo, Bourgoignie and Kessel.

HOCKENHEIM

Laffite's race of attrition

Story and Photos by CHRIS WITTY

Yes folks, that man won again but, before you decide not to read any further, let's say that Jacques Laffite was fortunate, yet again we might add, to climb onto the winner's rostrum. However, you can't really denegrate the Frenchman as he again drove to a superbly calculated victory, his fifth this year in the Elf/Ambrozium Martini Mk 16. He avoided making mistakes, unlike some of his closest rivals and, above all, his car and engine never missed a beat.

But there is another side to the story. It is fair to say that Laffite was the only one of the recognised front runners to finish the two part race. All his rivals encountered dramas of some sort. Had the Formula 5000 disease not hit Formula 2 this weekend at Hockenheim, then we might have had a far better result to show and, for that matter, to write about.

Although Laffite and Jean-Pierre Jabouille's Elf occupied the front row, even in the presence of Hans-Joachim Stuck, it was Michel Leclere in the works Elf March that was the hero of the day. 'Hero' is a fine accolade for this young Frenchman although he did ruin what would have been certain victory with a spin. What happened afterwards was to cost him victory for the third time this season.

Leclere made a brilliant start in the first heat and easily headed the rest, pulling away until he spun on some oil. While restarting, he was hit by another competitor. Starting from near the back of the grid for the second part, along with "team-mate" Stuck, who had blown his engine in the first heat while leading as well, Leclere simply rocketed through an admittedly not so competitive field to blow Stuck into the weeds, and in front of ten of thousands of screaming Germans.

Any chance of either Gerard Larrousse, Patrick Tambay or Jaboille closing on Laffite's championship lead were dashed as each one individually hit trouble while well placed. The end result is that Laffite heads the European Championship by an overwhelming 32 points! But, as a small consolation, there are still eight races to go .....

ENTRY AND PRACTICE

Heading the entry, for this, the second F2 race, at Hockenheim this year, was championship leader Jacques-Henri Laffite. The Frenchman had decided to forsake the Swedish Grand Prix in order to consolidate his vast lead in this year's F2 series with the works Martini.

The car was unchanged from its last outing where it won (surprise, surprise) and no real work had been carried out on it because the car had been at Joseph Schnizter's engine shop having a new demon tweak BMW unit fitted. Laffite had failed to finish the last Hockenheim race, his only failure this year, but Schnitzer wasn't thinking of resting on his laurels and giving the Frenchman a "reliable" engine in order to finish. But he really wanted a win. However, the latest engine wasn't to last very long for after a few laps of the very first early morning practice session on Saturday, it blew. Laffite had only done a few laps but the team quickly changed it for a rather more tired spare to run in the second session. It was here that Jacques got the bit between his teetb to cut in several quick sub-2m 2s laps, the fastest of which was 2m 1.1s and that was good enough for pole.

The final session failed to see him improve but no one came close to challengiug the coveted slot because some oil was droppped and the track became slippery. But it wasn't going to be an easy night for Hughes de Chaunac's boys as Schnitzer asked them to change the engine and fit another "demon" unit he had had brought up from his factory. It meant yet another very late night for this enthusiastic equipe.

As at Pau, it was Jean-Pierre Jaboille who found himself alongside his compatriot with the compact Elf 2J. Jaboille's team had fitted a new nose for this race with more curvature and a perspex cockpit surround. Other than that the Schnitzer powered car was unchanged. Jaboille proved quickest, like most, in the middle session, getting down to 2m 1.4s. As the previous meeting was held in the wet, times could only be related to that of last year when, at the same meeting, Hans Stuck had got pole in the works March 742 at 2m 0.1s. Behind the two Frenchmen came a whole cluster on what eventually turned out to be 2m 2.0s flat for three of them. Two others lost out because of that odd tenth here and there.

The one to do it first was the young Austrian Hans Binder in his Schnitzer BMW-propelled March 752. Hans has shown promise all season but, following such a poor showing at Pau, it was quite a surprise to see him leap back and right up into the reckoning. Since the last race he, and team-manager Helmut Marko, had taken the car to the Salzburgring for testing. They'd tried a few ideas and ended up by lengthening the wheelbase slightly, although not as much as the works Marches. Binder was the quickest in the first session but then the engine blew.

The team installed their spare for the next session and recorded the time. Then, in the final session, that unit blew and Marko looked distinctly worried until Schnitzer gave him the engine in which Laffite had set his pole time.

Equalling Binder's time was the quickest of the works Elf Marches: this was Patrick Tambay who commented that after his taste of F1 power, he now found the F2 car a different proposition and perhaps not quite so potent as it had seemed before. The works team had brought along three of the latest 752 chassis, for Tambay, Michel Leclere and Hans Stuck, all three cars being suitably modified with new rear suspension geometry following some testing carried out by both Vittorio Brambilla and Leclere after Pau.

The radius arms now had different pick-ups on the back of the monocoque, the top rod being set about 4in lower while the rear uprights had also been modified. It allowed a little more ground clearance in case of a puncture because these uprights had been designed origiually with 25in diameter tyres in mind (F1 thinking) and not the smaller 23in diameter F2 sizes. Because of the new pick-up, the top link was also re-positioned but the end result, as far as camber change was concerned, was pretty much as before.

Brambilla had pronounced himself pleased with the idea and Leclere seemed a little happier, if not totally convinced. Overall, it seemed as if the works were beginning to move in the right direction to try and cure the handling problems that seem to have affected their cars, and the customers' too, this season. they haven't won a race this year remember, a far cry for seasons past.

It transpired, during the course of the meeting, that March weren't too happy about the tyre situation. Rather than go into detail, or that which is irrevelant to the reader anyway, let's say that

neither the tyre personnel, nor some of the Bicester hirearchy present, could come to a satisfactory agreement over matters. It's a totally confusing situation involving lots of supposed differences in tyre constructions and, although the author began to get a grasp of what was happening, he had to admit that whatever rubber was being used, it certainly worked, as it has all season, on the Elf and the Martini.

Tambay's initial progress was hampered when he blew his newest engine in the first session and wasn't really too happy with the replacement, not that it was bad by any means.

In complete contrast, Stuck, who equalled Tambay's time, was naturally agressive in his quest for the optimum from his Jagermeister car. In the very first session the local hero was quick to get down to 2m 2.1s and we all sat back and waited for a sub-2m lap. But it wasn't to come.

The next session produced a 2m 2.7s and it was noticed that the tyres, certainly the left rear, were getting very hot. The rear geometry was tweaked and the top link put back to a standard setting and things began to improve. But Hans only went that 0.1s quicker in the final session.

They say that what the Ford BDA lacks in torque, it makes up for at the top end of its rev band. For Britain's Brian Henton, this meant that Hockenheim's fast open spaces would see his Brian Hart-prepared Ford BDA-engined March 752 perform a helluva lot better than it had at Pau. And straight away Brian was screaming in among those BeeEms and it was great to watch. "I can win here," said Brian. He was confident, both in his ability and in the car and engine. Despite a nagging clutch problem and a faulty gear linkage, which saw quite a few revs stuck on the clock one or twice, Henton fought hard to push his black machine up front.

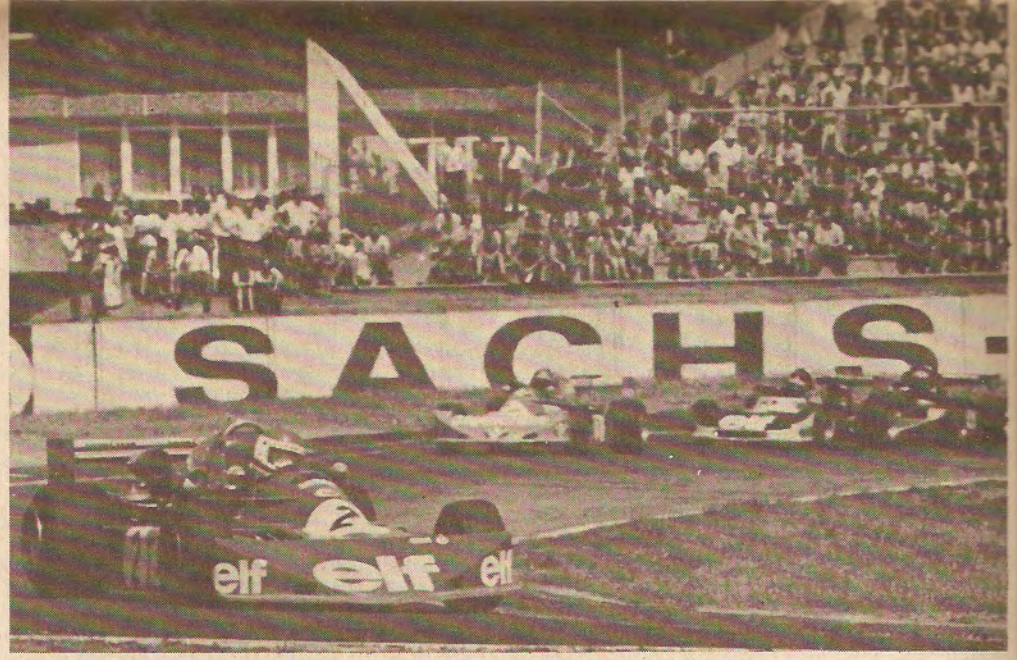
He eventually ended up just 0.1s the wrong side of the 2m 2s mark but that was to really fire him up for the race. Because he was so pleased with the handling of the car, especially around the twists of the stadium, he reckoned he could have gone well into the 2m 1s mark and possibly pole. And when Brian says he'll do something, he'll do it. The guy has tremendous tenacity and he isn't afraid to show it.

Leclere came next on 2m 2.3s, Michel not one to go fast from the word go but more likely to balance his car and then build for the real quick one, providing all goes according to plan. He tried various things, and like the others, it was decided to run the cars without the nose tabs (or W flaps as they're called) and slacken off the rear wing for extra speed. This was thought to be a necessity if one was going to be able to tow past someone along the straights. Leclere even tried the big 'Rastus' (F1) nose which they should have tried at Pau, but it proved far too effective for a place like Hockenheim, which didn't require its design characteristics. Leclere's engine was changed after the final session because it had lost 300 revs at the top end.

Sources suggested that one man had a real screamer of an engine this weekend and it wasn't Stuck. "It's just got to be Martini" said a wide-eyed Henton. "I tried to tow passed him down the straight and couldn't. It's a flyer, especially when you take into consideration the amount of wing angle he's running." The end result for Giancarlo Martini's Everest March 752-BMW was 2m 2.8s and that was a worthy effort.

His time was equalled by Larrousse, not in the new 2J, which still isn't ready, so we're told, but his regular Alpine A367. This was the car that he'd won in here last time out. Gerard was to receive an engine change. Then came Jo Vonlanthen's March 752 and Italian Maurizio Flammini, both on 2m 3.3s. Vonlanthen's seemed to be a bit of a one-off effort while Flammini drove sensibly and tidily on his return to F2. Vallelunga last year with the CSAI March 742 was his last appearance. He has now been given the car to run and, throughout the weekend, he did a good job, unlike his efforts in F1 earlier this year at Brands Hatch.

Giorgio Francia is normally one of the fastest Italians, an honour which he shares with Gabriel Serblin usually. However his Osella wasn't quite as quick (2m 3.5s) as some had expected. Although Francia gets on with the job very well, it's evident that the team require a development engineer at this stage. Just 0.2s slower than Francia was Harald Ertl, the Austrian (who actually lives locally in Mannheim) having just taken delivery of his brand new Chevron B29. The car hadn't turned a wheel until practice and, with one of the latest spec BMW Motorsport engines installed Ertl used most of the sessions to tailor the car to his liking.



Michel Leclere's lead over Stuck, Laffite and Henton at the end of the first lap.

"I'm hoping for a good start like Pau" he said, while looking at his compromising grid position.

Not that far behind Francia was the second Osella driven by Duilio Truffo, who recorded 2m 3.9s, then came Claude Bourgoignie in the leading Brian Lewis-prepared B & O March 752 on 2m 4.2s. This time was equalled by German motor cycle star Dieter Braun, who is getting better with each race (admittedly this would only be his second) in his Warsteiner March 752.

While Martini was putting in some rapid lappery, things weren't going all that well for team-mate Lamberto Leoni, who was making a return to the F2 fray following his "rest" after the Nurburgring. Like Martini's car, both had new rear wings. Swiss March importer Markus Hotz made sure of qualifying his March 752 for the grid with a 2m 4.8s while the next two, Loris Kessel and Christian Ethiun, looked more likely not to at one stage.

Kessel's car had been extensively modified and now has the radiator at the front with the 74 spec Laffite nose fitted. The team had worked most of the night to fit it and Kessel promptly refused to practice the car to start with. Eventually he made the effort and looked distinctly erratic throughout. As for Ethuin's Chrysler-powered Chevron, which equalled Kessel's 2m 5.1s, the car was beset with the usual ROC engine problems.

Unusually far back, just 0.1s slower, but a welcome sight in F2 again, was David Purley. A deal had been arranged with Roy Kennedy to let Purley have a race in Masami Kuwashima's 752 as the Japanese driver was racing back in his native country. This was the car's first appearance since the last Hockenheim race and it was now back to standard trim. The only problem was the team's single engine, which was to last year's specification and distinctly lacking in horse power. This was visible to the naked eye but nevertheless it was good to see David at a real motor race. The car initially ran on a set of last year's Firestones but, for the final session, Goodyears were put on because the others had blistered badly. Purley went a second quicker, but minimum laps were really the order of the day to save the engine.

The final three to make the 24 car grid (34 cars turned up) were Italians Alberto Colombo and Sandro Cinotti in their respective March 752s (2m 5.3s) and Jorg Siegrist's ex-Laffite March 742 on 2m 5.4s. The two reserves, on 2m 6.4s and 2m 6.6s respectively were Xavier Lapeyre's ROC Chevron and Willy Deutsch's March 752.

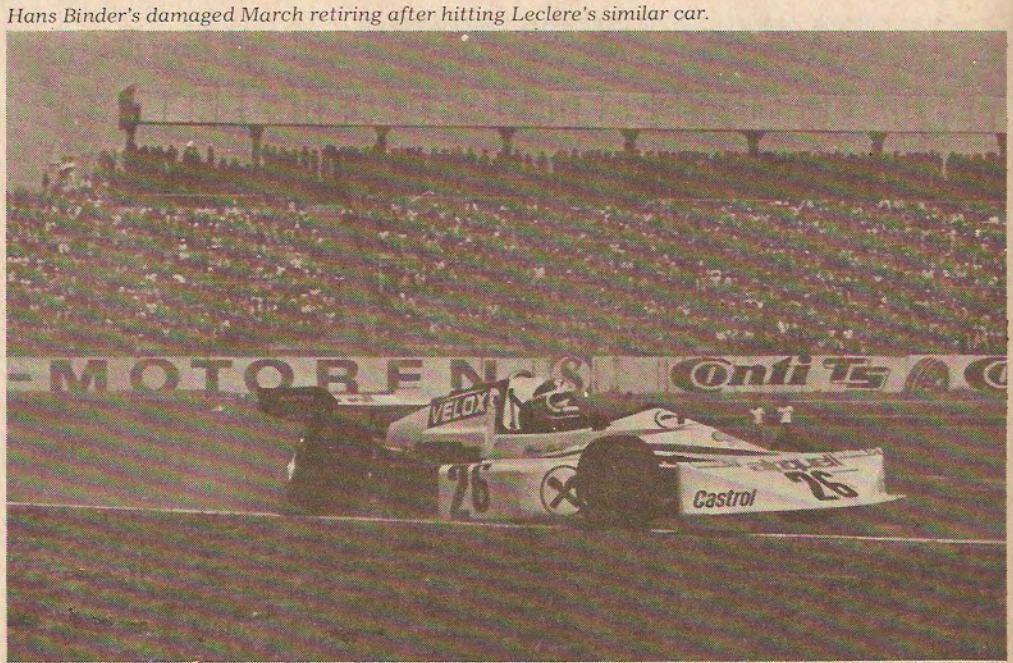
The non-qualifiers were Bernard de Dryver, Max Bonnin, F2 debutant Bruno Pescia, who blew his engine in the biggest possible way, Roland Binder, Georges Schafer and two gentlemen called Gerd Biechteler in an ex-Marlboro Ecuador Surtees TS15A and Luis de Almenara.

Oh yes, and this was the biggest surprise, Gabriel Serblin. Quite why he could only lap in 2m 7.2s in a mystery to us and to him. Like several drivers with his particular type of temperament, sometimes they just don't get it altogether. There was nothing radically wrong with his car, admittedly a brand new replacement 752, at all.

HEAT ONE

With the sun blazing down out of a really hot summer sky, the tens upon thousands of race fans crowded themselves into the tremendously

Hans Binder's damaged March retiring after hitting Leclere's similar car.



Patrick Tambay discusses form with thoughtful March development engineer Martin Walters.

atmospneric Stadium bowl. It was not a particularly big crowd, but it was to British Grand Prix standards! The first heat was run in the mid-morning with the second in mid-afternoon — the customary two 20-lap parts that encompass the overal race distance for a championship round.

Were we about to witness a repeat showing of the Pau race, we wondered. Not if Leclere had anything to do with it. From his fourth row grid position, he catapaulted away at the start surprising all, including Henton who reckoned he'd made a humdinger as well. Unfortunately for Brian, Tambay had to lift to avoid Jabouille's slow getaway and moved over into Henton's path. Brian whipped across to the outside and barrelled around them on the marbles and charged off into the country.

Less than two minutes later, the distinctive red flash on Leclere's helmet caught the sun and we knew who was in front. He charged into the stadium with the most impressive first lap lead — impressive because second was none other than Stuck! Then came Laffite, Henton, Jabouille and the rest.

The second tour saw Henton tow by Laffite, later commenting on the tremendous turbulence caused by the French car through the air. But Brian's end was looming up. He could already feel the engine beginning to tighten and, despite a brave effort at trying to regain some lost ground as he entered the infield section, the March pulled off after five laps with the bearings shot. A brave effort indeed.

By this time we had a new leader for as he entered the stadium for the third time, Leclere started a long lurid slide on some oil that had been dropped earlier. The March performed a long waltz at the Sachs Curve, and spun right around. Zap, zap, zap. The field started streaming hy with Stuck taking the lead to the roar of the crowd. Leclere momentarily searched for a gear and collected his thoughts and moved off. Unfortunately Hans Binder chose that moment to dive for the inside gap (everyone else had gone around the outside), and the two cars touched. The Austrian bounced over the top of the Elf car's left rear wheel and both were out immediately with deranged suspensions, although Michel limped back to the pits.

Meanwhile Stuck was taking command. Laffite had now come under pressure from Jabouille and behind them Ertl had made his promised start and was heading Larrousse and Tambay, the latter now beginning to recover after the start. Martini was also hanging on well then came a gap, which was growing all the time, to the lads in division two and here Purley was in command (after a good start) but he had a big queue behind him. He remarked afterwards that he hadn't enjoyed himself so much for a long time and, although he was having to weave because of his poor engine, he found the competitiveness among the lesser lights a real eye opener, certainly compared to what he's been used to this season.

First Bourgoignie managed to get by and then Flammini. Next was Francia, who had spun at the first chicane early in the race, dropped to the tail, and progessively carved his way back into the reckoning. That spin probably cost him what could have been second place as it turned out.

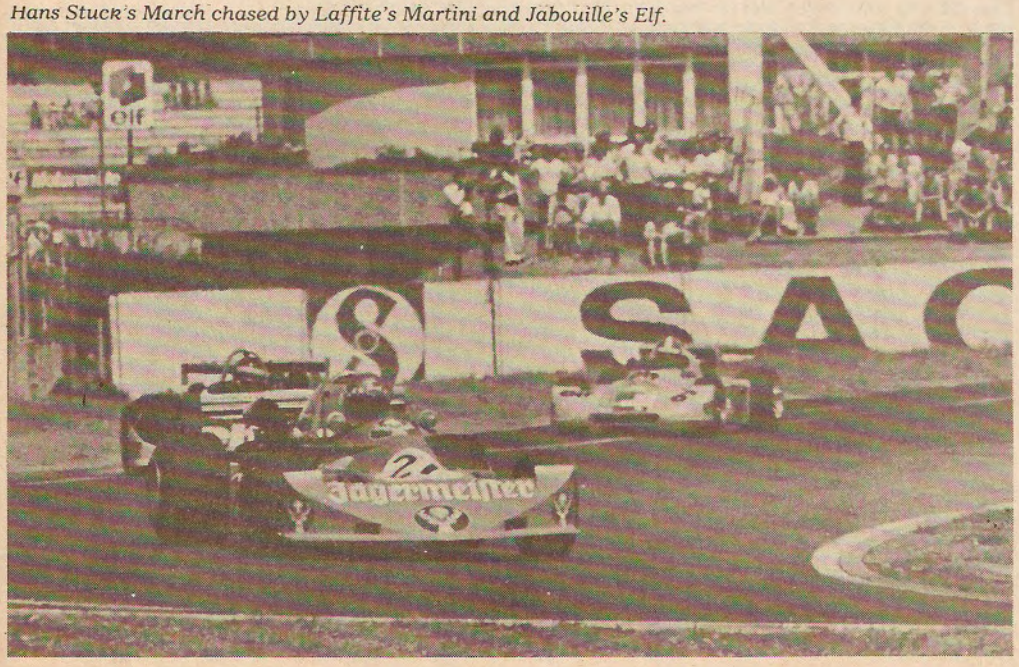
Back at the front, the firecrackers continued to bark as Stuck piled on the coals, but his French challengers weren't far behind. It was good to see a March (even though it's a works car) back in front of the French. It wasn't to last, however.

A stone had punctured a water line and all the liquid had drained out. The engine tightened, a piston picked up and the unit blew. Stuck was out.

To the fore at half distance went the Elf but after three laps, Jabouille began to ease off. Laffite slipped through entering the stadium on lap 15 and thereafter cantered off to complete the remaining laps. The Elf's water pump belt had broken, the engine began to overheat and Jean-Pierre tried, albeit unsuccessfully, for several laps to coax it home. It didn't want to know and he coasted to a halt. Up to second place leapt Ertl with Larrousse and Tambay in close attendance. The Alpine driver was having problems with oil spraying from the engine onto the rear brakes and he couldn't offer any challenge under braking, especially to the hard charging Austrian. He let Tambay by to enable the works March have a go but no opportunity arose. When it did, on the last lap, it cost them dearly. It appears that Ertl ran a little wide on the fast right-hander on the far side of the circuit, Tambay pulled alongside coming up to the second chicane, braked late and turned in. Ertl also admitted to braking late, not wanting to give his place away easily, despite this just being the first heat, and the two collided. Ironically, it was Pau again and Larrousse picked his way neatly through the chaos. Although Ertl told Tambay his throttle stuck open, he later admitted to us that it was a 50/50 chance for both men and it just didn't come off.

Who should find himself in third place now but Bourgoignie, although during the late stages Flammini and Francia pulled themselves close enough to make it a worthwhile proposition for a dice in the second part.

Hans Stuck's March chased by Laffite's Martini and Jabouille's Elf.



The other Italian who ran strongly early on, Martini, spun while trying to stay in touch with the leaders and later had to pit to have the clutch readjusted.

HEAT TWO

Apart from the front rank, it was a very unusual grid that formed up for the second heat. Neither Jabouille nor Henton bothered to replace their engines (Henton hasn't got a spare anyway) while Stuck's car received Ertl's spare, reputedly thought by those "in the know" to be the best unit ever seen on the brake at BMW's Munich factory. Both Leclere and Binder also made the grid, their car's having easily been repaired, as too was Ertl's Chevron. As for Tambay, the tub was rippled and that was it as far as he was concerned.

If Larrouse could pull away from Laffite at 1s a lap, then he could just win overall but Gerard wasn't very enthusiastic about his chances. Therefore it looked cut and dried once again for the Martini, providing that everything held together — and it usually does.

Predictably Laffite eased himself into an early lead, while Francia initially held second from a fast rising Ertl. But if Ertl's start was rapid, then Leclere and Stuck's were doubly so. We expected fireworks from the German but the Frenchman had other ideas. At the end of the second lap, the blue March was already second (Stuck was eighth) and rushing off after the leader. One more lap and he was through and away. Michel, who admitted to feeling a little dejected at not having had the chance of testing the F1 car, was out to prove a point. It was a magnificent drive, made all the better by the way he left Stuck in his wake. The German eventually took Laffite on lap six but there was little he could do about the flying Frenchman.

At this stage we lost Larrousse, who said afterwards that as soon as he left the line, he felt the engine misbehave. He struggled on in the company of Flammini, Bourgoignie and Binder before a lead came off the starter motor and he stopped. A small fire ensued. As the three leaders reeled off the laps, albeit well spaced out, Ertl hung onto fourth with Bourgoignie and Binder tucked into the Chevron's slipstream throughout. Francia initially led Flammini and therefore lay third overall but at no stage did he look like beating Bourgoignie who, with the chance of what was now second place in the offing, drove with a vigour that we've never seen before. His splendid workmanlike drive gave a much-needed boost to the team personnel.

Francia's chances of third vanished towards the end when the throttle cable broke and he was lucky to finish as the broken nipple remained wedged in the slides thereby giving him some throttle. He struggled through to finish 11th in the heat.

Martini again ran strongly, this time completing the course and finishing just behind Binder, while Flammini eased off towards the end to head home Kessel. As for Britain's sole remaining driver, David Purley, his engine let go with a bang on the first lap forcing retirement, but David was very philosophical about the whole weekend.

So Joseph Schnizter's BMW engines have won every F2 race this year and Laffite continues to march on toward that inevitable championship. It's obviously his for the taking but one thing was very evident at this meeting, he can be beaten. It wasn't a good race at all, a poor one by usual standards, but maybe some enthusiasm can be generated for the next round this coming weekend in Austria.

Jochen Rindt Trophy
Grosser Preis der Formel 2
Hockenheim — June 8
2 × 20 laps — 271.60 kms
European F2 Championship — round 6

1. Jacques Laffite (Martini-Schnitzer BMW Mk16), 1 hr 22m 51.2s;
2. Claude Bourgoignie (March-BMW 752), 1hr 23m 42.02s;
3. Maurizio Flammini (March-BMW 742), 1hr 24m 01.2;
4. Loris Kessel (March-BMW 742), 1hr 24m 25.7s;
5. Giorgio Francia (Osella-BMW FA2), 1hr 24m 38.5s;
6. Duilio Truffo (Osella-BMW FA2), 1hr 25m 05.5s;

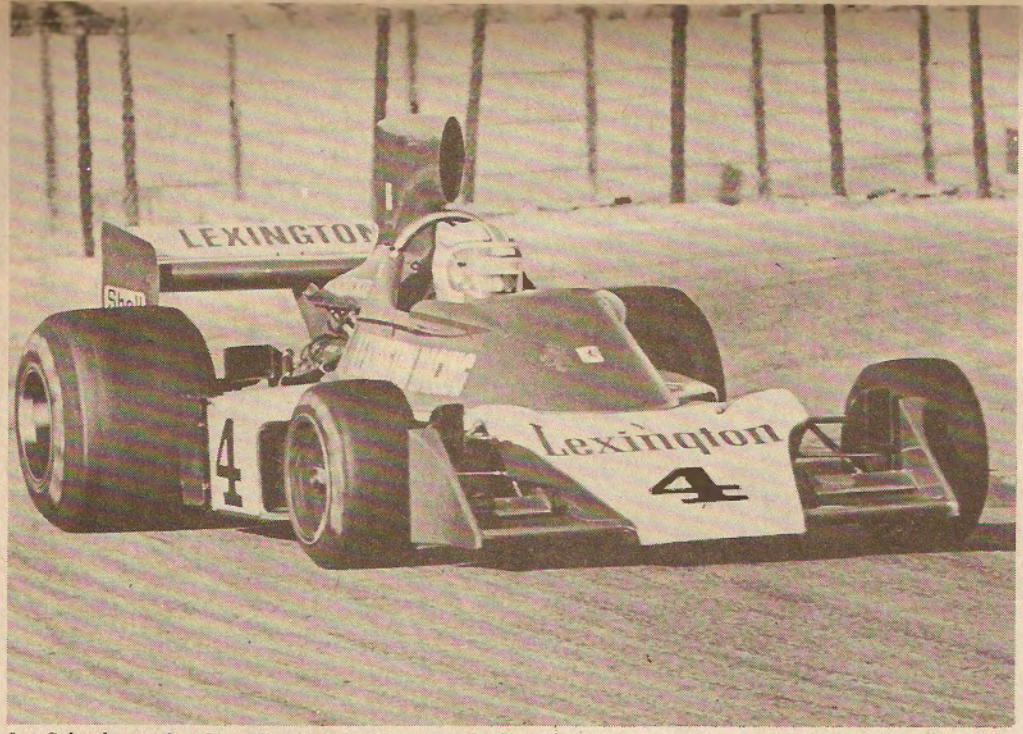
7, Harald Ertl (Chevron-BMW B29), 39 laps*; 8, Jo Vonlanthen (March-Schnitzer BMW 752), 38 laps*; 9, Alberto Colombo (March-BMW 752), 38 laps*; 10, Sandro Cinotti (March-Schnitzer BMW 752), 34 laps.

* Did not finish one heat

Heat 1 (20 laps): 1, Laffite, 41m 12.1s, 197.70 kph; 2, Gerard Larrousse (Alpine-Schnitzer BMW A367), 41m 31.7s; 3, Bourgoignie, 41m 58.6s; 4, Flammini, 42m 05.9s; 5, Francia, 42m 06.4s; 6, Truffo, 42m 18.4s. **Fastest lap:** Jean-Pierre Jabouille (Elf-Schnitzer BMW 2J), 2m 01.8s, 200.65 kph.

Heat 2 (20 laps): 1, Michel Leclere (March-BMW 752), 40m 55.6s, 199.00 kph; 2, Hans Joachim Stuck (March-BMW 752), 41m 10.1s; 3, Laffite, 41m 39.1s; 4, Ertl, 41m 42.6s; 5, Bourgoignie, 41m 42.4s; 6, Hans Bigder (March-Schnitzer BMW 752), 41m 44.3s.

Fastest lap: Leclere, 2m 01.6s, 200.98 kph.



Ian Scheckter takes Tyrrell 007 to another convincing win.

KYALAMI

Scheckter extends lead

By ALLAN TRIM

By blowing off the opposition in a convincing manner at Kyalami on May 25 Ian Scheckter further extended his South African F1 championship lead, having now won four out of the five races held so far.

He drove an exceptionally smooth race and had plenty in hand as the opposition were totally outclassed in this event. The gap after 32 laps was 29.7 seconds between himself and second placed Dave Charlton.

Guy Tunmer had one of his best outings this year and finished a fine third only inches behind Charlton. Eddie Keizan, the only other serious F1 contender, once again had a very unhappy race having to stop first to replace a faulty battery and then again to change a flat tyre.

Formula 2 contenders Tony Martin and Roy Klomfass had a tremendous race for 11 laps but this unfortunately ended when Klomfass suffered a dramatic engine failure shortly after moving ahead of Martin.

Of the Formula 5000 contenders Len Booysen impressed most, this being only his second outing in this type of car. Booysen ended the race a lap ahead of the next F5000, this being the Surtees of Dave Hart.

Heading the entry list was the Lucky Strike Racing McLaren M23 of Dave Charlton. Dave had acquired a set of new type Cosworth intake trumpets and had decided to try these for this event. Next on the list was the Lexington Racing Tyrrell 007 for Ian Scheckter. Once again the team had been hard at work and had converted the car to outboard front brakes, this modification brought the car up to the identical specification of the cars raced by the works in the South African GP in March of this year. The long awaited new type exhaust had also arrived and this meant that for the first time the Tyrrell would run both new intake and exhaust systems.

In the Gunston Lotus camp the engine situation had still not eased and motors were still awaited from England after having been rebuilt. It had in fact been necessary to purchase another motor from Ken Tyrrell to ease the situation for Eddie Keizan and Guy Tunmer. Both cars now sported up to date intake and exhaust systems together with a slightly different type airbox. Keizan's car had been fitted with a newer type suspension geometry as used by the works in recent races.

The Sonap Petroleum backed Team Domingo Brabham BT33 and Surtees TS9 were once again in attendance with brothers Mike and Joe driving the respective cars.

The Formula 2 entry was headed by the Lexington Racing Chevron B25 of Roy Klomfass. This car is powered by a 2 litre Cosworth motor, which does not seem to have the same amount of torque available as the 2-litre Hart BDA used by Tony Martin, although it does apparently have more top end power. Martin appeared with his usual Hart BDA powered Chevron B25 entered by South Coast Motors, the family business. Completing the F2 section of the field was the Lotus 69 of Gary Ainscough powered by a 1930 FVC engine. This car is actually a very early Formula Atlantic car.

Three cars were entered in the F5000 section of the field, these being the McLaren M10B of Nolly Limberis, the similar car of Len Booysen and the Surtees TS8 of Dave Hart. All three cars being powered by Ford motors.

PRACTICE

With only half an hour of official practice available it was essential that all the cars be as well sorted as possible, and there was plenty of untimed practice on Thursday to allow for this. Ian Scheckter was easily quickest with a time of 1m 16.8s, which would have put him on the third row of the grid for the Grand Prix. Surprisingly Dave Charlton arrived at the circuit with a completely untried modification on his McLaren. The car had been fitted with the new intake trumpets which necessitated the use of the older type airbox. However, this was to hinder him during the official session as the ignition black box, located differently in the newer McLaren set-up, began to overheat when linked with the older airbox. This caused a misfire which affected the car throughout official practice and resulted in Charlton ending up with a time of 1m 18.2s, which was not good enough to match the 1m 17.9s of Ian Scheckter.

Although he recorded the quickest time Scheckter too had his problems; he blistered a tyre which cost a little time and he was not able to get in many quick laps. Track conditions had changed remarkably from the day before and there was just not enough time available to compensate in the settings on the car. This was to affect all competitors.

The two Gunston Lotus 72Es of Keizan and Tunmer did not fare at all well in official practice. First to encounter drama was Tunmer who had a tyre deflate while negotiating the very quick Barbecue bend. This caused a very hairy off course excursion for Guy and terminated his practice. Although the car suffered only superficial damage, there was, however, just not enough time to check the car over and get it going again. It was later discovered that the front brake calipers had been slightly damaged and they were changed before the race as a precaution. Eddie Keizan once again suffered a fuel feed problem during practice, when the fuel line to the metering unit came adrift leaving him stranded on the circuit for quite some time. He did, however, still manage to record third fastest time at 1m 19.5s. Tunmer had to make do with a very slow 1m 24.0s, which was in fact the seventh fastest time.

Filling the gap between Keizan and Tunmer were, Roy Klomfass (1m 21.7s), Mike Domingo (1m 22.0s) and Tony Martin (1m 22.7s).

RACE

Ian Scheckter made a lightning getaway, showing superb judgement of the start, and by the time the cars reached Clubhouse, about halfway around the circuit, he already had a one second lead on Charlton. Keizan had not been so lucky and had been left at the start when his car faltered. Tunmer had, however, been able to make a very good start and had shot into third spot ahead of Martin, Klomfass, and Mike Dimingo with the rest of the field already strung out and Keizan working his way through from the back.

Scheckter drew away from Charlton at a rapid rate and on some laps made up to two seconds. The gap by lap seven was 10 seconds. It was at this stage that Tunmer, who had been losing ground to Charlton, was given a signal by his pit crew to come in. They had noticed that the pop pin, which holds the wing in position and facilitates adjustment, had fallen out and the wing had moved several degrees, this was affecting the straight line speed of the car. Tunmer chose to ignore this signal and carried on with the race. Keizan had by this stage managed to catch Tunmer, but was forced to call at his pit when a battery terminal broke. No sooner had he rejoined the race when he was once again in the pits this time with a flat tyre. This put paid to any chance which he might have had of catching Tunmer.

Meanwhile Martin was leading a furious race for Formula 2 honours from Klomfass. On lap 11 Klomfass made his move and out-braked Martin into Crowthorne at the end of the straight, his lead was however destined only to last a couple of hundred yards as the crankshaft of his Cosworth 2-litre broke as the cars rounded Barbecue. Further back Booysen was having a very good first outing at Kyalami and was contesting sixth place with Joe Domingo.

At the halfway stage Scheckter had extended his lead to 20 seconds over Charlton and was lapping in the region of high 1m 19s. Charlton had apparently made an unwise tyre choice and this was starting to affect the handling of his McLaren. At this stage he was losing time to Tunmer who, when he realised that there was a chance that he might catch Charlton, started to put up a very inspired drive and a rather dull procession, into which the race had developed, regained an element of excitement as the crowd began wildly cheering Tunmer as he closed the gap.

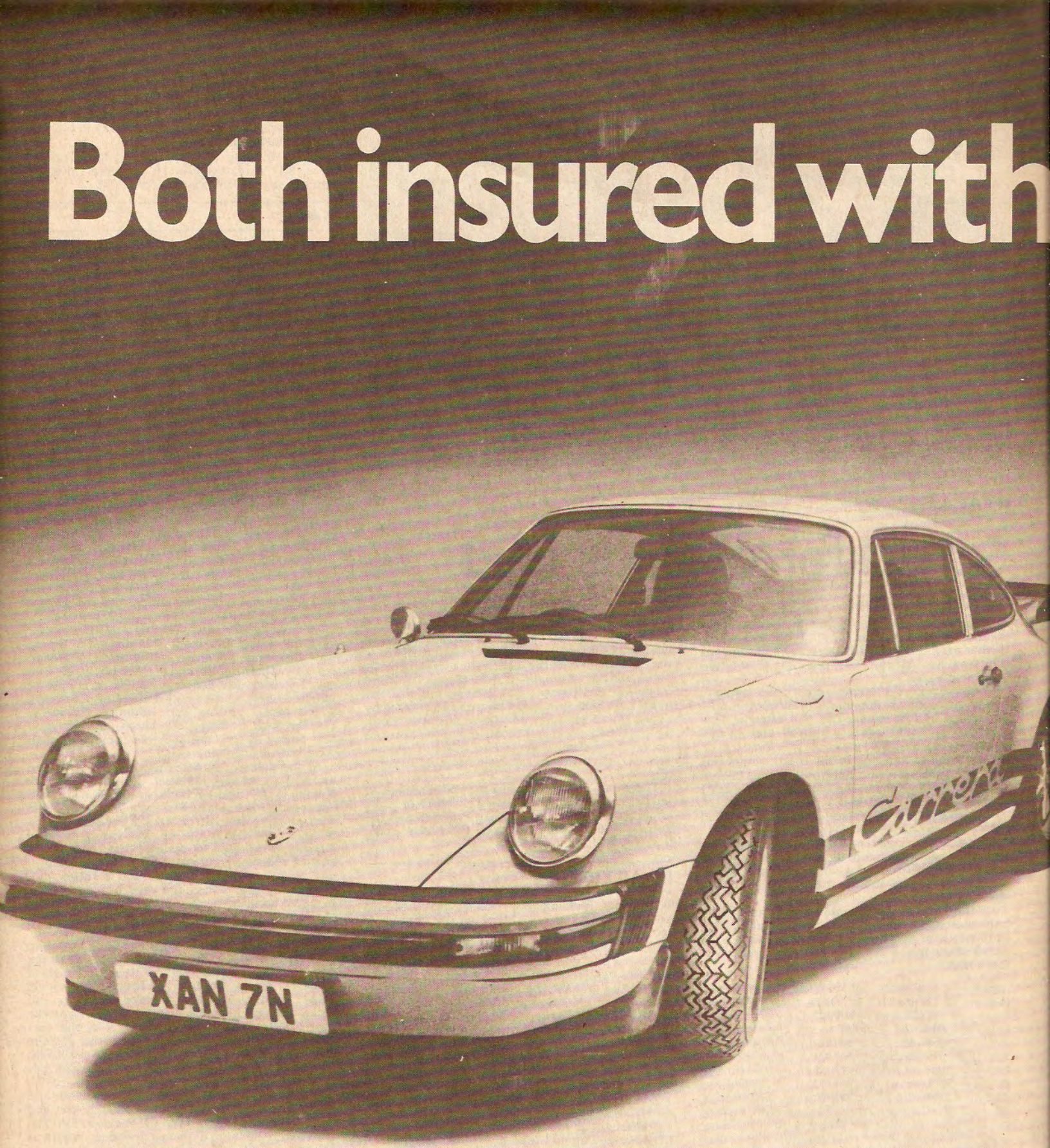
With four laps to go Tunmer had closed right up on Charlton and it looked very likely that the current champion might have to settle for third place. On the second last lap Tunmer drew level with Charlton as they rounded Leeukop and entered the straight. He just managed to squeeze past Charlton but was to lose out as the cars crested the brow of the rise past the pits and the increased wing angle on his car made itself felt. Although the straight line speed of the car was affected the cornering power seemed to be markedly better, which was to be expected, and Tunmer again made up ground on Charlton and was right on his tail through the back section. The crowd were heard to draw in a very deep breath as the cars rounded Leeukop for the last time, and they drew level for the dash to the flag. Unfortunately for Tunmer he could just not match the speed of the McLaren and it was Charlton that took second place by inches.

After a race totally dominated by Scheckter the gap between himself and Charlton was a mighty 29.7s, and that between Charlton and Tunmer was given as 0.1s, the rest of the field followed at least a lap behind.

REPUBLIC DAY TROPHY
South African F1 championship round 5
Kyalami, May 31

1, Ian Scheckter (Tyrrell Cosworth Ford 007 DFV), 42m 28.75s, 185.496 kph; 2, Dave Charlton (McLaren-Cosworth Ford M23 DFV); 3, Guy Tunmer (Lotus-Cosworth Ford 72E DFV); 4, Mike Domingo (Brabham-Cosworth Ford BT33 DFV), 31 laps; 5, Tony Martin (Chevron-Hart B25 BDA), 31; 6, Joe Domingo (Surtees-Cosworth Ford TS9 DFV) 30 laps.

Both insured with



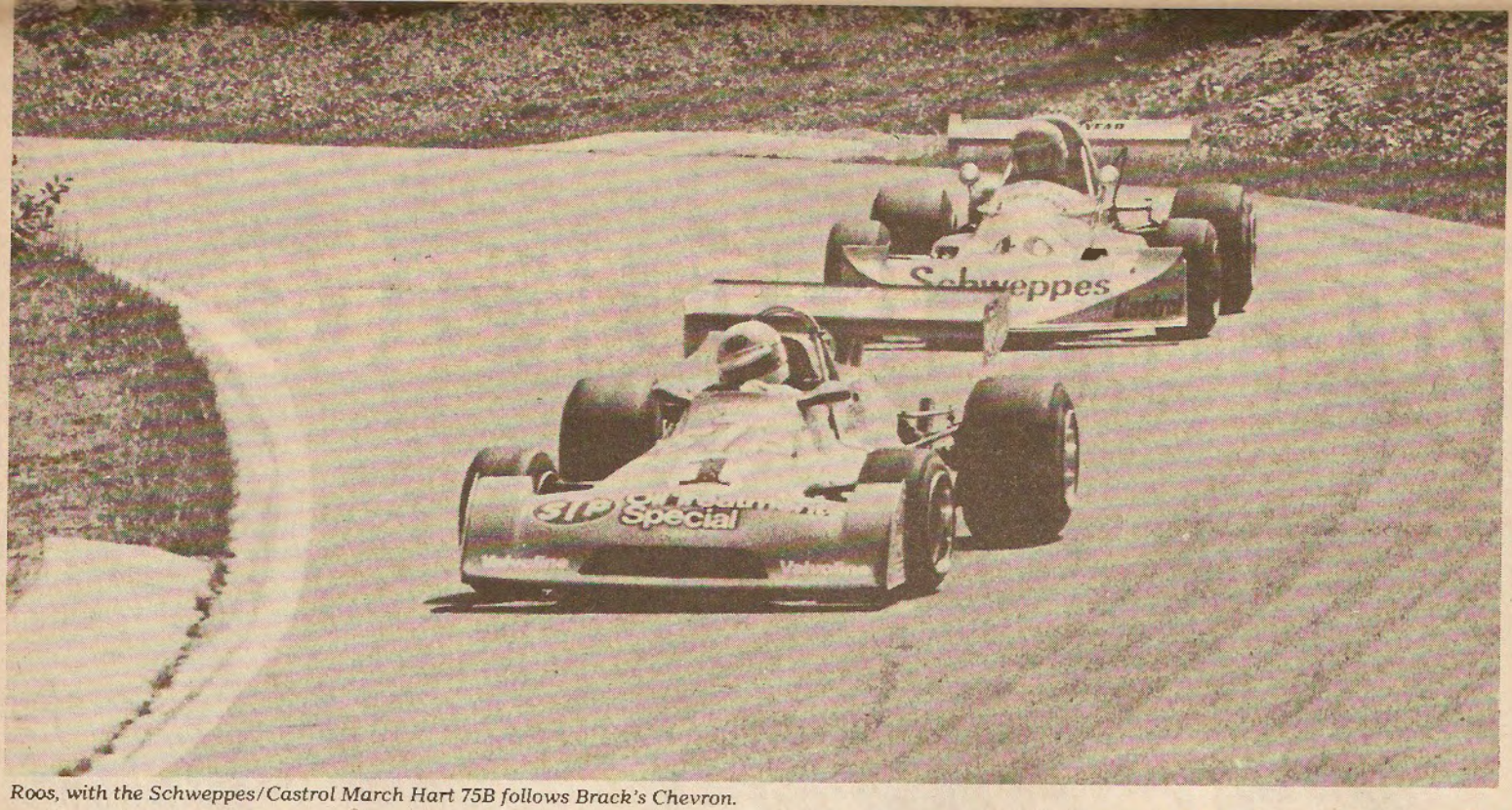
Porsche Carrera 2·7. Top speed 149 mph, 0–60 in 5·5 seconds.*
Fitted with Pirelli Cinturato CN36.

*'Autocar' road tests.

Pirelli Cinturato.

Hillman Avenger 1·6. Top speed 92 mph, 0–60 in 14·5 seconds.*
Fitted with Pirelli Cinturato CF67.

PIRELLI
CINTURATO



Roos, with the Schweppes/Castrol March Hart 75B follows Brack's Chevron.

WESTWOOD

Second success for Roos

Story and photos by CHRIS WADDELL

Bertil Roos has finally come of age. The rough driving and problems with yellow flags are now a thing of the past as the Swede captured his second straight Player's Challenge Series race at the Westwood circuit on June 1. As great as the achievement was in winning two races in this very competitive Formula Atlantic series, it was the way in which it was done. It showed that a new Roos has arrived. He is now content to sit back and wait for a break, not struggling at every corner to take the lead. Aided by the preparation of the Ecurie Canada team under the direction of chief mechanic Andy Rowe, the works backed Schweppes/Castrol March-Hart 75B was able to take the lead almost at the whim of its driver. The expected challenge from the European entries has yet to materialize as again this weekend, the drivers who dominated proceedings in 1974 were in front as Bill Brack took second from American Tom Klausler.

ENTRY AND PRACTICE

From the cold and wind of Edmonton, the Canadian Formula Atlantic circus journeyed across the Rocky Mountains for the series' second round, held at the 1.8 mile Westwood circuit outside Vancouver.

The track is located on the side of a mountain, where the clouds come off the Pacific and drop their water. Fortunately though, the weekend was dry and with temperatures in the 80s, conditions were ideal. The organizers were very helpful but the track does need a lot of work to bring it up to current safety standards. The lack of a pit wall and run off areas in some corners is really inexcusable, but the track owners, the Sports Car Club of British Columbia, are slowly making improvements.

As at Edmonton the previous week, a Lola McCoy-T360 sat on pole. Twenty-two year old American Bobby Rahal showed that his qualifying efforts of the previous week were no fluke. Driving the car in well controlled oversteering slides, he turned a best of 1m 3.024s in the opening session and then sat back waiting for it to be bettered. Rahal's car seems perfectly balanced for the circuit and was the only Lola using Bilsteins. He was also helped by the F5000 brake discs and calipers fitted on the car.

Bertil Roos repeated his opening race form to grab second spot in the works supported Schweppes March-Hart 75B. Under the watchful eye of Ray Wardell, the Swede was fast throughout the weekend finally settling for a 1m 3.153s, and then deciding not to run the final session. He was also bothered by a lack of brakes, finally settling on Lockheed calipers for the front and Girlings at the rear.

Defending Player's champion Bill Brack benefited from some optimistic timing in finding himself third on the grid with the STP Chevron-Hart B29. Brack attributed a lot of his problems to the driver not getting the job done, but softer springs seemed to help as he lapped within a half a second of his 'official' time of 1m 3.257s. Joining Brack was the Bill Scott Racing/Penthouse Lola BSR-T360 of American Elliott Forbes-Robinson. The FSV champ was finally starting to go well as the team was getting down to the serious business of sorting their car. A 1m 3.419s was the result of their two days of work.

Row three was all Lola, as Tom Klausler replaced a head gasket and a master switch, and then, in a repeat of his Edmonton performance, went out late in the final session and did some serious lapping, getting down to a 1m 3.494s. Californian Tom Gloy, who was an impressive fourth at Edmonton, was only 0.311s behind the 1974 series runner up.

March occupied the next row. American FF racer Marty Loft finally got a chance to try something more powerful, fitting in for Jon Woodner who was busy at Pocono. Warming to the task immediately, the young driver was soon going very quickly. Two changes of master cylinders seemed to solve Woodner's Edmonton braking dilemmas and Loft finally clocked a 1m 3.775s with the Cosworth-75B. French Canadian Gilles Villeneuve found himself eighth in his Skiroule March-Swindon 75B. The 23 year old put new tyres on his car for the final session and was helped further when practice was delayed for a half an hour to clean up spilt oil. In the dying minutes of the session, as track temperatures dropped, he turned in a 1m 3.801s.

Then came series newcomers, Don Breidenbach, who ran fourth for much of the Edmonton opener before being delayed by a broken battery terminal, and Tom Weichmann, who didn't start at Edmonton. These two were the first not under Bertil Roos' 1974 laps record of 1m 3.880s. Breidenbach's March-Nicholson 75B did a best of 1m 4.049s, just 0.019s faster than Weichmann's Lola-Slatten T360.

John Nicholson spent his week helping people rebuild engines and also put in some development time with his Tui BH2. This paid off as he was much more in the hunt than the previous week, but still was eleventh. Both he and Alan McCall were enjoying themselves immensely but finding the competition much tougher than they had expected. "The series is really as good as F2," said McCall. "It's a series that you want to come back to next year."

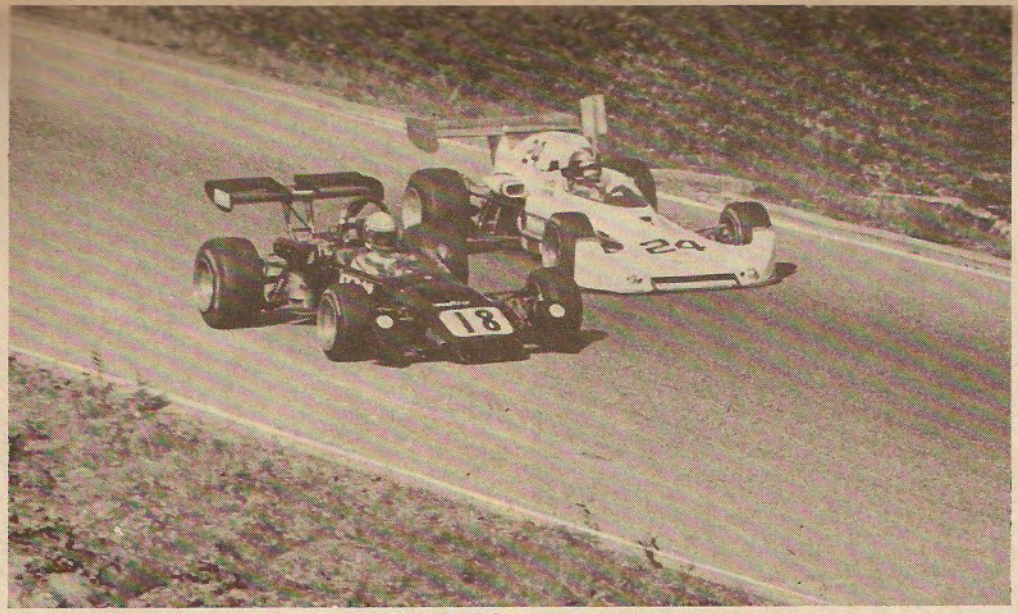
Bobby Brown has recovered well from a serious winter road accident and took twelfth with his Chevron-Whitehurst B29, at 1m 4.287s. He was 0.106s behind Johnny Nick but 0.054s ahead of 1974 series top rookie American Howdy Holmes. In the second Bill Scott Lola, the Super Vee driver was finding things rather difficult. Despite many changes he still felt a bit aloof from the car but could not pin down his sense of isolation.

Brett Lunger, was fourteenth and still getting used to Atlantic with the second Alan McCall Tui. Lunger had arrived at Edmonton to drive the car after the deal with American Fred Phillips fell apart at the last minute, and will drive for the rest of the year. At Westwood, he had discarded his cane and generally seemed well on the road to recovery from a badly damaged tendon in his foot.

Chevron B29s occupied the next three spots as Canadians Bruce Jensen and Peter Ferguson led Mexican Hector Rebaque. Jensen and Ferguson, could not repeat the performances that had seen them seventh and eighth on the Edmonton grid, while Rebaque seemed to have lost all his F2 form in his trip back across the Atlantic. In addition, things were not too well financially as Hector had found out at Edmonton that his Mexican coffee money was far below what he had anticipated.

Canadian veteran Craig Hill in the sister Ecurie Canada entry to that of Bertil Roos was a lowly 18th after missing a session changing a motor. His March-Hart 75B, sponsored by Gabriel shock absorbers, was equipped with specially designed Gabriels which Hill found did the job quite well, thank you.

Syd Demovsky changed a motor but was still 19th in his rented Shierson March 75B while Bill O'Connor was a disappointing 20th in his Lola T360. Perhaps O'Connor missed the help in setting up his car provided last year by Klausler, as O'Connor's new team-mate Mike Hall, in Klausler's last year's Lola, could do not better than 21st. The top 25 were completed by Venezualan Bobby Dennett in his Opert Chevron B29, American James King's modified March 73B, which only did 10 laps of qualifying before a blown head gasket retired the car for the day. Vince Muzzin's March 75B and the Brabham BT40 of Ron Householder. The top 25 were covered by 2.173 seconds.



John Nicholson's Tui passes the Lola of Howdy Holmes.

QUALIFYING RACE

The rest of the field was determined by a qualifying race among the remaining 23 entries. Only five positions would be available, and they were taken by Tom Crowther's March 722, the March 75Bs of Tim Cooper, Price Cobb and Chip Mead and the March 73B of Jay Erickson. Mead led the race comfortably until his throttle jammed wide open and he dropped to fourth while driving the last seven of the race's 20 laps on the ignition switch.

The Dave Walker/Robert Joubert Lola team arrived at the circuit in time for the end of qualifying. Their cars had only shown up in Vancouver the Thursday before the race, and two days of hard work had got them together but they arrived too late to do anything but run the qualifying event from the back of the grid.

Joubert went off on the eighth lap in his former F3 T350, as he was driving without a clutch and with glazed brake pads. His weekend was finished almost before it had begun. Walker fared better, quickly adapting himself to the car and the circuit, moving through the field and taking first as Mead struggled with the stuck throttle. But Walker then experienced trouble as the left front tyre began to deflate slowly. With only two laps remaining it disintegrated, leaving a flailing patch of rubber on the wheel and the Lola struggling around, shredding its bodywork as Walker tried to stay in the fifth and final qualifying spot. He was unsuccessful and was passed on the last lap, dropping to seventh.

RACE

As usual the pre-race warm-up provided a few dramas, as Howdy Holmes changed a head gasket and Bill O'Connor crashed his Lola T360 when a clevis pin broke on the left rear corner. As the rod end on the same trailing arm had broken at Edmonton, O'Connor decided not to race, waiting for a closer inspection of the whole rear of the car.

Although he failed to qualify, the organizers bent their rules and allowed Australian Dave Walker onto the back of the grid, making the field 31 cars.

Roos used his experience to grab the lead from the start but young Rahal was right behind, with Brack, Forbes-Robinson and Klausler tucked in behind them. Loft was next followed by Gloy, Breidenbach, Villeneuve and Weichmann. Brack tried to duck inside Rahal at the hairpin but the American was having none of that and closed the door. The Canadian Champion could not be kept at bay for long however and on lap two, Brack was past with sights now set on the yellow March of Roos.

It seemed in the first couple of laps that the STP car might be able to get the Swede as a gap of 2.4 went to 1.6s and then 1.2s on successive laps. It got no closer though as Bertil picked up the pace.

Behind the front two, Rahal was doing a workmanlike job staying in front of EF-R and Klausler. After five of the race's 57 laps, behind this three car Lola train came the impressive Loft, Gloy, Villeneuve, Weichmann, John Nicholson and Bobby Brown. Gaps were already appearing in the field as the five leaders were running virtually nose-to-tail. It was exciting motor racing and the crowd of 16,000 was loving it.

Five more laps went by and the positions changed little among the leaders. This was not true at the back of the pack through where Dave Walker was trying to get through. He picked up nine positions on the first two laps, but any hope of any further progress ended on lap four. The Lola driver tried to go inside King's March 73B at the hairpin, but James was not about to give way and the result was a crunched left front for Walker. He continued for three more laps trailing bits of fibreglass and then finally pitted when the whole nose section started to come off. After a seven lap stop he was back, to circulate for the remainder of the race without a nose, at rather slow speeds.

The leaders remained in the same positions until lap 15 but Nicholson, further back, had got his Tui going and had found his way to eighth behind Villeneuve. Further behind, the French Canadian pair of Hill and Jensen, running nose to tail as at Edmonton, were beginning to sort through the competition.

Now Brack started to put the pressure on and at the same time Roos was paying increasing attention to a rising water temperature gauge. On lap 21, the STP machine was only 0.7s behind Roos, with 4.2s covering the top five cars. EF-R had displaced Klausler for fourth on the 15th lap but both were still behind Rahal. Loft was a determined sixth, holding Villeneuve off, while Nicholson began to edge closer to the two Marches.

For Roos, the question soon became: could he hold off Brack and keep a close watch on his temperature as well? The answer was clear on lap 22 as the flourescent red STP machine came around first. Two laps later Forbes-Robinson sneaked past Rahal but that only lasted for two circuits. Finding that the water was not boiling over, Roos closed back in on Brack and the two took the hairpin on lap 28 side by side. This continued into the series of esses that came next. Round the first corner they both went and then Brack had to give way to the March, which had the inside. For Brack, that was the end of it. His Chevron could not match the handling of the March on this occasion. As the fuel load lightened the car began to understeer, slowing his pace. Two laps after getting by, Bertil had a 1.8s cushion.

EF-R, finding his car with progressively more oversteer as the roll bar brace came loose, dropped to fifth on lap 28, but Rahal was also in trouble. His brakes were disappearing as fluid found its way out of the top of the master cylinder and additionally the engine began to sound a bit rough. All this let Klausler into third on the 31st lap. The 1974 series runner up was finding his Traylor Lola a real handful in slow corners "losing lots of time coming out of the hairpin" but it was still good enough for third.

Loft's fine effort ended on lap 28 as the engine, which had been smoking since the warm up, finally gave up the ghost. A lack of finances looks like preventing him from entering any other series races. This gave Villeneuve sixth, with Nicholson in seventh being closely pursued by the Hill-Jensen duo. Behind them were Brown, Weichmann, Holmes and Mike Hall.

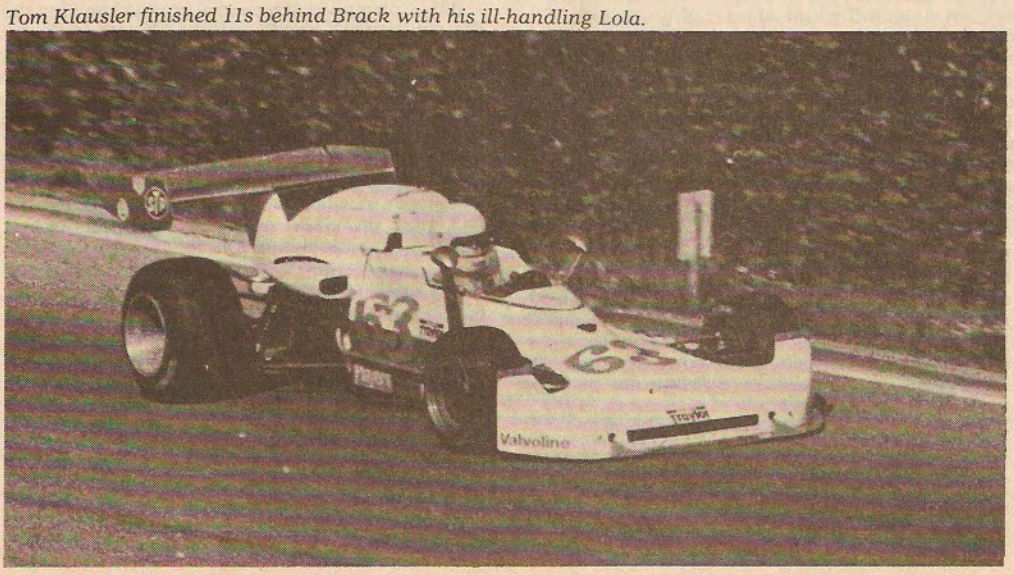
Roos now had only to last the rest of the race, which he did in admirable style. Brack closed but could not find the final few seconds needed to catch the March. Klausler took third while EF-R and Villeneuve both took advantage of Rahal's problems to get past him. Hill came in seventh after a good drive up from his low grid position while Brown, Weichmann and Holmes rounded out the top ten finishers. Just missing this group was James King who put in a smooth race in his updated 73B.

Of the others, Nicholson lost all his water and finally blew up the engine on lap 44. Two laps previous, Jensen had scattered those in the pits when bits of his Hart flew every way, some bouncing off the starter's stand.

Brett Lunger had a disappointing race, finishing 20th after being called in by Allan McCall on lap 47 before his engine exploded. Walker was eventually classed 21st, just ahead of Nicholson. He completed 46 laps but was docked one for a push start in the pits. Mexican Hector Rebaque never really figured in the race and eventually left the road on lap 33.

The Europeans have come but they certainly have not conquered. Things have not gone well for them and they have found the North American competition much tougher than they expected. So tough indeed that McCall was considering ending his year at this point, as the money they thought they could win to keep the team going, has not come their way. Perhaps things will change at Gimli for the half way point in the series, the third round on June 22. But so far the top three of 1974 have proven the equal of all challengers.

Tom Klausler finished 11s behind Brack with his ill-handling Lola.



Players Challenge Series, Round 2
Westwood, Vancouver, June 1, 57 laps

1. Bertil Roos (March-Hart 75B), 1 hr 1m 8.32s;
2. Bill Brack (Chevron-Hart B29), 1 hr 1m 11.02s;
3. Tom Klausler (Lola-Whitehurst T360), 1 hr 1m 22.70s;
4. Elliott Forbes-Robinson (Lola-Caldwell T360), 1 hr 1m 24.66s;
5. Gilles Villeneuve (March-Swindon 75B), 1 hr 1m 42.24s;
6. Bobby Rahal (Lola-McCoy T360), 1 hr 1m 58s;
7. Craig Hill (March Hart 75B), 1 hr 2m 4.46s; 8. Bobby Brown (Chevron-Whitehurst B29), 56 laps; 9. Tom Weichmann (Lola-Slatten T360), 56 laps; 10. Howdy Holmes (Lola-Caldwell T360), 56 laps.

Fastest lap: Roos, 1m 3.450 **(Record).**

Player's Challenge series points: 1. Roos, 60; 2. Brack and Klausler, 43; 4. Holmes, Forbes-Robinson and Tom Gloy, 15.

SCOTTISH RALLY

An essay in total control

By PETER NEWTON Photos by COLIN TAYLOR PRODUCTIONS

A week ago last Wednesday as we watched the grey halflight give way to the pink hues of dawn over the Cairngorms my partner in crime leant wearily against the balcony of the Aviemore Post House, and, looking blankly at the receding grey haired figure meandering between the chalets, remarked, "you know, he even knows how to celebrate better than anyone else . . ." It had to he a rhetorical remark and there seemed little else to do save nod agreement and return to watching the snow-capped peaks turn pink in the growing light. . . . Albert's second successive Scottish victory, his second international win this year, his third successive win with the Escort 2; and the sixth time he has won the Scottish in 12 years . . . all this in view of competition which gets fiercer as the years go by and contains among its ranks both drivers and cars of the highest calibre in the rallying world.

He seemed to be waiting as the Chequered Flag Stratos reeled off four fastest times in the first six stages, going into an immediate lead; would he have to chase Walfridsson after all?

By 5.30 pm on the first day the issue appeared to be all but settled and it remained for the others to chase as best they could. Chase they did, and fine performances came from those whom we expect to provide the resident opposition — Tony Pond, Russell Brookes, Billy Coleman; all these three had their problems however and a crucial set of circumstances robbed Tony Pond of really getting on terms with the leader, so that as Monday dawned; drab, cold and forboding, he could only look on with chagrin as the red Cossack car drew further away into the sheeting rain and Brookes and Coleman slid past to take his place. For Timo Makinen, it was a rally spent sorting his new car and it was only on Tuesday that he really got going. The dry, dusty, sun-drenched Scottish had turned sour on all by Sunday night as the first ill weather to hit the country for several weeks blitzed the forests with at times savage cyclonic force, bringing snow, sleet and ferocious rain storms to blot out the memory of the dust and tyre wear of the first few hours. It did not change anything in the results however and the Ford steamroller moved inevitably onwards.

For the opposition there was little even in the way of consolation prizes. For Opel there were two places in the top ten, rewarding a gritty and typically determined drive by Pond, and a splendid performance from another hard competitor, Ari Varanen, in his incredibly battered and makeshift Ascona; but for the others it was a Scottish they would rather forget. Four G2 Vauxhalls lined up against the Fords but only one finished, the Martin Group car of George Hill/Phil Short; and for British Leyland it was an unmitigated disaster with both their cars being severely damaged in accidents. Chrysler had a bad time too, with Robin Eyre Maunsell failing to finish, and Colin Malkin, battling as best he could with the 1600 G2 car, being put out of contention by a steering failure. The most highly fancied Scots fared little better and it was left to the Samson brothers to keep the flag flying with a good drive into 11th place, which netted them a substantial cheque for first private entrant into the bargain.

This year the Scottish had changed its format considerably from previous occasions. In deference to politics and economics the rally had been shortened by a day and the total mileage was little over 1000. There were now three days' competition; starting from Glasgow's Blythswood Square and heading South-east for Peebles before running west via Dumfries and Newton Stewart to a short halt back in the environs of Glasgow in the early hours of Monday morning. The rally was then to move north through Fife and Perthshire to the overnight halt at Aviemore. The Tuesday's activities involved a 13 stage loop to the north via Elgin and Dufftown before returning to the Aviemore Centre in the late afternoon. If the event had been shortened and made more compact, it certainly had not softened its character for competitors reported the stages as rough and uncompromising as ever, resulting in the usual headaches for most service crews. The organisers had however set sensibly relaxed road timing so there was nearly always substantial periods available for service.

ENTRY

Despite a lack of European interest, there being no Saabs or Fiats to enliven the proceedings, the entry list gave promise of some superb duels. Chief among these fantasies involved the appearance of Timo Makinen in the second of the works supported Fords. He was provided with a new Escort 2 which was pristine in virgin white. The prospect of seeing how a quick Finn fares against Clark in a similar car has nearly always been dashed over the years, but perhaps this time there was a chance . . . both Roger and Timo seemed to be looking forward to the confrontation.

Scrutineering got underway at 10.00 hours on Saturday in the dim confines of the multi-storey car park behind the Albany Hotel, and the Chequered Flag Lancia Stratos (now with Longman power for the first time) quickly attracted droves of eager spotters who queued anxiously for the chance to press their noses against its steeply raked screens. Numerous though these fans were however, they were hopelessly outclassed by the herds of equally keen young females who surrounded the Hotel in guerilla-style bands throughout the day. Had they come to feast their eyes on the virile torsos of the rally drivers who were reclining in the American-style gloom of the bars within; or was there something else? It was with an almost instant and universal grimace of horror that the inmates realized that the presence of these "teenyfreaks" was not for their benefit (although some were reliably reported to have been plotting darkly in remoter corners of the building) as it soon became obvious from the high-pitched wailing that the hotel was to be imminently graced by the presence of the Osmond brothers. Happily any vestiges of chaos were skilfully averted by the management and the police, and no trouble was reported.

Billy Coleman was seeded at No 4 in the Thomas Motors Escort 2; and he now had fellow Irishman Donal O'Sullivan to keep him company; while behind him was the highest seeded Scot, Andrew Cowan, in the SMT/*The Scotsman* supported Vauxhall Magnum coupe. SMT have now reverted to Blydenstein power following the lapse of their original arrangement with Norvic, but the relatively unco-ordinated nature of the G2 Vauxhall's development was illustrated by the fact that the SMT car was equipped with a hydraulic handbrake for the first time . . . just as the Martin Group were reverting to a conventional cable operation. Apparently the latter team had been experiencing uncontrolled rear wheel locking as the slave cylinders jump out unless the shoes are kept continuously fully adjusted.

Chris Sclater was next in the Janspeed Datsun. There had not been time to rebuild the engine after the Welsh but Chris was hoping for some more power when Janspeed got around to it. The car was largely unchanged from its Welsh specification but there was continued support from Peter Russek Publications and some help from Weir, the Scottish Datsun people. Brian Culcheth/Johnstone Syer started at seven in the

. . . the Master at work, smooth and easy as always.

Team Unipart Dolomite Sprint. This example was in fact a newly built car employing the ex-Bloxham shell and a substantially ST-prepared engine which was now reported to be giving improved bhp figures on the rollong road.

Both the G2 DTV entries (for Will Sparrow/Ron Crellin at 8, and Pentti Airikkala/Keith Wood at 13) were equipped with rebuilt engines originally used on the Welsh. The cars were otherwise largely unchanged. The Adrian Boyd Colt Lancer entry, which had intrigued some people for some time, predictably did not materialize, so next up was Bill Taylor in the Royal Bank of Scotland Escort RS, who was followed by Nigel Rockey/Ron Channon in the Pink Stamps RS, fresh from its second place on the Welsh and now with the addition of revised camshafts in a search for more power and flexibility. The Chrysler Dealer Team made a return to the field at 12, still with 1600 power (though it was the first of their self-built engines), and was favourably reported by Colin Malkin as feeling "twice the car." Nevertheless the Avenger was still equipped with its 4.4 differential and four speed gearbox, but after July homologation, the car will be "ZFed" in the transmission department. Colin will be running the 2-litre version in G5 for the rest of the year and it is hoped to have the larger power unit homologated into G2 by the time of the RAC.

DOT had brought along the Ascona used on the Arctic by Tony Pond. It had been refurbished and looked very smart in the blue and white colours of the new sponsors, AC Delco Europe. The second Ascona being run under DOT's wing for this event was No 29, Ari Vatanen's own travel-weary example that despite a two week sojurn at Shipley, still looked as though it would scarcely get the crew as far as Peebles, let alone the entire rally route. Some of the bits that the mechanics found in the engine were apparently of uncertain and probably East European origin, but since it has been going reliably for two years without a rebuild, Vatanen was naturally anxious that the DOT mechanics should not delve too deeply. He was thus mortified to find that it had contracted a misfire. . . .

Russell Brookes (at 15), was having his second outing in the Birmingham Post/Andrews Heat Escort 2. The engine had been stripped after the Welsh and it was found that the cylinder liners had broken up, so another Hart engine was substituted; not new but apparently quite satisfactory.

Tony Fowkes/Bryan Harris were at 16 and following them was Tony Drummond, showing off his new car and his new sponsors for the first time. Tony finally completed the Escort at midnight the previous evening, and considering that it had not turned a wheel before Friday afternoon, he was very happy with it. He was also very happy over his deal with Derek Carman which is now to be continued over two years, culminating in the World Cup Rally.

Two Skodas were entered by the dealer team for regular drivers John Haugland (at 18) and Markku Saaristo (at 23), both fitted with factory rebuilt engines following the Welsh; and at 19 was the Kleber Datsun Violet of Andrew Dawson. The set-up had been changed considerably since the Welsh; the car had been resprayed in Kleber's light blue and white colours; Andrew had been hard at work on the suspension playing with the front and rear roll centres, so that it was now apparently even more of a "Dawson Datsun," and not least there was another Andrew in the left hand seat by the name of Marriott. Additional support had been found from Edinburgh Organ Studios who are closely connected with Sidney Miller's Southern Organs International concern.

Completing the top twenty were George Hill/Phil Short in the Martin Group Magnum who arrived in Glasgow on Saturday afternoon with their car still drying following its last-minute respray. The engine, which was until the beginning of the week, unaltered following its brief run on the Welsh, dropped a valve seat during a short work-out on the previous Monday, so there was yet another scramble to get the car ready in time for the event. Following the Midlands crew was the Idem Broadspeed RS for Donald Heggie/George Dean. After nearly a month of work at Southam, the Escort had been almost totally rebuilt in an effort to guarantee some reliability, and was now very close to '74 works specification all round. John Taylor started at 22 with the hardworking 000 96M, and apart from a smart new colour scheme in the insignia of Transmeridian Air Cargo, and some mechanical adjustments courtesy of Terry Hoyle, the car was very much as it had been on the Granite City. Other entries of note included Noel Smith over from Ireland with his Porsche Carrera, and Willie Crawford making another sortie in his newly rebuilt RS, with Peter Scott to guide the way.

Group 1 promised to be a straight fight between Vauxhall and Chrysler with Paul Faulkner/Monty Peters lining up against Robin Eyre Maunsell in the Chrysler Dealer Team Ulster car, and Ian Gemmell in the Maconochies version.

Scrutineering came and went with little drama, and such as there was, was reserved for the Skoda team. Saaristo had been having last minute problems with the gearbox over Saturday night and he finally went out to test it on Sunday morning. After an extended test drive all appeared to be well, but one last take-off from a standing start revealed that the gears would still not select. The afternoon was spent retracing the problem and the team scrutineered at 7.00pm.

RALLY

Sunday dawned dry and blustery with the prospect of sun in the offing so everyone was set for another idyllic Scottish as the cars made their way up the hill to the Blythswood Square starting ramp (which played host to just two cars before the weight of the Stratos destroyed it). Scotland had been basking in weeks of fine dry weather and crews knew only too well how dusty and fast the stages in store for them would be. The tyre people too were prepared for a high wear rate but just how staggeringly detrimental to tyre life the surfaces were was still little suspected. A strong breeze ensured that the dust would not be a serious problem to the drivers, at least in the early stages, but there was nevertheless a general reluctance to hurry into stages so that the rally was in consequence soon running late. The first leg consisted of nine stages en route to the first compulsory halt at Dumfries and it was those nine stages that effectively decided the course of the rally. The Stratos, obviously driven well within both car and driver's limits, set the pace immediately and it was a pace that many of the well-fancied runners were hard pushed to match. The unspectacular run of the Lancia was doomed from Cardrona, however, as the car touched down on a giant rock in the stage after a yump, and the force of the impact drove the boulder through the stout sumpguard, splitting the transmission plate. The service crew fitted their only spare during a lengthy halt but shock absorber trouble ensured that the damaged guard was repeatedly assaulted, disfiguring the sump bolts and setting free a trail of transmission oil. As the crew left Dumfries, they left a calling card behind, a tell-tale pool of gearbox oil which an immediate service halt could not staunch. Halfway through Mabie, Per heard the transmission beginning to cry enough and felt the gearbox tighten; it was the end of the road. Despite yet another cruel blow to the team's morale, Graham Warner and all were delighted at the ease with which Per had taken over the proceedings, and the little Swede knew he could have gone a lot faster had the need arisen. Donegal is the car's next destination.

It was not merely this drama that provided the action of that first day however. The dusty stages were incredibly hard after weeks of sunshine and their flint base was rapidly polished by the passing of 230 bhp'd feet, with the result that sharp resilient bedrock played havoc with tyres, ripping the treads from them unmercifully. John Taylor

D.O.T.

OPEL DEALER OPEL TEAM

RALLYS — HOME

1975 WELSH INTERNATIONAL — 3rd OVERALL

(TONY POND / MIKE BROAD — OPEL ASCONA)

1975 SCOTTISH INTERNATIONAL — 4th OVERALL

(TONY POND / MIKE BROAD — OPEL ASCONA)

ABROAD

1975 ACROPOLIS RALLY — 1st OVERALL

(WALTER ROHL / JOCHEN BERGER — OPEL ASCONA)

WE'RE MOVING UP — FAST! WHY NOT JOIN US!

Dealer Opel team, Airdale Building, Main Street, Tong Park, Baildon, Shipley, Yorks. Telephone 0274 592003

Congratulations to Billy Coleman on coming 3rd in Scottish Rally and currently leading in the British Championship with two 1st's, one 3rd, and a 4th placing.

Cars prepared by

THOMAS MOTORS LTD.

Blackpool, Lancs.

Why not let us prepare yours?

TEL. 0253 63333

Jbw

John brown wheels

Warwick, London, Bristol, Sleaford

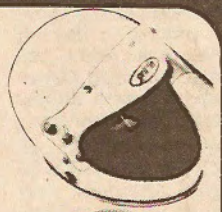
BSI 2495 HELMETS

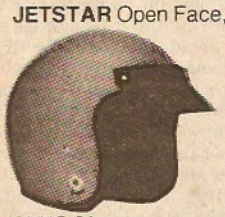
Griffin

GRAND PRIX Integral, FF2 shell, Linea Support FTP and Life Support manifold **£39.50**

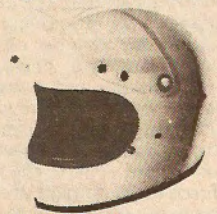
CLUBMAN Integral, FF2 shell, leather trim, protective chin glove **£30.00**

JETSTAR Open Face, leather trim **£15.90**

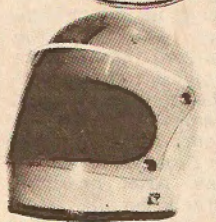




KANGOL CONSTELLATION
Open Face with peak. All sizes. White or Orange. RRP £15.00
OUR PRICE £12.00



SHOEI S.12
With visor. All sizes. White, Orange, Gold. RRP £29.75
OUR PRICE £26.80



KANGOL SPEEDMASTER
With visor. All sizes. White or Orange. RRP £25.00
OUR PRICE £20.00

SHOPS
30 Smith Street, Warwick.
92 Kingsgate Road, West Hampstead, London NW6.
19 Cannon Street, Bedminster, Bristol.
Speedway Modern Service Station, Anwick Corner, Sleaford.

We specialise in Mail Order. Reg. No. 1726618 England.
Send to: Dept. AH, 30 Smith Street, Warwick CV34 4HS.
Add 25p carriage for each item. (Callers welcome).

AUTOSPORT 12.6.75

Make ..... Size ..... Model .....

Colour ..... Second choice colour .....

Enclose Cash/Cheque/P.O. to John Brown Wheels £.....

OR Access/Barclaycard No. .....

Name..... Address.....

..... Post Code .....

PIRANHA

IGNITION IS ALIVE AND KICKING!

Full range in stock now. Most British and Foreign Cars. All £29.50 inc. VAT, except Mazda Rotary at £57.50, post Free

GORDEN SPICE (ASHFORD) LTD.
1 Fir Tree Place
Church St., Ashford
Tel. Ashford 54544

AYLESBURY TAPPET
48 Buckingham St.
Aylesbury, Bucks
Aylesbury 85359

Colin Malkin was using a 1600 engine for almost certainly the last time on internationals.

who is noted for his smooth unfussed style, found that one set of new rear tyres was useless after an unbelievable four miles, and the average wear rate that day for the leaders' cars averaged out at around 12 miles for a set. Frantic phone calls to the south could not immediately come to terms with the problems and John Horton et al could not remember ever having worked so hard to satisfy demand.

Tony Fowkes' Scottish luck was running true to form, he ran out of petrol in Cardrona and had the misfortune of having to run back out of the stage to fetch a can; he returned eventually and the crew continues with a maximum. Subsequent distributor failure on Ae3 and another maximum, however, made up their minds for them and they returned home. There were not many in fact who did not suffer some kind of time-consuming problem as the day wore on; not many save Roger Clark. Will Sparrow ended his rally at the end of Castle O'er with a suspected dropped valve seat, a sad malady that prompted instant corellation with George Hill's discovery in testing; and to complete the DTV misery, Pentti Airikkala was already beginning to experience an insurmountable flood of problems which were to see him finally going OTL after 18 difficult stages. He had damaged the front suspension in hitting a rock and the handling had seriously deteriorated; in addition his gearbox was beginning to play up and he was having trouble selecting first.

The three stages in the rolling forests of Ae were all very rough and as the dust funneled between the pines like the aftermath of a forest fire, so the toll on suspension and tyres grew. Saaristo broke three shock absorbers and had a puncture on one stage here, and he was not alone. Both Malkin and Brian Culcheth were delayed by having to run a stage on a rim, the latter severely, when he collected two punctures in a stage but only had one spare. In Ae 3 he broke the Panhard rod for good measure. John Taylor was making his first acquaintance with a problem he was to get to know well over the next few days, a gearbox which would not select first gear and a very erratic clutch. There was talk of a new unit being flown in from Boreham in time to be changed at Erskine, and of Stuart Turner himself grovelling in the stores, but in the end it was the familiar face of "Reg" who, departing at 6.30 pm, arrived triumphantly in Erskine by 1.30 am bearing a new gearbox (which was in fact never changed) and other goodies.

Pat Ryan who had been duelling to good effect with the two Skodas for the 1300 class, inverted the Marina heavily on Ae 3, bending virtually every panel on the car save the boot. He continued with a maximum however, but then deranged the steering on a log in Mabie and was forced to retire after an impressive drive which had split the two Skodas, and left him only ten seconds behind Saaristo.

What of the fortunes of the Scots in their home event? Andrew Cowan had been having some difficulty in hanging on to the leaders but was lying 11th when he rolled the SMT Vauxhall on Dalbeattie. He had been closely following a mud kerb when he hit a hidden tree stump of the same height. The impact flipped the car onto its back, tearing the steering wheel from Andrew's hands in the process, the car coming to rest upside down across the track. Culcheth, who was first on the scene, found his way blocked so got out to help push the Vauxhall clear. Eventually Cowan and McNeil righted it but initially the engine would not fire as there was no electrolyte in the battery. The crew eventually set off, but were so far out of time that they diverted to Perth where Walter Gray reckons that the car will be ready in time for the Texaco. The wing was pushed back so far that it had sheared the engine mountings on one side and the chassis was slightly bent.

For Willie Crawford the rally was over by mid-afternoon, as while getting back into the hang of loose surface rallying again, and coping with a burnt out alternator and no clutch; four wheel studs sheared, fortunately while he was doing about 20 mph between Ae 2 and 3; but as it was "like Alen on the RAC, I didn't feel quite so bad about it!" Donald Heegie had another eventful outing, but the crew did at least finish, albeit in 18th place. They started off badly with a roll in a hole on Craik that left them up a firebreak, but they continued with a down-on-power engine which by Monday night had used seven gallons of oil. The splines then began sticking in the triple plate assembly of the clutch, the starter motor refused to oblige them, and they finished up with a split fuel tank to crown their unhappiness; again it was not a Scottish to remember for the Idem crew. Thus the leading Scots were now the Samson brothers who continued to consolidate their position well into the top twenty.

Bill Taylor had an unhappy time too. He lost four minutes with an off at the end of Ae 3 when a strut jumped out of its top mounting, tucking the front wheel under; he continued to the next stage but clipped some logs in a fast lefthander, breaking the rear spring shackles and retiring the Royal Bank car as a result.

As the darkness crept in over Glentrool, so the rain came with it, first in light intermittent showers, and then as the clouds swept in over the Firth of Clyde, with gathering intensity, hastening

Tony Pond on Cardrona. He drove the Opel as hard as he could in an early bid to get on terms with the leader, but was hampered by many problems.

Ari Vatanen sets up his Ascona for tight left; he astonished spectators with his flamboyant style. DOT mechanics kept the pieces together so allowing him to finish a fine eighth overall.

the retreat of daylight and locking each of the rally cars into their own minute worlds. Russell Brookes, following the loss of his clutch hydraulics at the finish of the second stage, had really been getting to grips with the situation and at Newton Stewart, found himself in third place behind Tony Pond and ahead of Billy Coleman. Billy had been struggling to get the braking balance exactly right on his car; it was an occupation at which he was to spend the whole rally. Timo Makinen, down in sixth place, had a hard night, but rather less so than Henry Liddon who, when the car stopped "it seemed about five miles" from the finish of Bennan, had no alternative but to get out and push. He found an unexpected bonus in the shape of the new Escort however, in that on the down-hill sections he could sit comfortably wedged on the rear spoiler. The crew eventually reached the end of the stage where the electrical fault was found to stem from a combination of the master switch and the transistor box. Timo was continually losing time with punctures and it was to be Tuesday morning before he had his own brake balance sorted out to his liking.

Bob Bean in the second Thomas Motors car had been going exceptionally well in the early stages, at one time lying fourth overall, but he retired on Laurieston when the halfshaft broke off in the differential and it took the service crew two hours to extract the offending remains.

Both Skodas had had their fan belts thrown off the pulleys, Saaristo's on Cardrona and Haugland's on Dalbeattie, but it was Saaristo's car which was suffering for it. The engine had overheated; he was now burning vast quantities of oil and the car finally ground to a halt in Cairn Edward. Flying stones had slipped the belts in the first place and when the cars are rallied in Finland there is apparently a mesh grille fitted to guard against this occurence. Haugland's car remained unaffected mechanically however and he now merely had to take things carefully to pick up the class award. The rally was almost half over.

Poor Pentti Airikkala was soldiering on following his front suspension rebuild. He was negotiating Cairn Edward when the alternator bracket sheared and pierced an oil pipe to the cooler which brought him to a halt three miles into the stage. A jury rig repair by-passed the oil cooler and after a maximum, he struggled on, wrestling with his increasingly unco-operative gearbox. He booked in at the Kirroughtree main control but went OTL at the next stage, Glentrool. Unfortunately no one told him and he continued to persevere with just two gears left.

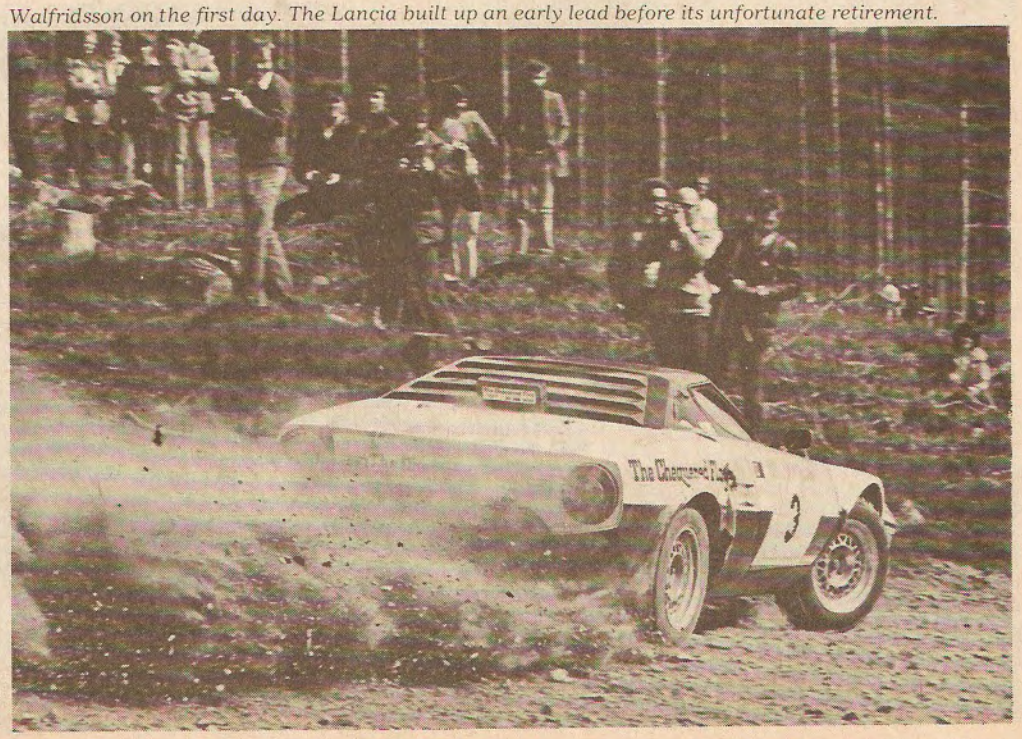
The main drama of the night, however, concerned Tony Pond. He was just 17 seconds behind Clark when the crews left Dumfries and the stage almost seemed set for the unthinkable to happen. 100 yards into Mabie the Opel got a puncture, a minor delay which was swiftly followed by more serious setbacks. The exhaust mountings started to come away and new brackets had to be welded up, a task that took the DOT service crew some thirty minutes. Then on the Kirroughtree stage came the critical failure, the water pump gasket blew, showering coolant in all directions. Tony switched off quickly to avoid cooking the engine, but it was some 50 minutes later that he got going again after initially being helped by the Martin Group service before the DOT crew arrived. They did not have the requisite gasket so it was a 'glue and pray' job for the Ascona. All these delays were crucial in that as the Opel was running very late, Pond was forced to tackle the last three stages into Erskine in darkness. The elements chose this time of the evening to stage a spectacular revue of Scottish delights including monsoon rains and low cloud offering at least twenty yards visibility on stages, so that the Opel crew lost out hand-over-fist to those who had had daylight and moderate weather on their side. Over just one of these stages, Drumjohn, the flying Brookes relieved them of 36 seconds, thus it was a very disappointed Tony Pond who scurried in out of the violent storms at the Erskine Esso Hotel. He knew he was down to third and at the Gleneagles breakfast halt it was confirmed, he was seven seconds behind Russell.

Between Erskine and Aviemore the rally visited 11 stages and took in a comparatively large road mileage in doing so. The forests were now becoming extremely slippery and it was on these surfaces that Pond noticed the handling of the Opel deteriorating markedly. He had hit a rock during the night and bent a wishbone and track control arm in the front suspension, altering the geometry and promoting violent understeer. There was no time to rebuilt the front suspension before the evening halt at Aviemore, so there was nothing else to do but press on. He was gradually slipping back into the clutches of Billy Coleman . . . and he was now worried about the headgasket.

The Group 1 scene was very much the province of Paul Faulkner/Monty Peters after the disappearance of Robin Eyre Maunsell. Robin completed Ae 3 with the rear shock absorbers severed from the axle and he had previously collected a maximum on Cardrona when a wire in the ignition switch detached itself. He had then had two punctures on the following two stages, was still going, but totally out of the running. Ian Gemmell was in a rather worse plight. The engine had moved forward on its mountings after the Avenger had bounced out of a particularly ruthless pothole and the timing case fell off into the sumpguard. The engine promptly cooked itself and the headgasket gave up in sympathy. His mechanics changed it in an hour and twenty minutes and then saw all the effort come to nought when it went again just up the road. He re-entered the Tuesday run, but retired from that as well.

10.30 am, Monday morning, rain sleeting out of a blank washed out sky. Pentti Airikkala to Chris Coburn, "Boss, have you 10p for coffee?!" He seemed to be the only one smiling that morning. It was snowing on high ground, there had been a blizzard on Drummond Hill that put visibility at a premium, and Colin Malkin had just got a maximum after a knuckle joint had sheered on the steering, pitching him off 2.4 miles into a snowy Craigvinean. Robin Eyre Maunsell stopped to tow him out but after Haugland went by it was Robin's turn to go off as his flexing rear axle (he had bent

Walfridsson on the first day. The Lancia built up an early lead before its unfortunate retirement.



The high road. The low road. The winning road. That's Vauxhall.

1975 International Scottish Rally

Vauxhall wins:

No 1 in Group 1.

1st: Class 4 (Gp 1 cars over 2000cc)
16th overall.
(PAUL FAULKNER & MONTY PETERS)

Vauxhall Magnum 2300 Coupé

Subject to official confirmation.

Time after time, Vauxhall are winning. On the rally circuit and on the race track, club to international. It's proof of the excellence of the cars. Their reliability. Their immense strength. Their great performance and handling.

The fact that a Vauxhall needs less preparatian for rallying or racing than most other makes of car, is a clear indication of the excellence built into every one of today's Vauxhalls. And it shows. In rustproofing that's widely acknowledged in the motoring press to be unusually thorough. In good fuel economy. In a high level of standard equipment.

Rally and race preparation are also made especially easy too, thanks to the wide range of DTV Spart parts and the helpful advice of Vauxhall Sport Dealers. So come in and look us over. You could be a winner too.

DTV Castrol

Dealer Team Vauxhall

With Robin Eyre Maunsell sidelined early, Paul and Monty successfully cleaned up Group 1 for DTV.

the second one) was having the effect of applying the brakes at random. Malkin then tried to reverse the procedure but a brief look at the angle of his front wheels prompted the G1 crew to tell him to go on alone. There was one G2 Vauxhall left in the hunt and George Hill had kept it in the top ten throughout all the dramas of the night. He had had to drive six miles on a stage with a puncture and a broken shock absorber and he had blistered hands to prove it. The pounding dealt out to the suspension put the track out and in running very late he was being consistently baulked on stages. The order at the Gleneagles breakfast halt had been Clark 131.13, Brookes 132.43, Pond 132.50, and Coleman 133.34. Nigel Rockey left the breakfast halt in fifth place just half a minute down. He had been driving steadily and quickly and looked set for a good placing. It was not to be however for it was found that the Pink Stamps Escort had checked out of the control 17 minutes early; an error which brought a crushing 30 minutes penalty. Ron Channon made an attempt to assert the status quo in Aviemore that night but the organisers were adamant and a disconsolate Nigel Rockey prepared to make his way home. "Piggy" Thompson was dealt a similar blow so he went spectating on Tuesday instead.

By comparison with everyone's dramas Roger Clark's "dilemmas" (a new headlight and a rear wheel spat) seemed trivial in the extreme. He was busy giving a lesson in total control; he had the Scottish by the scruff of the neck again and wasn't going to let it go now.

As they day wore on the incessant rain turned to squally showers, occasionally of sleet and often of snow, it was June after all . . . The final nail went into Leyland's "Scottish" coffin during the afternoon when Brian Culcheth left the road at high speed in the Dolomite on a blind brow 2½ miles into Kindrogan and planted it well off in the undergrowth after flying over a tree and down an embankment. An obviously very chastened Brian nevertheless had the rationale to comment dryly afterwards: "I attacked a 40 mph corner at 80 so I had a 40 mph accident!" After all the delays and punctures he had just managed to claw back into the top ten and was currently lying eighth overall. The car is seriously damaged as it landed upside down on a tree stump and then rolled several times before coming to rest. Meanwhile Billy Coleman had hit a deer on Devilla which upset him more than it damaged the car, and Tony Drummond was making his first appearance in the top ten. He had been slowly getting used to the new beast with its hydraulic handbrake and was now going well. They had had to change the rack after Kirroughtree when he clipped a rock and spun and there had been a problem with the engine stalling, rectified by re-balancing the carburetters, but he was much happier with the way things were going.

Servicing was available at the Aviemore Centre for some time prior to cars being driven over to parc fermé, and it was the scene of frantic activity, principally in the DOT camp where there was at last a time to correct Tony Pond's front suspension and rebuild Ari Vatanen's car. Dan Grewer was also hard at work on his Ascona changing the gearbox, as he had done the last few stages without a clutch, and Chris Wathen was heavily involved in a problem that being acquainted with made no easier to solve. His front brakes had been locking on right from the start, and he had finally concluded that a nut was not allowing a brake piston to retract, jamming the brake on and boiling the fluid, thus depriving him of stopping power. He was not going to find a solution that night. Russell Brookes had wheel bearing maladies and a bent rear radius arm and John Taylor had a migraine, not to mention that transmission. It had indeed been a hard road, but the bars stayed open late and there was a lot to talk about . . . the leisurely jaunt in the morning for a start. That evening the order read: Clark 176.19, Brookes 178.54, Coleman 179.01, Pond 179.16, Makinen 180.51, Taylor 181.43, Drummond 185.52, Vatanen 186.01, Hill 186,37 and Sclater 186.55.

After a damp and dreary start, Scotland decided to cease waging war against its home event and the sun shone frequently on Tuesday. It was a day of blustery winds, intense competition, speed traps, cleaning stages, and accidents; principal among the latter were incidents that befell John Taylor, George Hill and the Samsons. John got the power on a fraction too early on a square right in Monaughty 1 and he finished up on the edge of a drainage ditch, the car sitting on the sumpguard and the rear axle with all four wheels off the ground and the nearest spectators miles away. Eventually three or four arrived in response to horn-blowing and they "shoehorned" the Escort back on the track with the help of a fallen tree. He acquired a maximum, dropped down to 12th, but fought back hard to finish a strong 10th. George Hill got his maximum in Whiteash where he was caught out by a long tightening lefthander. The car however was undamaged and the crew finally finished 17th. The dice for the substantial private entrants prize produced some really frenetic motoring, and favourites to take the award, the Samsons, rolled backwards down a firebreak in Whiteash but still held onto their lead as others attempted to imitate them. Alan Arneil, in his enthusiastic attempts to get on terms, went off twice in the morning, damaging the back axle on Newtyle and choosing the last esses on Whiteash for his second escapade. At the Keith main control a beaming Chris Wathen summed up nearly everyone's morning: "We've had a few moments today!" He arrived backwards at the quarry on Monaughty 2 and his irratic brakes were spinning him all over the place. Russell Brookes, having changed a strut and the rear spring shackles, gave his service crew some tense moments when on his departure from a service point, they found the gearbox drain plug lying in the road. Unknowingly, Russell then did a stage and 15 road miles with no oil in the transmission before they could replace it. Makinen, in much better form with his brakes sorted, was beginning to worry Tony Pond who was now concerned over an axle vibration, but while Tony worried, Clark continued serenely onwards, maintaining a cushion of over two minutes on Brookes, and two minutes was more than enough.

Perhaps the man of this particular meeting however was Ari Vatanen in his unsightly Ascona. The car finished the event with seemingly half the Scottish forests littering the interior as two yawning holes that opened up in the floor pan funneled in the stones. Driving a machine in which most competitors would not rate their chances high on a 12 car event he finished 8th overall after lying an incredible fifth at Dumfries and then going off for four and half minutes on Laurieston. He did 14 stages on one set of tyres and reckoned that this was what caused his off, as there was only time to change the rears at Dumfries . . . "I never realize before how important are tyres." The story goes that just prior to this 'moment,' his lucky troll which gyrates merrily from the interior mirror, fell onto the scuttle, and the car which was continually threatening to break up, was never quite the same. Overheating problems were originally caused by a faulty thermostat and the car went into parc fermé on Monday night without a headgasket. Tuesday was described by co-driver Richards as "11/10ths" and the shock registered on the faces of spectators would seem to substantiate this. Despite a broken exhaust on the last day and one of the most tired engines yet seen in a G2 rally car, the name Vatanen will not easily be forgotten.

So the rally to which everyone had been looking forward for two years was over. The result, predictable almost from the outset, was perhaps something of an anticlimax for all but the Ford Motor Company. The Scottish was as tough and enjoyable as ever and so was the carousing after. One is left to compare the results below with those on the Welsh . . . the reliability of the Datsuns, the driving of Pond, Brookes, Coleman, Sclater and Dawson, the continued superiority of the Fords, and above all, that man Roger Clark.

30th International Scottish Rally

1. R. Clark/J. Porter (Escort RS) 214.56 penalties;
2. R. Brookes/J. Brown (Escort RS) 244.13;
3. B. Coleman/D. O'Sullivan (Escort RS) 245.04;
4. T. Pond/M. Broad (Opel Ascona) 245.36;
5. T. Makinen/H. Liddon (Escort RS) 246.20;
6. T. Drummond/P. Boland (Escort RS) 253.19; 7. C. Sclater/M. Holmes (Datsun Violet) 254.55; 8. A. Vatanen/D. Richards (Opel Ascona) 255.01; 9. A. Dawson/A. Marriott (Datsun Violet) 257.06; 10. J. Taylor/G. Flemming (Escort RS) 258.32.

Group 1
Paul Faulkner /Monty Peters (Vauxhall Magnum).

SS 1 Glentress stage scrubbed owing to faulty timing.
SS 2 Cardrona 1. R. Clark 5.39; 2. T. Pond 5.42; 3. P. I. Walfridsson 5.44; 4. B. Taylor 5.46; 5. B. Bean and A. Vatanen 5.48.
SS 3 Elibank: 1. P. I. Walfridsson 2.33; 2. R. Clark, R. Brookes, and B. Bean 2.38; 5. T. Makinen 2.39.
SS 4 Craik 1. P. I. Walfridsson 6.23; 2. W. Sparrow and T. Pond 6.36; 4. J. Taylor 6.37; 5. T. Makinen 6.38.
SS 5 Castle O'er 1. P. I. Walfridsson 4.13; 2. T. Makinen 4.19; 3. A. Cowan 4.12; 4. W. Sparrow 4.21; 5. B. Coleman 4.23.
SS 6 Twiglees 1. P. I. Walfridsson 6.45; 2. R. Clark 6.52; 3. T. Makinen 6.53; 4. T. Pond 6.54; 5. A. Vatanen 6.55.
SS 7 Ae 1 1. R. Clark 2.19; 2. P. Airikkala and T. Pond 2.20; 4. T. Makinen, R. Brookes and J. Taylor 2.21.
SS 8 Ae 2 1. R. Clark 5.01; 2. T. Pond 5.05; 3. N. Rockey and R. Brookes 5.07; 5. A. Vatanen 5.09.
SS 9 Ae 3 1. R. Clark 7.23; 2. A. Vatanen 7.31; 3. T. Makinen 7.32; 4. P. I. Walfridsson and R. Brookes 7.33.
SS 10 Mabie 1. R. Clark 4.12; 2. R. Brookes and A. Vatanen 4.13; 4. P. Airikkala and M. Grierson 4.14.
SS 11 Dalbeattie 1. T. Pond 10.59; 2. R. Clark 11.07; 3. J. Taylor 11.09; 4. B. Coleman 11.16; 5. P. Airikkala 11.17.
SS 12 Glengap 1. R. Clark and R. Brookes 7.31; 3. B. Coleman 7.32; 4 T. Pond 7.35; 5. P. Airikkala 7.36.
SS 13 Laurieston 1. R. Clark 2.27; 2. R. Brookes and T. Drummond 2.28; 4. B. Coleman, T. Pond and A. Arneil 2.29.
SS 14 Dundeugh 1. R. Clark 6.28; 2. T. Makinen 6.31; 3. R. Brookes 6.33; 4. B. Coleman 6.34; 5. T. Pond 6.40.
SS 15 Cairn Edward 1. R. Brookes 4.45; 2. T. Makinen 4.48; 3. T. Pond 4.49; 4. R. Clark 4.53; 5. J. Taylor 4.54.
SS 16 Bennan 1. R. Brookes 12.22; 2. R. Clark 12.32; 3. B. Coleman 12.44; 4. T. Pond 12.48; 5. N. Rockey 12.52.
SS 17 Kirroughtree 1. R. Clark 2.46; 2. N. Rockey and T. Pond 2.50; 4. T. Makinen, B. Coleman and C. Sclater 2.53.
SS 18 Glentrool 1. N. Rockey and R. Brookes 4.00; 3. T. Pond 4.03; 4. R. Clark and J. Taylor 4.04.
SS 19 Drumjohn 1. R. Brookes 10.46; 2. B. Coleman 10.53; 3. R. Clark 10.54; 4. B. Culcheth 11.05; 5. N. Rockey 11.07.
SS 20 1. B. Culcheth 3.26; 2. B. Coleman and P. Airikkala 3.29; 4. R. Clark, N. Rockey and R. Brookes 3.31.
SS 21 Carron 1. B. Coleman 7.25; 2. T. Pond 7.29; 3. R. Clark and N. Rockey 7.30; 5. R. Brookes 7.31.
SS 22 Derilla 1. N. Rockey 3.44; 2. C. Sclater and T. Pond 3.45; 4. R. Clark 3.46; 5. A. Vatanen 3.47.
SS 23 Blairadam 1. R. Clark and R. Brookes 5.51; 3. N. Rockey 5.52; 4. T. Makinen 5.55; 5. J. Taylor 6.00.
SS 24 Glendevon 1. R. Clark, B. Coleman, N. Rockey and J. Taylor 2.43; 5. T. Makinen 2.46.
SS 25 Keillour 1. T. Makinen 3.29; 2. R. Clark 3.31; 3. N. Rockey 3.32; 4. B. Coleman and R. Brookes 3.35.
SS 26 Drummond Hill 1. R. Clark and B. Coleman 7.52; 3. R. Brookes 7.53; 4. T. Makinen and N. Rockey 7.56.
SS 27 Craigvinean 1. R. Clark 7.53; 2. B. Coleman 7.56; 3. R. Brookes 7.59; 4. T. Makinen and T. Pond 8.02.
SS 28 Ladywell 1. N. Rockey 4.12; 2. R. Clark 4.13; 3. R. Brookes 4.14; 4. T. Makinen 4.17; 5. T. Pond 4.20.
SS 29 Strathardle 1. R. Clark 8.59; 2. R. Brookes 9.01; 3. B. Coleman 9.05; 4. N. Rockey 9.16; 5. T. Makinen 9.18.
SS 30 Kindrogan 1. B. Coleman 4.29; 2. R. Clark 4.31; 3. R. Brookes 4.33; 4. J. Taylor 4.39; 5. N. Rockey 4.43.
SS 31 Tummel 1. R. Brookes 7.56; 2. R. Clark 8.07; 3. B. Coleman 8.08; 4. T. Drummond and J. Taylor 8.16.
SS 32 Culbin 1. R. Clark 9.35; 2. R. Brookes 9.40; 3. T. Makinen 9.45; 4. B. Coleman 9.50; 5. T. Pond 9.52.
SS 33 Newtyle 1. T. Makinen and J. Taylor 3.41; 3. B. Coleman and T. Pond 3.43; 5. R. Clark 3.47.
SS 34 Monaughty 1. Nineteen cars cleaned the stage.
SS 35 Monaughty 2 seventeen cars cleaned the stage.
SS 36 Teindland 1. R. Clark 4.18; 2. T. Makinen 4.21; 3. R. Brookes 4.25; 4. G. Hill 4.27; 5. B. Coleman and J. Taylor 4.32.
SS 37 Whiteash 1. R. Clark 3.30; 2. T. Makinen 3.33; 3. B. Coleman 3.37; 4. J. Taylor 3.38; 5. D. Heggie 3.39.
SS 38 Ordiequish 1. R. Clark and T. Makinen 6.26; 3. B. Coleman 6.27; 4. R. Brookes 6.34; 5. J. Taylor 6.39.
SS 39 Bin 1 1. R. Brookes 6.00; 2. T. Pond 6.10; 3. R. Clark and T. Makinen 6.14; 5. B. Coleman 6.19.
SS 40 Bin 2 1. R. Brookes and J. Taylor 2.10; 3. T. Pond 2.11; 4. R. Clark and T. Makinen 2.12.
SS 41 Gartley Moor 1. R. Brookes 3.05; 2. T. Makinen and T. Pond 3.10; 4. B. Coleman, J. Taylor and A. Vatanen 3.11.
SS 42 Clashindarroch 1. B. Coleman 7.44; 2. R. Brookes 7.46; 3. T. Pond 7.50; 4. T. Makinen 7.51; 5. R. Clark 7.53.
SS 43 Glenivet 1. A. Vatanen 2.42; 2. T. Pond 2.45; 3. T. Makinen and B. Coleman 2.46; 5. C. Sclater 2.49.
SS 44 Inshriach 1. T. Makinen 331; 2. T. Drummond and A. Vatanen 3.36; 3. R. Clark and B. Coleman 3.40.

1975 SCOTTISH RALLY

Winners of the Group One Award

PAUL FAULKNER/ MONTY PETERS

Vauxhall Magnum
Congratulations from D.T.V.

We wish to Congratulate
PAUL AND MONTY
for another magnificent result in the
RYLAND PREPARED D.T.V. GROUP 1 MAGNUM

RYLAND GROUP

Main Vauxhall/Bedford Dealers

Birmingham's only D.T.V. Sport Part Dealers
Ryland Street
Birmingham B16 8BT
Telephone: 021-454 8111

Congratulations!

CANNING DAY LTD.

SOUTH STREET
NEWPORT
ISLE OF WIGHT

Tel.
098-381 2218

Congratulations from

Mc GREGOR GARAGES LTD.

STATION ROAD
POULTON
Telephone: 0253 88 4607

Main Vauxhall Dealers

Main D.T.V.
Sport part dealers in North West

Leedhams

(YORK) LIMITED

ROUGHIER ST., LENDEL BRIDGE
YORKS. TEL. 0904 25444

Would like to congratulate Vauxhall on their success

Congratulations!

from

NASH OF CARDIFF

Sloper Road
Cardiff CF1 8TE

Tel. 0222 387221

Bentleys OF SHEFFIELD

Vauxhall and Bedford Main Dealers for Sheffield & District

YOUR D.T.V. DEALER FOR SHEFFIELD AND DISTRICT

BENTLEY OF SHEFFIELD
Savile Street
Sheffield 4

Tel. 29281 (STD 0702)

Gerry Marshall takes the lead at the start of the second super saloon heat. Collier, Birrane, Poole and Dryden follow.

MONDELLO PARK

Marshall the monarch

Gerry Marshall scored his first victory in the new DTV/Castrol Vauxhall Firenza at Mondello Park on June 2, literally dominating the two parts of the Motorcraft Trophy feature race with the impressive 5-litre Repco V8-powered superloon. And by cutting 1.6 seconds off the two years old saloon record, set by Frank Gardner in the famous SCA Freight Camaro, Big Gerry gave formal notice that there is more to come when "Baby Bertha" is fully developed. A Mondello lap time of under the magic minute (for saloons, that is) is Gerry's forecast for the big Firenza, but the lurid suggestion of 140 mph slides through Woodcote at the Silverstone GP Meeting in July brought the simple reply, — "I'm getting too old for that sort of carry on"! The very big crowds at this Co Kildare MC Meeting were naturally disappointed that Alec Poole was unable to challenge Marshall — a drive shaft broke on Derek McMahon's Skoda-BDG as the flag fell to start the first race, and the Irishman was left sitting motionless in the middle of the front row of the grid. Arthur Collier drove a steady and calculated race to claim a highly creditable second on aggregate with his 5-litre Skoda, with Scotland's Bill Dryden third overall in the DTV/Castrol Vauxhall Firenza.

Proof positive that the Mondello fans really enjoy good saloon racing was the super crowd attracted by a round of the Tricentrol Super Saloon Championship at this Irish Whit Monday outing. The heat wave weather of the previous few weeks gave way to windy and showery conditions for this meeting, and a somewhat shattered Gerry Marshall arrived for morning practice feeling rather seedy after a rotten flight from London in a light aircraft — "the crosswinds were so strong" said Gerry "that we had to land on opposite lock"! This experience did not deter him from rapidly slotting into the groove, and despite the unfavourably windy weather, Marshall and Poole were under the record of 1m 2s, with Marshall on pole at 1m 0.2s and Poole clocked at 1m 0.6s.

The Motorcraft Trophy, divided into two 15-lap races and with results based on aggregate, could easily have been spoiled by the weather but fortunately it was dry for both races. Arthur Collier made the best start in the first race, chased into Shell by Gerry Marshall, and Marshall drew alongside the Skoda-Chevrolet to take the lead on the outside of the following BP left-hander. With Poole out, the race settled into a processional pattern; Marshall got down to 60.8s on lap 3 and then eased off to finish with 18.2s to spare over Collier. Martin Birrane trundled around in the 6.0 Adlards Capri V8 to finish 6.6s down on Collier and 4.8s in front of Bill Dryden in the 2.3 Firenza. Mattie McNamara in his Escort-FVC pulled away from Rosemary Smith's similar Escort, "Rosebud" holding off Fred Hall's Escort-BDA by 2.6s after a good dice. Alan Minshaw's Daf-Oldsmobile finished a troublesome eighth, a lap down.

The second race, actually the final race of the afternoon, saw Collier making another demon start and again Marshall took the lead on the outside of BP bend, where Big Gerry effectively sailed through the door left open by Collier. Already Alec Poole was third, from the back of the grid, very close to Marshall, Collier and Birrane and just in front of Dryden; and at Esso he was between Collier and Birrane, but it was another lap before he slotted into second. Birrane got down to 1m 2s on lap 3 and then spun the big Capri coming out of Shell to drop himself out of the prize money. Rosemary Smith was forced to spin the Unwins Escort at Castrol when oil got onto her back tyres. With headlights flashing, as a result of a wiring fault, Dryden took over third place when Collier let him through, knowing that he was now secure in second position on aggregate.

Ou lap 9, Poole got down to 1m 0.8s to equal Marshall's record, but on the following lap the Vauxhall driver cut this to a new record of 1m 0.4s. It would have made no difference to the overall placings had Poole taken Marshall, but there was no way the screaming little 2.0 Skoda-BDG could catch the 5.0 Vauxhall-Repco, and Marshall went on to win by 1.8s, taking 6s less to complete the 15 laps this time. Third man Dryden was a long way back, with Collier just a second behind in fourth spot, and McNamara was the last to go the full distance. Hall, Birrane and Minshaw only got in 14 laps.

On aggregate Marshall had 52.8s in hand over Collier and was over a minute in front of Dryden, all of which goes to show the supremacy of Marshall and "Baby Bertha". Big Gerry kept his best performance until much later that day, when he topped off some gymnastic head-over-heels rolls by carrying the portly "heskethian" figure of Big Derek McMahon on his shoulders around the Mondello clubhouse.

Racing opened with the modsports race, won by John Gale from the ever improving Denis McCarthy and Tom Jenkinson. Only seven starters in the up to 1350 cc saloon race, and only two finishers, — Stee Griffin scoring his customary win in the Rolo Mini, with Cyril McCabe second. David Hall non-started his Imp, the new 1300 Carter engine blowing the gearbox apart; and amongst the retirements were Conor Linehan, John Deery, Maurice Mitton and Michael Dillon, the latter rolling his Mini.

The Formula Ford race produced the usual big grid and the usual close dices, with the exception of winner Eddie Jordan who got away well from the pack to win well in his Crossle 30F from Derek Daly (25F), with Harry Acheson third in his 30F from Trevor Templeton in a Lotus 69F.

For ten laps the Formula Atlantic race order was John Pollock in Gerry Kinnane's Chevron 27 from Patsy McGarrity in his B29 and Des Donnelly in his March 73B. As this flying trio closed on each other there was a big moment at Duckhams, which resulted in McGarrity sending Pollock into a spin. Donnelly then closed right up on McGarrity, but wee Patsy always had that vital advantage to win by 1.2s, while Pollock recovered to finish third in front of Harold McGarrity's similar B25 and Damien Magee in the Crossle 22F bought that day by Monkey Brown and Bill Gowdy.

John Keaney scored an easy Super Sports win in The Steering Wheel Pub Gryphon C73/4 from English U2 drivers Steve Russell and Peter "De General" Evans; and Derek Shortall, delayed through battery trouble, set a new record of 58.4s in the Vista Gryphon C74, two-fifths of a second off the previous class best by Noel Stanbury, Frank Sytner, Eddie Regan, Keaney and himself. Alan "Plum" Tundall notched up his first Mondello Showroom/G1 saloon win in the Onsala 2.3 Vauxhall Magnum Coupe from Frank O'Rourke who gave hard chase in the Dealer Opel Fire Ascona 1900. Robert Ward's Dolomite Sprint blew the cylinder head gasket on the line, and he persevered until he finally had to call a halt with only a lap to go.

BRIAN FOLEY

Motorcraft Trophy, Tricentrol Super Saloon Championship Round, part 1 (15 laps): 1, Gerry Marshall (5.0 Vauxhall Firenza-Repco), 15m 35.2s, 71.60 mph; 2, Arthur Collier (5.0 Skoda-Chevrolet), 15m 53.4s; 3, Martin Birrane (5.0 Ford Capri), 16m 00.0s; 4, Bill Dryden (2.3 Vauxhall Firenza), 16m 04.8s; 5, Mattie McNamara (2.0 Ford Escort-FVC), 16m 18.4s; 6, Rosemary Smith (2.0 Ford Escort-FVC). **Fastest lap:** Marshall, 1m 00.8s, 73.42 mph.

Super Saloons, part 2 (15 laps): 1, Marshall, 15m 29.2s, 72.06 mph; 2, Alec Poole (2.0 Skoda-BDG), 15m 31.0s; 3, Dryden, 16m 02.8s; 4, Collier, 16m 03.8s; 5, McNamara, 16m 29.6s; 6, Fred Hall (2.1 Ford Escort-BDA), 14 laps. **Fastest lap:** Marshall, 1m 00.4s, 73.91 mph. **(record).**

Super Saloons, Aggregate (30 laps): 1, Marshall, 31m 04.4s, 71.77 mph; 2, Collier, 31m 57.s; 3, Dryden, 32m 07.6s; 4, McNamara, 34m 48.0s; 5, Birrane, 29 laps; 6, Hall, 29 laps.

Modsports (10 laps): 1, John Gale (1.3 MG Midget), 11m 53.4s, 62.57 mph; 2, Denis McCarthy (1.3 MG Midget), 11m 56.0s; 3, Tom Jenkinson (1.3 MG Midget), 12m 17.6s; 4, Morgan Dempsey (1.3 MG Midget), 12m 38.0s; 5, Mick Fitzsimmons (1.5 Triumph Spitfire), 12m 39.2s; 6, Liam Walker (1.3 MG Midget), 9 laps. **Fastest lap:** Gale, 1m 09.2s, 64.51mph.

Saloons, up to 1350 cc (10 laps): 1, Stee Griffin (Mini), 11m 49.4s, 62.93 mph; 2, Cyril McCabe (Mini), 12m 06.4s; No other finishers. **Fastest lap:** Griffin, 1m 08.2s, 65.45 mph.

Formula Ford (15 laps): 1, Eddie Jordan (Crossle 30F), 16m 24.4s, 68.02 mph; 2, Derek Daly (Crossle 25F), 16m 32.8s; 3, Harry Acheson (Crossle 30F), 16m 40.0s; 4, Trevor Templeton (Lotus 69F), 16m 55.0s; 5, Brian Lennox (Hawke DL11), 17m 16.8s; 6, Michael Roe (Hawke DL12), 17m 29.6s. **Fastest lap:** Templeton, 1m 03.2s, 70.63 mph.

Formula Atlantic (15 laps): 1, Patsy McGarrity (Chevron B29), 14m 17.8s, 78.07 mph; 2, Des Donnelly (March 73B), 14m 19.0s; 3, John Pollock (Chevron B27), 14m 23.0s; 4, Harold McGarrity (Chevron B27), 14m 36.0s; 5, Damien Magee (Crossle 22F), 14m 38.6s; 6, Ken Fildes (Lotus 69), 14m 48.0s. **Fastest lap:** P. McGarrity and Pollock, 56.0s, 79.71 mph.

Super Sports (10 laps): 1, John Keaney (Gryphon C73/4), 10m 00.6s, 74.33 mph; 2, Steve Russell (U2 Mk 15), 10m 09.8s; 3, Peter Evans (U2 Mk 15), 10m 25.6s; 4, Derek Shortall (Gryphon C74), 10m 27.6s; 5, Richie Conroy (Gryphon C73/4), 10m 28.2s; 6, Mike Martin (Sizzler Mk. 2), 10m 48.0s. **Fastest lap:** Shortall, 58.4s, 76.44 mph **(record).**

Group 1 Saloons (10 laps): 1, Alan Tyndall (2.3 Vauxhall Magnum Coupe), 13m 06.4s, 56.77 mph; 2, Frank O'Rourke (Opel Ascona 1900), 13m 08.0s; 3, Joe Fitzgibbon (Ford Capri 3000), 13m 32.4s; 4, Dermot Faulkner (BMW 2002TII), 13m 33.6s; 5, Jack Wilson (Honda Civic), 13m 48.8s; 6, John L'Estrange (Fiat 124), 13m 55.0s. **Fastest lap:** Tyndall, 1m 16.8s, 58.13 mph.

Prix SEE Motor EVERY WEEK Motor

John Morrison plants his wingless FSV Supernova into an early lead followed by Bruce Venn and strong challenger Mike Young (right).

SILVERSTONE

SuperVee record smashed

Glorious weather and mainly full grids were the order of the day at Snnday's BARC (NT) Silverstone. The main race of the day, the National Organs Clubmen's saw yet another win for Geoff Friswell's U2 Mk16, but only after pole man Noel Stanbury could not start his Gryphon. 'Super Noel' carved through to fifth, fastest lap and APG Man of the Meeting. A number of new lap records were established, the biggest improvement being Mike Young's Formula Super Vee which was 2.6s under the old record. A spin by Young reduced his victory chances, John Morrison winning. Forward Trust Special Saloon wins were recorded by Ian Richardsun and John Homewood, Jim Walsh took the BAF FF round and Brian Rice the Britax Production Saloon qualifier.

A sparse fifteen car grid came out for the two larger classes of the FT Special Saloon qualifier. Despite problems with setting up the new fuel injection on his Corvair, Ian Richardson never looked like losing the lead and he took a relaxed "test drive" to win. Behind, Brian Cutting in Terry Van Der Zee's supercharged Escort-Oldsmobile battled furiously with Baillie Russell's Camaro until the Escort driver ran out of brakes and spun avoiding a stationary backmarker in the middle of Woodcote. No serious damage was caused but he retired on the spot after setting fastest lap. Dave Millington (Brook Hire Firenza) and Geoff Wood's twitchy Escort came home third and fourth. Graham Goode's Autocare Escort looked set to take the 1300 class until gearbox maladies sidelined him giving the class to Phil Winter from a close Peter Crouch.

Another fifteen car grid followed — this time for the Super Vees. Right from the start the lead battle was between Mike Young's Wallspan Modus and John Morrison's Supernova Throughout it could have been either's race, both drivers handling their cars superbly. Until the last lap that is, when leader Young spun at Becketts letting Morrison win. Young recovered to take second from Bruce Venn's Elden. Peter White (Royale RP19) who started from the back grid. and Ronnie Grant (Taurus) who would have been higher but for a terrible attack of understeer.

Jim Walsh showed he is putting his spinner reputation behind him by dominating the BAF FF round from the front sliding his Hawke DL12 in fine style, three or four seconds clear of the bunch. justifying the use of his double point joker. A safe second place was taken by Chris Skellern (Crossle 30F) after breaking away from the pack at half distance. The real battle was for third and contained six cars until David Heale spun his Dulon at Copse on the ninth lap and broke the group up. As it was, Terry Fisher (Merlyn Mk 25) grabbed third from Richard Wills (MRE 73F) and Lee Wroe-Johnson (Rostron CT3) with Derek Warwick, Rick Morris and fastest lap man Lou de Marco (all in Hawke DL12s) just behind.

The smaller FT Saloons provided some fine battles with Jeff Ward and John Homewood disputing the lead. Local man Ward led initially but Brands expert Homewood was pressing and went ahead at half distance, proceeding to make full use of the back markers to hold on and win. Both drivers shared a new class lap record. Behind, Andrew Hartwell (Imp) held off Basil Dagge's similar car for third. Next up should have been the 850 leader Roger Gill (Imp), but he retired on the last lap giving victory to Geoff Gilkes, first time out in his Mini-Imp. Both Gill and Gilkes share a new class lap record. Mike Kirby was second 850 from a very unhappy Charles Bernstein who lost his first race of the season.

The non-qualifying FFs were next out and, despite fuel starvation, David McClelland's Nike led throughout. John Skinner (Dulon MP15) and Peter Williams (Hawke DL11) had a race long duel for second with Stuart Williams (Merlyn Mk20A) fourth.

A packed grid of Britax Production Saloons were guaranteed to provide excitement — and they did. At the front though, the inevitable Camaros lumbered away. Brian Rice taking the cars International version to a comfortable win (and new class lap record) over John Brindley and David Howes (out in Barrie Boult's car). Jock Robertson again drove impressively to fourth and first in the Mazda class from "Jean Pierre Aux" who continued despite having his passenger door smashed open by Bill Sydenham at the start. Next up, Sydenham was trying to out-marshall Gerry Marshall by applying sideways motoring in front of the Vauxhall star, but failed as Gerry nipped inside him on the line. Marshall was reported by the observers for using the pit road at Woodcote three times, but was unpenalised. Marshall, of course, won his class after Marc Smith retired his Capri. Tony Stubbs took the least expensive class in his Lada.

The main race, over fifteen laps, for National Organs Clubmans cars closed the day. Noel Stanbury's Zerostat Gryphon was on pole but would not start so Geoff Friswell (U2 Mk 16) was unchallenged as he soared into the lead over John Davis' Gryphon C73, Peter Cooke's Harrison Mk7 and Ray Mallock in Caldwell Smythe's U2 Mk 16. Despite worrying that he was on the wrong compound Goodyears, Friswell maintained his lead throughout, driving the mature, smooth race we expect, to win by 6.6s. After an early challenge by Ruari Gillies (Gryphon 74A), John Davis held second despite heavy pressure from third man Mallock. Gillies was fourth from Creighton Brown (U2 Mk17), the recovered Stanbury, who drove an inspired race, and Peter Lovett in the ex-Cresswell Phantom P73. Peter Cooke spun off at Becketts on lap eleven. The FF engined class was another win for Nick Adam's U2 Mk 14, which also set a new lap record, from Alex Ferrada (U2 Mk 16) and Nick Scott (U2 Mk IIB/14), who lost sparring partner Chris Greville-Smith (Phantom P75B) with water pump trouble.

PETER RICHINGS

Forward Trust Special Saloon championship round (10 laps): Overall and over 1300cc: 1, Ian Richardson (8.1 Chevrolet Corvair), 10m 20.2s, 93.34mph; 2, Baillie Russell (6.0 Chevrolet Camaro), 10m 21.4s; 3, Dave Millington (2.3 Vauxhall Firenza), 10m 37.0s; 4, Geoff Wood (1.8 Ford Escort), 10m 44.8s. **Fastest lap:** Brian Cutting (3.5 Ford Escort), 1m 0.2s, 96.16mph. **1001-1300cc:** 1, Phil Winter (1.3 Cooper S), 84.78 mph; 2, Peter Crouch (1.3 Cooper S); 3, Tony Pearce (1.3 Cooper S). **Fastest lap:** Graham Goode (1.3 Ford Escort), 1m 5.8s, 87.98mph.

Formula Super Vee National Championship round (10 laps): 1, John Morrison (Supernova SSV75), 9m 53.4s, 97.55mph; 2, Mike Young (Modus 75SV), 9m 58.6s; 3, Bruce Venn (Elden RS) 10m 1.4s; 4, Peter White (Royale RP16), 10m 2.8s; 5, Ronnie Grant (Taurus M24), 10m 6.4s; 6, Mike Catlow (Supernova BH3), 10m 12.0s. **Fastest lap:** Young, 58.0s, 99.81mph (**record**).

British Air Ferries Formula Ford championship round (10 laps): 1, Jim Walsh (Hawke-Scholar D212), 10m 50.8s, 88.95mph; 2, Chris Skellern (Crossle-Scholar 30F), 10m 55.4s; 3, Terry Fisher (Merlyn Mk 25), 10m 57.8s; 4, Richard Wills (MRE73F), 10m 57.8s; 5, Lee Wroe-Johnson (Rostron-Scholar CT3), 10m 57.8s; 6, Derek Warwick (Hawke DL12), 11m 0.8s. **Fastest lap:** Lou de Marco (Merlyn Mk29), 1m 3.8s, 90.73mph.

Forward Trust Special Saloon championship round (10 laps): Overall and 851-1000cc: 1 John Homewood (1.0 Hillman Imp) 11m 13.4s, 85.96mph; 2, Jeff Ward (1.0 Hillman Imp), 11m 15.0s; 3, Andrew Hartwell (1.0 Hillman Imp), 11m 42.2s; 4, Basil Dagge (1.0 Hillman Imp), 11m 44.4s. **Fastest lap:** Homewood and Ward, 1m 6.2s, 87.44mph (**record**). **Up to 850cc:** 1, Geoff Gilkes (850 Mini-Imp), 81.39mph; 2, Mike Kirby (850 Hillman Imp); 3, Charles Bernstein (850 Mini). **Fastest lap:** Gilkes and Roger Gill (850 Hillman Imp), 1m 9.2s, 83.65mph (**record**).

Formula Ford (10 laps): 1, David McLelland (Nike), 11m 4.2s, 87.15mph; 2, John Skinner (Dulon MP15), 11m 7.4s; 3, Peter Williams (Hawke DL11) 11m 10.4s; 4, S. G. Williams (Merlyn Mk20A), 11m 15.0s; 5, Jonathan Copson (Crossle 16F), 11m 24.4s; 6, Roy Prescott (Van Diemen RF74), 11m 25.2s. **Fastest lap:** Peter Williams and Skinner, 1m 5.4s, 88.51mph.

Britax Production Saloon Car Championship round (10 laps): Overall: 1 Brian Rice (5.7 Chevrolet Camaro), 11m 56.8s; 2, John Brindley (5.7 Chevrolet Camaro), 12m 9.6s; 3, David Howes (5.7 Chevrolet Camaro), 12m 13.6s; 4, Jock Robertson (2.0 Mazda RX3), 12m 46.4s. **£2,300 and over:** 1, Rice; 2, Brindley; 3, Howes. **Fastest lap:** Rice, 1m 9.8s, 82.93mph (**record**). **£1,700-£2,299:** 1, Gerry Marshall (2.3 Vauxhall Magnum); 2, Stuart Patterson (3.0 Ford Capri); 3, Jeff Allam (2.3 Vauxhall Magnum). **Fastest lap:** Marc Smith (3.0 Ford Capri), 1m 15.6s, 76.57mph. **£1,300-£1.699:** 1, Robertson; 2, Jean-Pierre Aux (2.0 Mazda RX3); 3, Bill Sydenham (2.0 Mazda RX3). **Fastest lap:** Robertson; 1m 15.4s, 76.77mph. **Up to £1,299:** 1 Tony Stubbs (1.2 Lada); 2, Tim Dodwell (1.3 Mini GT); 3, Peter Jopp (1.3 Mini GT). **Fastest lap:** Stubbs, 1m 23.8s, 69.08mph.

National Organs Clubmans Sports Championship round (15 laps): Overall and 1001-1600cc modified: 1, Geoff Friswell (Mallock U2-Hart Mk16), 14m 36.0s, 99.12mph; 2, John Davis (Gryphon-Holbay C73), 14 42.6s; 3, Ray Mallock (Mallock U2-Swindon Mk16), 14m 44.0s; 4, Ruari Gillies (Gryphon-Holbay C74A), 14m 49.2s. **Fastest lap:** Noel Stanbury (Gryphon-Swindon C74A/75), 57.0s, 101.56mph. **Formula Ford engined:** 1 Nick Adams (Mallock U2-Holbay Mk14), 89.83mph; 2, Alex Ferrada (Mallock U2-Darron Mk16); 3, Nick Scott (Mallock U2-Close Mk11B/14). **Fastest lap:** Adams, 1m 3.4s, 91.31mph (**record**).

ALFA ROMEO—WORLD CHAMPIONSHIP LEADERS

Pit stop for a winning Alfa

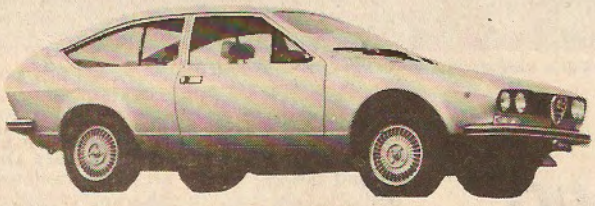
Alfa Romeo

SCOTLAND'S LARGEST STOCKISTS OF ALFA ROMEO

Immediate or early delivery of all models

HAMILTON BROS LTD
GLASGOW ROAD, PAISLEY
Telephone: 041-882 3221

FOR Alfa Romeo IN WEST RIDING



THE TRINITY GARAGE CO. LTD.
NORTHGATE, HUDDERSFIELD
TEL. HUDDERSFIELD (0484) 20822
Always a selection of used cars
Spares — After sales service — Demonstration car available

Alfa Romeo
IN YORKSHIRE
ALWYN KERSHAW
Leeman Road, York
To see and test drive the fabulous range of
ALFA ROMEO
TEL: 0904 22772
SALES — SERVICE

MARIO DE LIOTTI
203-205 STRATFORD ROAD
BIRMINGHAM 11
TEL: 021-772 0759
ALFA ROMEO Sales and Service
for Birmingham and West Midlands

IN EAST SCOTLAND
THINK OF
FISHER'S GARAGE
(EDINBURGH) LTD.
22 CANNING STREET, EDINBURGH 3
TEL: 031-229 5561
Alfasud, 2000, Alfetta, Montreal
Early delivery all models. Delivery ex stock
Ring up and get a quote

Alfa Romeo for MIDDLESEX
TOOMBS OF STAINES LTD.
THE ALFA PEOPLE
LALEHAM ROAD, STAINES
Staines (81) 51927
Sales, Service, Spares

WHITE GARAGE
ALFA ROMEO Dealer
in North England
WHARFDALE MOTOR CO. LTD.
LEEDS - OTLEY ROAD
POOL - IN - WHARFDALE
YORKS.
TEL: 097 335 2613

Lees scores a lucky one

Although the meeting was billed as the Simoniz Championship Car Races, it was the Formula Fords which provided some tremendous entertainment at Brands Hatch last Sunday. Battling for National Organs points they provided really close and in most cases, clean racing. Geoff Lees rather luckily scored maximum points after the leading trio tripped over themselves at two thirds distance. The Sevenoaks & District MC were only blessed with a small crowd, most spectators probably going to the end of the A20 to enjoy the gloriously hot sunshine.

The little Jerseyman Mike Blanchet scored a relatively easy win in the first of the two National Organs Formula Ford heats with his Crossle-Minister 30F, while South African Kenny Gray (Van Diemen) was assured of second place when Rod Bremner had a moment with his Crossle at the slippery Druids on lap six. However the second heat was one of the best Formula Ford races seen at the circuit for a long time. Aussie Jim Adamson did most of the leading with his Van Diemen including on the tenth and final lap. Rad Dougall was his main challenger, and in fact the South African did lead on the eighth and ninth laps. Just as a measure to how close it really was, 2.4s covered the first seven finishers.

The lead in the 15 lap final was contested chiefly by three cars, Gray, Dougall and Blanchet, the former leading until the seventh lap when Dougall took over. However all three disappeared in a cloud of dust on the outside of Clearways on the ninth lap, which handed the lead and nine National Organs points to Geoff Lees' Rob Roy Racing Royale-Minister RP21. Just over 3s behind was Adamson, while Fred Sigafoos (Jamun) pipped a recovered Gray by mere inches for third place. Dougall also recovered quickly to finish fifth, Blanchet having to retire on the spot after the spinnage.

The other major championship on the day's menu was for Simoniz Special Saloons. The smaller race had to be stopped after a lap when some of the midfield runners fell foul of the slippery Druids and partially blocked the track. On the rerun, Ray Calcutt led for two laps before his Alister Crawford Racing Imp spluttered to a halt which left the lead to John Schneider's Mini. His glory lasted for three laps before Mike Chapple's Imp took over. Chapple looked to have the race sewn up while lapping back markers, but Bill McGovern's Imp squeezed through at Kidney on the penultimate lap to win by 1.6s from Chapple and Schneider.

With no Marshall or Brodie, the big saloon race was a Whiting benefit. Zekia Redjep's Escort made a better getaway, but the All Car Equipe Escort led by Paddock, Redjep promptly spinning at Druids, together with the fastest 1300 Peter Baldwin (Mini-BDA). As Whiting romped away, Colin Hawker's Toleman's DF VW had a comfortable run in second place, his place never being in jeopardy, Redjep making no further progress after taking Tony Sugden's third place on the fifth lap.

The remainder of the programme was made up of lesser championship races. With Alan Baillie's Viking missing from the middle of the front row, pole man David Coombs romped away in the F1-looking Manta at the start of the Varley Batteries Monoposto Championship race. However his car only lasted a couple of laps before it hit trouble, and Paul Maxwell's Brabham BT21C took over the lead which he held to the end.

The Courage Historic Sports race was a doddle for David Ham's Lister Jaguar once the challenging Lotus II Le Mans Climax of Tony Goodwin spun at Druids on the tenth lap.

Graham Hill Racing employee Ian Flux led the Formula Vee Championship race for nine and nine tenths laps. Unfortunately his ShellSport Scarab went sick on the penultimate lap and Peter Wimhurst's Veemax reeled him in to take the chequered flag.

PAUL KING

National Organs Formula Ford 1600 Championship (heat 1) (10 laps): 1, Mike Blanchet (Crossle-Minister 30F), 9m 00.2s, 82.64 mph; 2, Kenny Gray (Van Diemen-Scholar RF75), 9m 01.2s; 3, Rob Wicken (Merlyn-Minister Mk 17A), 9m 02.6s; 4, David MacPherson (Dulon-CEC MP17), 9m 04.6s. **Fastest lap:** Gray 52.4s, 85.19 mph.

National Organs Formula Ford 1600 Championship (heat 2) (10 laps): 1, Jim Adamson (Van Diemen-Minister RF74), 9m 02.2s, 82.64 mph; 2, Rad Dougall (Royale-Scholar RP21), 9m 02.6s; 3, Geoff Lees (Royale-Minister RP21), 9m 02.6s; 4, Eddie Cheever (Dulon-Rowland MP17), 9m 03.0s. **Fastest lap:** Dougall, 52.8s, 84.55 mph.

Simoniz Special Saloon Car Championship up to 850cc and 851 to 1000 cc (12 laps): Overall and 851 to 1000 cc: 1, Bill McGovern (1.0 Sunbeam Imp), 11m 34.6s, 77.12 mph; 2, Mike Chapple (1.0 Hillman Imp), 11m 36.2s; 3, John Schneider (1.0 Mini), 11m 37.0s; 4, Steve Pattinson (1.0 Chug-a-Lug Mini), 12m 08.2s. **Fastest lap:** McGovern, 56.0s, 79.71 mph. **Up to 850 cc:** 1, David Enderby (850 Mini), 72.55 mph; 2, John Flack (848 Fibresports Mini); 3, Alan Humberstone (850 Mini). **Fastest lap:** Enderby, 1m 00.4s, 73.91 mph.

Varley Batteries Monoposto Championship (10 laps): 1, Paul Maxwell (Brabham-PMED BT21), 8m 50.4s, 84.17 mph; 2, Trevor Scarratt (Brabham-PMED BT21B), 8m 56.8s; 3, Brian Tolfrey (Anco-Ford), 9m 26.0s; 4, Julian Pratt (Merlyn-Ford Mk 11A), 9m 30.0s; 5, Geoff Toms (Fubar-URD T1), 9m 40.4s; 6, Geoff Jackson (Brabham-Ford BT21A), 9 laps. **Fastest lap:** Maxwell 51.2s, 87.19 mph.

Courage Historic Sports Cars up to and over 2000 cc, Road Sports Cars up to 1600 cc, 1601 to 2600 cc and over 2600 cc (12 laps): Overall: 1, David Ham (3.8 Lister Jaguar), 11m 58.4s, 74.57 mph; 2, Michael Weatherall (1.5 Lotus-15 Climax), 12m 07.0s; 3, Jeffrey Johnstone (1.2 Lotus II Le Mans Climax), 12m 07.4s; 4, Dr Tony Goodwin (1.1 Lotus II Le Mans Climax), 12m 15.4s. **Sports Racing Cars over 2000 cc:** 1, Ham; no other finishers. **Fastest lap:** Ham, 58.4s, 76.44 mph (**establishes record**). **Sports Racing Cars up to 2000 cc:** 1, Weatherall, 73.68 mph; 2, Johnstone; 3, Goodwin. **Fastest lap:** Goodwin, 57.8s, 77.23 mph (**establishes record**). **Road Sports Cars over 2600 cc: no starters. Road Sports Cars 1601 to 2600 cc:** 1, Simon Phillips (2.0 Frazer Nash Le Mans), 67.93 mph; 2, Roger MacPherson (2.0 Frazer Nash High Speed); 3, Anthony Smith (2.0 AC Ace Bristol). **Fastest lap:** Phillips, 1m 03.6s, 70.19 mph. **Road Sports Cars up to 1600 cc:** 1, John Lucas (1.6 Porsche 356), 61.52 mph; 2, Wayne Hardiman (1.6 Porsche 356A); 3, Sumner Standen (1.6 Porsche 356). **Fastest lap:** Alan Smith (1.6 Porsche 356A Carrera), 1m 09.8s, 63.95 mph (**record**).

National Organs Formula Ford 1600 Championship (final) (15 laps): 1, Lees, 13m 21.8s, 83.51 mph; 2, Adamson, 13m 25.0s; 3, Fred Sigafoos (Jamun-Lion T3C), 13m 26.0s; 4, Gray, 13m 26.0s; 5, Dougall, 13m 28.8s; 6, Mike Thompson (Rostron-ASD CT75), 13m 31.8s. **Fastest lap:** Dougall, 52.2s, 85.52 mph.

Simoniz Special Saloon Car Championship 1001 to 1300 cc and over 1300 cc (15 laps): Overall and over 1300cc: 1, Nick Whiting (2.0 Ford Escort FVC), 12m 53.6s, 86.56 mph; 2, Colin Hawker (3.0 DF VW), 13m 13.8s; 3, Zekia Redjep (2.0 Ford Escort Cosworth) 13m 20.4s; 4, Tony Sugden (1.8 Ford Escort BDE), 13m 32.4s. **Fastest lap:** Whiting, 50.2s, 88.92 mph. **1001 to 1300 cc:** 1, Terry Harmer (1.3 Cooper S), 79.28 mph; 2, Anthony Westbrook (1.3 Mini); 3, Iam Bax (1.3 Vickers Mini). **Fastest lap:** Peter Baldwin (1.3 Austin Clubman GT BDA), 53.8s, 82.97 mph (**equals record**).

National Formula Vee Championship (10 laps): 1, Peter Wimhurst (Veemax Mk 4D), 9m 14.8s, 80.46 mph; 2, Ian Flux (Scarab), 9m 15.6s; 3, Gordon Rae (Rae Special), 9m 34.8; 4, Alex Lowe (Variant Mk II), 9m 45.6s; 5, Alan Board (Austro) 9m 54.4s; 6, Graham Sinclair (McNamara), 9m 54.6s. **Fastest lap:** Flux, 53.8s, 82.97 mph (**equals record**).

Meacham's classic entertainment

Classic saloons headed the entertainment at the co-promoted London CC/Romford Enthusiasts CC sunny Snetterton meeting last Sunday. Overall victory went to Bob Meacham's Jaguar Mk 2 after a race-long struggle with the Lancia B20 of Peter Jackson.

Lone F4 entry Eddie Heasell (Brabham BT38C) won the opening race with Brian Turner's Lotus 51C, yes, 51C, taking the FF class and John Bryning winning the Formula Junior section by over a minute in his Lotus 20.

Graham Wenham led the Mini 7s all the way, hounded by Jim Mancey, after fellow front row men Graham Woskett, retired with a broken gear linkage, and Dick Williams.

Phil Lloyd (Navajo), won the F1300 event by just 0.2s regaining his lead, after an earlier mistake, on the penultimate lap. Vic Waterhouse was second, well clear of both Peter Lloyd (Nomad) and his sparring partner Bill Cooper (Aquila 1300). John Allen's Allen Mk 4 appeared to have the race sown up but retired with overheating problems.

The Mini Miglia thrash was, as usual, closely contested, Russell Dell outfoxing Steve Harris and Mike Curnow on the last lap to win, this trio being covered by 0.8s with a long gap back to John Bradbury. Chris Maries won the class for the overflowing Minis 7s.

Phil Clarke's 2.3 Firenza had no trouble dominating the poorly supported Special Saloon contest, only eight cars coming to do battle.

The splendid grid full of Moggies and MGT-types that assembled unfortunately produced a processional sports car race. Robin Gray (Morgan +8) quickly disposed of early leader Chris Cooke (Morgan 4/4) and won easily. Gerry Brown's TC quickly broke free of its rivals to capture the MG class.

Bob Meacham's classic saloon victory was only assured at the last corner when his Jaguar had the easier path through a bunch of back markers. Peter Jackson's Lancia had been its constant shadow until then. Third was another Lancia Aurelia, Paul Skilleter's, which pulled clear of the massive, class winning Jaguar of Michael Rouse. Mike Hawes, MG Magnette, had an easy class win but small class winner, Peter Amey (Moris Minor), had a race long struggle to beat Charles McMullin's A35 by just a yard.

ANDY LEEDER

Graham Wenham won the Mini Seven thrash. Here, Dick Williams follows with Mancey and Woskett.

Formula Ford and Formula Junior (10 laps). Overall: 1, Eddie Heasell (Brabham BT38C), 13m 08.0s, 81.75 mph; 2, Brian Turner (Lotus-Turner 51C), 13m 22.2s; 3, Tony Barley (Merlyn-Scholar 20a), 13m 23.8s; 4, Edward Starling (Lotus-Holbay 61), 13m 42.2s; 5, Paul Rendle (Lola T340-Scholar), 13m 51.2s; 6, John Stewart (March-Scholar 718), 14m 1.2s. **Fastest lap:** Heasell, 1m 17.0s, 89.63 mph. **Formula Ford:** 1, Turner; 2, Barley; 3, Starling; 4, Rendle. **Fastest lap:** not given. **Formula Junior:** 1, John Bryning (Lotus 20), 13m 24.8s, 77.18 mph (9 laps); 2, John Ingall (Cooper T65), 9; 3, Norman Greenhalgh (Cooper), 9; 4, Frank Tiedman (Lotus 20), 8. **Fastest lap:** Bryning, 1m 24.4s, 81.77 mph.

Mini Sevens (10 laps): 1, Graham Wenham (Micktuned Mini), 15m 11.2s, 75.74 mph; 2, Jim Mancey (Jimini), 15m 13.0s; 3, Andy Devine (Mini Minor), 15m 21.6s; 4, Chris Tyrell (Calbrook Mini), 15m 24.4s; 5, Bob Addison (Austin Mini), 15m 29.2s; 6, Tim Guest (Target Mini), 15m 41.4s. **Fastest lap:** Dick Williams (Austin Mini), 1m 29.4s, 77.19 mph.

Formula 1300 (10 laps): 1, Philip Lloyd (Navajo Mk 1), 13m 19.6s, 86.31 mph; 2, Vic Waterhouse (Mallock U2), 13m 19.8s; 3, Peter Lloyd (Nomad), 13m 42.2s; 4, Bill Cooper (Aquila 1300), 13m 53.8s; 5, Bob Davis (Davis F1300), 14m 21.2s; 6, Jan Addlesee (Kendar), 14m 29.8s. **Fastest lap:** Lloyd, 1m 16.8s, 89.86 mph (**record**).

Mini Miglia and Mini Sevens (10 laps): Mini Miglia Overall: 1, Russell Dell (Ripspeed Miglia), 14m 20.8s, 80.17 mph; 2, Steven Harris (Austin Mini), 14m 21.2s; 3, Mike Curnow (Longman Miglia), 14m 21.6s; 4, John Bradburn (BL Mini), 14m 41.2s; 5, Phil Spurling (Oselli Mini), 15m 05.8s; 6, Michael Pilgrim (BLMC Mini), 15m 09.8s. **Fastest lap:** Curnow and Harris, 1m 24.2s, 81.96 mph. **Mini 7:** 1, Chris Maries (Mini 7), 9 laps, 71.46 mph; 2, Alan Shields, 9; 3, Terry Hudson (Mini 7) 8; no other finishers. **Fastest lap:** Maries, 1m 34.8s, 72.80 mph.

Special Saloons (10 laps): Overall: 1, Phil Clarke (Vauxhall Firenza), 13m 32.8s, 84.91 mph; 2, Mike Weston (Ford Escort), 14m 7.0s; 3, Tony Allies (BL Clubman), 14m 26.0s, 79.69 mph; 4, Simon Davey (BL Cooper 'S'), 14m 36.4s, 78.74 mph. **Over 1300 cc class:** 1, Clarke; 2, Weston; 3, Geoff Robinson (Ford Escort), 14m 40.0s. **Fastest lap:** Clarke, 1m 19.6s, 86.70 mph. **1001-1300 cc class:** 1, Allies. No other finishers. **Fastest lap:** Allies, 1m 24.8s, 81.38 mph. **Up to 1000 cc class:** 1, Davey; 2, John Watson (Austin Cooper 'S'), 14m 40.8s; 3, Bob Mayfield (Austin Mini), 13m 36.2s. **Fastest lap:** Watson, 1m 24.0s, 82.16 mph.

Sports Cars (10 laps): Overall: 1, Robin Gray (Morgan +8) 13m 51.2s, 83.03 mph; 2, Chris Cooke (Morgan 4/4), 14m 0.8s, 82.08 mph; 3, P. E. Keen (Morgan +8), 14m 09.4s; 4, Gerry Brown, MG TC), 15m 12.2s, 75.65 mph. **MG T-Types:** 1, Brown; 2, Dave Clewley (MG TC), 15m 22.4s; 3, Nick Taylor (MG TB), 13m 53.6s (9 laps). **Fastest lap:** Brown and Taylor, 1m 29.4s, 77.19 mph. **Morgan Sports Cars over 2500 cc:** 1, Gray; 2, Keen; 3, Myke Bluston 15m 15.5s. **Fastest lap:** Gray, 1m 21.0s, 85.20 mph. **Morgan Sports Cars up to 2500 cc:** 1, Cooke; 2, Rob Chaplin (Morgan 4/4), (8 laps); 3, Leigh Sebba (Morgan 4/4), 8. **Fastest lap:** Cooke, 1m 21.4s, 84.78 mph.

Classic Saloon Cars (12 laps): Overall: 1, Bob Meacham (Jaguar 2.4), 19m 43.8s, 69.98 mph; 2, Peter Jackson (Lancia B20), 19m 46.0s; 3, Jeffrey Pyett (Lancia Aurelia B20), 20m 10.8s; 4, Michael Rouse (Jaguar Mk 1X), 20m 23.6s, 67.68 mph. **Over 2700 cc class:** 1, Rouse; 2, Chris Sturridge (Jaguar Mk VII), 19m 45.2s (11 laps); 3, Tony Horn (Jaguar Mk VII), 19m 56.0s. **Fastest lap:** Rouse, 1m 38.6s, 69.99 mph. **1901-2700 cc class:** 1, B Meacham; 2, Jackson, 3, Pyett. **Fastest lap:** Meacham, 1m 35.6s, 72.19 mph. **1200-1901 cc class:** 1, Mike Hawes (MG Magnette) 19m 49.2s, 63.83 mph; 2, Miles Marshall (Borgward Isabella TS) 20m 14.0s; 3, Chris Caton (MG ZA), 21m 31.4s. **Fastest lap:** Hawes, 1m 46.2s, 64.98 mph. **Up to 1200 cc class:** 1, Peter Amey (Morris Minor), 19m 48.4s, 58.07 mph; 2, Charles McMullin (Austin A35), 19m 48.4s. **Fastest lap:** McMullin, 1m 54.8s, 60.11 mph.

COLIN WALKER RALLYING

The Rally Centre for Southern Wales
Installation of Fire Systems
Specialist High Performance Brakes
Rally Sport Tyres

Anything at all for your Rallying needs

BRECON ROAD
YSTRADGYNLAIS
SWANSEA VALLEY, WALES
Tel. GLENTAWE (063 973) 3207

Opposite Lock

EAST ELEVEN
310 GROVE GREEN ROAD
LEYTONSTONE, LONDON
E11 4EA, 01-556 7700

SEVEN KINGS
SEVEN KINGS CORNER
HIGH ROAD, ILFORD, ESSEX
(Opposite Seven Kings Station)
01-590 0434

SEAT BELTS SAFETY DEVICES, CAGES SAFETY HARNESSES PLUS MUCH MORE

BLAZESPEED OF BIRMINGHAM

35 WILLOWS ROAD
CANNON HALL B12 9QE
Escort and Mini Competition Centre
Full competition building facilities
Machining facilities including Tuftriding
Niteriding, balancing, crank grinding
etc. Large capacity Mini engine specialists
Tel. 021-440 1120

MOTORTUNE OF BANGOR

83-85 High Street
Bangor, Co. Down
Tel. Bangor 5020/63583

Sole Northern Ireland distributors

PAYNES

MOTOR ACCESSORIES
94 STATION ROAD
RAINHAM, KENT

Spares for Mini engine tuning available from stock.
Tel. Len Payne
MEDWAY (0634) 33859
for quote

MIDLAND DISTRIBUTORS AND FITTING AGENTS FOR SAFETY DEVICES

EPIC ACCESSORIES

59 LEICESTER ROAD
OADBY, LEICS.
Tel. 0533 719191

Northern Rally Sport Centre

TRIPLE 'A' GARAGES

28 HARVEY CLOSE
WASHINGTON
COUNTY DURHAM
TEL. 0632 460295

Competition shock absorbers, brakes, tyres and accessories supplied to the enthusiast.

Clearance sale of Goodyear rally tyres at knock-down prices.

PLUM

MOTOR ACCESSORIES
UNIT 3, RUNCORN SHOPPING CITY
RUNCORN, HALTON, CHESHIRE Tel. 66961

AREA DISTRIBUTORS IN S.W. LANCS FOR "SAFETY DEVICES" ROLL-OVER BARS.

F3 leading dice — Conny Andersson leads Gunnar Nilsson's similar works March -Toyota.

ANDERSTORP F3

Andersson takes revenge

Conny Andersson, the professional 36-year-old F3 veteran from Gothenherg, gave his big-buck Swedish hi-fi sponsors Rotel something to make a noise about at Anderstorp in the F3 race which supported the Polar Grand Prix. Starting from the front row of the grid, Andersson put his immaculate black March 753 into the lead, and unt even the presence of the two works Marches in his mirrors seemed likely to loosen his grip on a race which he wanted to win more than any other.

The fireworks came from Andersson's pursuers, so-called March "team-mates" Gunnar Nilsson and Alex Dias Ribeiro. Local boy Nilsson was lying second, poised to make a pass at Andersson with only two laps left to go, when Ribeiro — who had lost a couple of laps in the pits replacing a punctured tyre — tried to overtake Nilsson in a menoeuvre which looked suicidal. The two works Marches collided and Nilsson was out of the race.

This is not the first time this year that the two have clashed, but this time the watchers included an exalted collection of F1 team managers and sponsors, who instead of rushing to sign up Andersson congregated instead in the pits to watch the punch-up which is surely brewing between beefy, muscular Nilsson and diminutive, frail-looking Ribeiro. Fortunately for the little Brazilian, March personnel prevented a confrontation, but the organisers fined him 750 Swedish Crowns (about £80) for dangerous driving.

ENTRY AND PRACTICE

This race, the second of the three which are scheduled to support Grands Prix this year, was a round in the British-based BP Super Visco series, which in spite of offering only modest rewards is nonetheless the only F3 international championship in Europe and thus the objective of every serious young single-seater competitor who can afford to spend up to £1000 per race.

It attracted the top British-based drivers, including the works Marches (Nilsson and Ribeiro), the works Moduses (American Danny Sullivan and Swiss Fritz Stehlin) but not the Perkins Bros in their Ralts nor Ian Taylor's works GRD. There was a representative Italian contingent, but sadly it did not include Monaco victor Renzo Zorzi. It was even suggested that Zorzi was reluctant to face the strict Swedish scrutineers after his lucky escape from exclusion at Monaco.

The most impressive equipe of all in the crowded paddock was the Rotel Racing team sponsored by the Swedish distributors of Rank Audio hi-fi gear. They have three cars, all Marches powered by the all-conquering Novamotor-tuned Toyota engine, and their drivers are Conny Andersson (so nearly a victor at Monaco, but for that jumped start), Conny Ljungfeldt (25-year-old son of famous rally star Bo Ljungfeldt), and an Italian playboy named Gianni Savoia, who is believed to have contributed much of the team's finance and also the giant transporter in which it travels.

The Rotel mechanics include an ex-Brabham F1 man, and they went about their work to the sound of rock music generated from some of the sponsor's most impressive stereo equipment.

In the face of this onslaught, the rival Bang & Olufsen outfit looked slightly amateur: smaller truck, similar cars and no music. Only one of their two Belgian drivers, ex-motorcyclist Hervé Régout, was able to start, for Pierre Dieudonné took his March into the catch fences during practice and all but wrote off its chassis.

In the absence of Ian Taylor, GRD fortunes were in the hands of Denmark's Jac Nelleman in his Texaco-sponsored example, which is actually owned by the Swedish importer Lars Wendels. Nelleman is very enthusiastic about the GRD chassis, but was most apologetic in his faultless English for its present poor standard of preparation and his own below-par performance throughout the weekend.

Also rather disappointed was current joint BP championship leader Patrick Nève, who had only been able to bring along his one-off Safir thanks to the intervention of the Marlboro people in his native Belgium. On race day Nève failed to start, having inadvertently cooked the clutch while trying to drive the little blue car through the crowd on his way to the marshalling area. No race, no points, no money.

The foreigners in British-entered cars were a bit surprised when the Swedish organisers insisted on enforcing the FIA rule that all competing cars should carry the national flag of the entrant. But while many of the cars at the front of the grid carried Union Jacks, the first true-blue Briton on the grid was Bob Arnott in his ex-Pryce, ex-everybody '74 March, now sponsored by Swansong records. The only other all-British competitors among the 31 starters were Stephen South with the works Ray (its Toyota Nova hasn't had a rebuild all year) and Scotsman Graham Hamilton, bravely waving the Ecurie Ecosse blue with his Ford-powered '75 March.

Fastest in practice by 0.4s was Ribeiro, followed by Andersson and Italian Gaudenzio Mantova (March-Nova). Nilsson set fourth fastest time before leaping over a kerb and virtually ripping off the back suspension: Robin Herd released some bits from the F1 transporter so that it could be repaired. Also getting some "F1" help was Danny Sullivan, who had Tony Brise doing for him in the Modus pit what G. Hill had been doing for Tony in the Embassy pit earlier on in the day. Between them, Tony and Danny got the shiny orange box into the first five grid placings.

RACE

Conny Andersson's starts are justifiably famous. This time he managed to avoid anticipating the flag and scrabbled into the first corner ahead of Ribeiro, Nilsson, not overly happy with the handling of his hastily-repaired chassis, nevertheless made a stupendous getaway and charged ahead of Mantova into third place within the space of the first three corners. Mantova lost several more places with an early spin before eventually retiring.

On the second lap Nilsson found a way round Ribeiro, who didn't resist as he had at Monaco. From then onwards the three Toyota-engined Marches — Andersson's black, Nilsson's blue-and-white, Ribeiro's pink — circulated in line astern, lapping a second a lap faster than the others, who were led by Conny Ljungfeldt in the March 743 which Andersson raced last year.

Danny Sullivan, who alone among the non-March drivers had seemed likely to challenge the March and Toyota supremacy, made a hasty pit stop to have some pebbles removed from under his clutch pedal.

The two Swedes in front appeared on their own after nine laps, for Ribeiro's driving had got more and more ragged until eventually he spun and realised that a rear tyre was deflating. He stopped for a replacement and managed to rejoin, a lap or two in arrears, in the gap which separated Nilsson from Ljungfeldt.

Only a couple of laps later, under constant pressure from Nilsson, Andersson walloped the chicane. It didn't do enough damage to stop him, but he slowed slightly, enabling Nilsson to get even closer, while Ribeiro obviously thought he was in the same race, for he was pressuring Nilsson in spite of the fact that he had nothing to gain except possibly fastest lap.

But fastest lap here was worth 500 Crowns, and Ribeiro — anxious to retrieve something from his misfortune — wanted the cash, or so he claimed. On lap 16, with only two to go, the daring Brazilian tried to draw alongside Nilsson down the straight, left his braking for the 100 mph chicane a few yards later than usual and waited for a gap to appear.

Nilsson knew perfectly well that Ribeiro was in no position to profit from such a move. "But I was right up Conny's gearbox and there was nowhere to go. Ribeiro hit the side of my car and jumped right over my front wheel: if he'd done the job properly he would have hit Conny too, but he didn't."

Perhaps because these incidents are now commonplace almost everywhere that the works Marches race, Nilsson should have known what was likely to happen, but he was anxious to pass Andersson's slowing car. "There's no excuse for doing something as stupid as Ribeiro did, even when you're both on the same lap. And when you're in the same team . . ."

Nilsson stopped where he was, but Ribeiro carried on with bodywork and wing damage. Again it took a spin to alert him to the fact that his rear wing was hanging askew, and then he retired to tell his side of the story to the Brazilian journalists.

"Gunnar didn't understand that I wanted to pass so that I could get the fastest lap," he explained. But it didn't make a very convincing story, and there is a growing body of opinion in line with Tony Brise (who was such a spectacular Ribeiro victim at Monaco) that the normally intelligent Brazilian parks his brains in his helmet bag when he goes racing.

In all the excitement it went almost unnoticed that Ljungfeldt had moved into second place to make it a Rotel Racing 1-2. The talented young man from Stockholm had left behind a battling group in which Swede Clas Sigurdson managed to claim third place with his ageing but immaculate Brabham BT41 from ex-rallyist Gunnar Nordstrom in his Warsteiner beer-sponsored Modus.

Stephen South lost fifth place on the last lap to Italian Luciano Pavesi in another Brabham BT41, which Pavesi had brought through from the back of the pack after a troubled practice. Bob Arnott was tenth with a sluggish engine and Graham Hamilton retired after trying to circulate in vain with a rear wing which had fallen askew after a lurid spin.

The Gunnar and Alex Show gets more and more spectacular. Who's for F3 cars fitted with bumpers and drivers being issued with Nomex boxing gloves?

ROB DE LA SALLE

BP Super Visco Static F3 championship
round 6, 18 laps 72.3 km

1. Conny Andersson (March-Nova Toyota 753), 29m. 14.340s 148.4 kph
2. Conny Ljungfeldt (March-Nova Toyota 743), 29m 32.119s
3. Clas Sigurdson (Brabham-Nova Toyota BT41), 29m 36.467s
4. Gunnar Nordstrom (Modus-Nova Toyota M1), 29m 37.266s
5. Luciano Pavesi (Brabham-Nova-Toyota BT41), 29m 37.534s
6. Stephen South (Ray-Nova Toyota 75F3), 29m 37.916s

Fastest lap: Ljungfeldt, 1m 36.314s

SENSATIONAL SKODA

WINNER GROUP 2 AWARD 1975 SCOTTISH RALLY

Isn't it time you saw the sensational Skoda?

SKODA DEALERS FOR WOLVERHAMPTON AREA

CONGRATULATIONS!

B. A. WALL (GARAGES) LTD.

RICHES STREET, WOLVERHAMPTON

Tel. Wolverhampton (0902) 26976

SKODA DEALERS IN ESSEX

T. A. PORTER

COLS-TEY GARAGE

LONDON ROAD, COPFORD, Nr. COLCHESTER

Tel. Colchester 210422

Congratulate Skoda on their success

Full Skoda Sales — Service — Spares

CONGRATULATIONS FROM

H. & S. MOTORS (LAPWORTH) LTD.

STATION LANE, LAPWORTH, SOLIHULL

Tel. Lapworth (05643) 2855/2933

SKODA DEALERS IN WEST MIDLANDS

CONGRATULATIONS ON A GOOD SUCCESS FROM

GORDON MOSS MOTORS LTD.

BRETFORTON GARAGE

BRETFORTON, Nr. EVESHAM

Tel. Evesham (0386) 830278

SKODA SALES WITH SUPER SERVICE PARTS AVAILABLE

CONGRATULATIONS TO SKODA ON THEIR SUCCESS

WE ARE PROUD TO BE SKODA DEALERS IN CAMBRIDGESHIRE

DOWNHAM GARAGE

MAIN STREET, LITTLE DOWNHAM, ELY

TEL. PYMOOR (035 387) 302

For full sales and service

All staff factory trained

CONGRATULATIONS FROM

PARKER-FRY GARAGES (P-BORO) LTD.

MOUNT PLEASANT, STANGROUND

PETERBOROUGH PE2 8PJ

100% SKODA DEALERS

Sales — Service — Parts

CONGRATULATIONS FROM

AUTOSALES (REPAIRS & SPARES) LTD.

VULCAN ROAD, BILSTON

Tel. Bilston (0902) 42064/42929

Contact for full range of Skoda cars, parts and extra services

DISTRIBUTORS FOR WEST MIDLANDS

WYLDE GREEN ENG. CO. LTD.

OFFER THEIR CONGRATULATIONS TO SKODA

WYLDE GREEN GARAGE

166 BIRMINGHAM ROAD, SUTTON COLDFIELD

TEL. (021-354) 1681

For all your Skoda needs

Sales — Service — Spares

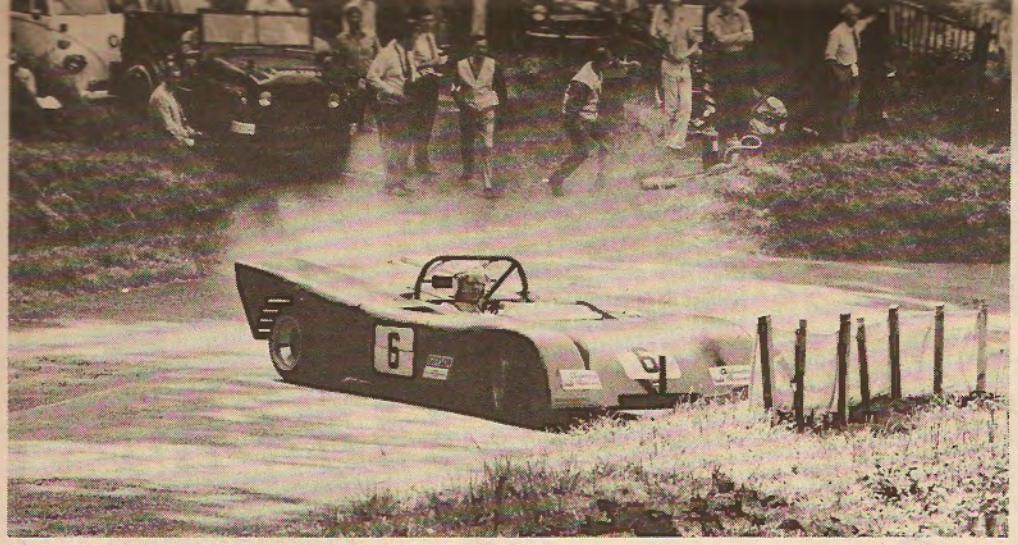
CONGRATULATIONS TO SKODA FROM

BLUE BOAR GARAGE (SPROWSTON) LTD.

WROXHAM ROAD, SPROWSTON, NORWICH NOR 83P

Tel. Norwich (0603) 47812

for all your Skoda needs



Richard Brown gets it wrong and spins his Martin BM8.

SHELSLEY WALSH

Sunny 70th celebrations

Last Sunday saw the 70th anniversary of Shelsley Walsh, Britain's oldest existing motor sport venue and with the snn blazing down the Midland Automobile Club staged a memorable fifth round of the RAC hill climb championship. The large racing car class again turned into a right ding dong between the Fenny Marine GM1 of Roy Lane and the Grunhalle Lager March of Chris Cramer. For the second week running both recorded identical climbs, with Lane taking the class victory on aggregate from Cranuer with the NJR Installations Pilbeam R15 of Alister Douglas-Osborn just a whisker away.

The championship top ten run-off also proved to be a straight battle between these three drivers and a close one it was. ADO opened with a fine climb of 28.87s only to see Cramer with a determined effort slip in front by a meagre 0.03s. But it was Lane who really rose to the occasion turning in a superbly neat climb in the Chevrolet powered car to take the ten points at 28.74s, a tenth of a second clear of Cramer. This now means that Lane and Cramer are again eqnal at the head of the championship table.

Fourth place fell to the Waring and Gillow Chevron B32 of John Cussins, highly delighted with his climb of 29.17s, which beaded the Kidderminster Motors Brabham BT33 of Tony Griffiths the only other sub 30s man. Geoff Rollason again really gunned his Brabham BT37 in determined style, taking sixth place ahead of the rapidly improving Richard Jones with his Surtees TS 10, which just slipped ahead of Reg Phillips in his Chevron. A very happy man indeed was Rob Turnbull who, having forsaken the sprint championship meeting at Curborough for Shelsley, took his 1600ccs Brabham BT35 into a splendid ninth place ahead of Mike MacDowel who must have been equally pleased to make the top ten with his Chevron B19 sports car.

Russ Ward was the only record breaker of the day trimming his own small Modsports record with the blown John Brown Motors Sprite. Despite a sick motor Alan Richards and the Cheltenham Cameras Gryphon consolidated their lead in the Leaders championship with a fine class win.

The meeting was enlivened by a cavalcade of historic Shelsley cars of the past and present which brought back many happy memories and it was especially pleasing to see former Shelsley pacemakers such as Basil Davenport, Raymond Mays and Whitney Straight taking an active interest in the proceedings.

ROBIN BOUCHER.

BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 28.74s.

RAC Hill Climb Championship Round 5 Shelsley Walsh: 1, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 28.74s; 2, Chris Cramer (2.2 March-Hart 74B) 28.84s; 3, Alister Douglas Osborn (2.2 Pilbeam-BDG R15), 28.87s; 4, John Cussins (5.0 Chevron-Chevrolet B32) 29.17s; 5, Tony Griffiths (3.0 Brabham-Cosworth BT33 DFV), 29.73s; 6, Geoff Rollason (3.0 Brabham-Cosworth BT37 DFV), 30.28s; 7, Richard Jones (2.0 Surtees-Hart TS10), 30.44s; 8, Reg Phillips (2.2 Chevron-BDA B25/27), 31.00s; 9, Rob Turnbull (1.6 Brabham-Ford BT35 BDA) 31.18s; 10, Mike MacDowel (3.0 Chevron-Alpina B19 BMW) 31.44s.

Class Winners: David Depper (1.3 Mini Cooper S), 36.66s; Russ Ward (1.3 Healey Sprite), 36.28s **(record)**; Michael White (2.3 Porshe 911S), 35.16s; Tony Southall (1.6 Mallock U2 BRM Mk 11B TC), 32.11s; Mike MacDowel (3.0 Chevron Alpina B19 BMW), 31.05s; Tim Cameron (0.5 Joe Potts Special JAP), 36.61s; Alan Richards (1.1 Gryphon-Ford 3AR), 33.79s; Rob Turnbull (1.8 Brabham BDA BT35), 30.98s; Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 28.94s; Rupert Glydon (1.2 Lola Climax), 37.3s; John Beasley (5.7 Lister Corvette), 36.4s; Bill Thompson (4.9 Bentley Sports), 43.9s.

CROFT

Thompson takes another

The BRSCC (N) ran their biggest meeting of the year at Croft on Snnday — starring *Penthouse* Escorts and Renault 5s — in a punctual and efficient manner. Close racing was the order of the sunny day and winners included Steve Thompson, Neil McGrath, Colin Blower, Bruce Macmichael, Roger Mathews, Norman Hodgson, David Orbell and John Calvert.

Starting the eight race programme were the *Penthouse* Escorts. It was Gordon Bruce in the lead for nine laps before he spun at Tower and could not restart, the race thus going to Steve Thompson who had weaved his way up the field to second place by lap seven. Drama lower down the order saw Nick Weir penalised a minute at the start, John Waterman roll at the Tunnel on the first lap and Paul Taylor climb the bank at Tower in his bid for fame on the fifth lap.

Second on the bill were the Production Sports Cars. As is now usual Chris Meek led all the way but this time only to the ninth lap when he retired with undisclosed maladies. The lead therefore was inherited by the TVR of Colin Blower who was followed across the line by his team mate Rod Gretton in the V12E Type. Hopkins (Morgan) and Andy Roughton (Europa) finished in third and fourth places respectively on the same time.

Race three saw the Formula Fords appear to do battle over 12 laps but things were not normal, in that John Simpson (Nike) had a down on power engine fitted and was way down the grid. From the start Bruce Macmichael shot off into the lead while a pack of four almost fell over each other in their attempts to catch him. At the end this foursome had sorted themselves out into the order, Kelvin Hesketh (Crossle), Richard Dutton (Titan), Mick Starkey (Merlyn) and Stuart Baird (Merlyn) after a spin at Tower had dropped Starkey out of contention for first place on the last lap.

The first of the Special Saloon Car races was for up to 1000cc and Mini 7 classes. All the front running was made by the up to 1000cc class who filled the first seven places with Roger Mathews (Austin) winning. Behind Mathews the fight for second place eventually went to Tony Cartwright (Mini) after he had finally vanquished the Mini S of John Tully and the Cooper S of Vic Borrowdale. In the Mini 7 class Colin Hesford was the victor over Paul Ectcliffe and Chris Hill after a close fight.

Large Special Saloon races at Croft seem to fluctuate, this was one of the ones with a more varied entry than usual. Graeme Walker had a new rebuilt Firenza to try but had to retire on lap eight while Gordon Spice and Bill Gubelmann were welcome visitors with a pair of Group 1 Capri 3-Litres. Norman Hodgson (Escort) led all the way to win by over 30 secs from Gerald Clark in the 1300cc Mini with Stuart Oliver's Escort in third. The Firenza went steadily and was in second place at one stage before it retired and the Capri twosome came home seventh (Spice) and eighth (Gubelmann).

After the farcical number of runners the other week this Clubmen's grid seemed in contrast to be overflowing with the 14 starters, only two of which failed to finish. Unfortunately one of these was Ray Edge (Mallock) who retired on the first lap while in the lead, this allowed David Orbell (Stallwood U2) to win by 4s from John Holroyd (Mallock). The small class was taken by Ken Shipley (Mallock) after a steady drive.

Event seven on the programme was the one the spectators had been waiting for, the Renault 5 Elf Challange round. Either loved or hated these cars were adored by the Croft spectators. Neil McGrath only lost the lead once (to Trevor Peckham) but often seemed in danger. McGrath really had the elastic wound up for this race as he set up a new lap record for the class on the way to winning.

Coming out of Tower on lap one of the *Libre* race someone sideswipped Andy Barton's March hard enough for the car to show daylight under all four wheels. Perhaps this should have been a warning for on lap two Andy went over the bank at Sunny ("the accident I've always worried about") to write off various bits of the car luckily without personal injury. Meanwhile on the track, Kim Mather (March) held off a challenge by John Calvert (March) until lap eight when Calvert got past; unfortunately for Mather, Derek Cook (Chevron) went past at the same time to demote him to third.

PAUL BOOTHROYD

BRSCC Penthouse Ford Escort Championship round (10 laps): 1, Steve Thompson, 15m 2.0s, 69.04 mph; 2, Geoff Evans, 15m 13.4s; 3, David Da Costa, 15m 24.6s; 4, J. Morris, 15m 25.4s; 5, Nick Weir, 15m 26.2s; 6, Derek Speight, 15m 26.6s. **Fastest lap:** Grayham Hollis and Steve Thompson, 1m 28.6s, 71.11 mph **(equals record).**

D. C. Cook (Datsun) and Direct Tapes Production Sports Cars. £2,250 to £4,000, £1,400 to £2,250, up to £1,400 (10 laps). Overall and Class A: 1, Colin Blower (TVR), 14m 32.0s, 72.25 mph; 2, Rod Gretton (V12E Type), 14m 32.0s; 3, Charles Hopkins (Morgan), 14m 42.6s; 4, Andy Roughton (Europa), 14m 50.2s; 5, John Britten (Morgan), 14m 51.6s; 6, Geoff Till (Jensen Healey), 15m 07.6s. **Fastest lap:** Chris Meek (Europa), 1m 22.6s, 76.27 mph **(record). Class B:** 1, Chris Alford (Morgan), 15m 34.2s, 67.44 mph; 2, John Targett (MG), 15m 45.4s; 3, Derek Cook (Datsun), 15m 50.8s. **Fastest lap:** Alford, 1m 31.0s, 69.23 mph. **Class C:** 1, M. Wayne (MG Midget), 64.20 mph; 2, Dave Karaskas (Austin Healey); 3, Wayne Thomas (Sprite). **Faest lap:** Malcolm Wayne, 1m 36.2s, 65.49 mph.

Tate Trophy Race for Formula Ford Cars (12 laps): 1, Bruce Macmichael, 15m 17.6s, 82.39 mph; 2, Kelvin Hesketh (Crossle), 15m 19.0s; 3, Richard Dutton (Titan), 15m 19.2s; 4, Mick Starkey (ATS Merlyn), 15m 22.6s; 5, Stuart Baird (Merlyn), 15m 25.2s; 6, Alan Wilson (Van Dieman), 15m 34.0s. **Fastest lap:** Macmichael, 1m 14.8s, 84.23 mph.

Troy Tyre and Auto Centre Special Saloons. Special Saloons up to 1000 cc and Mini 7 cars (10 laps): Overall and class A: 1, Roger Mathews (Austin), 13m 57.8s, 75.20 mph; 2, Tony Cartwright (Mini BMC), 14m 31.6s; 3, J. Tully (Mini S), 14m 32.6s. **Fastest lap:** Mathews, 1m 22.2s, 76.64 mph. **Class B:** 1, Colin Hesford (Mini), 65.17 mph; 2, Paul Ectcliffe (Mini); 3, Chris Hill (Mini 7). **Fastest lap:** Ectcliffe, 1m 34.4s, 66.74 mph.

BRSCC Northern Centre Saloon Car Championship Race. Over 1300 cc and 1000 cc to 1300 cc (10 laps). Overall: 1, Norman Hodgson (Escort), 12m 50.6s; 2, Gerald Clark (Mini), 13m 23.0s; 3, Stuart Oliver (Escort), 13m 29.2s; 4, William Coull (Vauxhall), 13m 30.0s; 5, Paul Rhodes (Escort), 13m 38.2s; 6, Dave Muter (Mini), 13m 39.4s. **Class A:** 1, Hodgson, 81.75 mph; 2, Oliver; 3, Coull. **Fastest lap:** Hodgson, 1m 14.2s, 84.91 mph. **Class B:** 1, Clark, 78.46 mph; 2, George Roger (Mini); 3, Eric Paterson (BMC). **Fastest lap:** Clark, 1m 19.2s, 79.55 mph.

Clubmen's Championship Race, 1000 cc to 1600 cc and up to 1000 cc (10 laps). Overall and Class A: 1, David Orbell (Stallwood U2), 11m 51.0s, 88.61 mph; 2, John Holroyd (Mallock), 11m 55.0s; 3, John Muirhead (Mallock), 12m 11.0s; 4, Tim Wood (Magnum). **Fastest lap:** Orbell, 1m 09.4s, 90.78 mph. **Class B:** 1, Ken Shipley (Mallock), 12m 53.6s, 81.44 mph; 2, Geoff Lambert (Mallock); 3, Ken Brown (Mallock). **Fastest lap:** Shipley, 1m 16.0s, 82.92 mph.

Renault 5 Elf Challenge (10 laps): 1, Neil McGrath, 17m 22.0s, 60.46 mph; 2, Trevor Peckham, 17m 22.4s; 3, 17m 23.0s; 4, David Dickson, 17m 25.2s; 5, Jeff Williamson, 17m 34.6s; Stuart MacCrudden, 17m 35.0s. **Fastest lap:** McGrath, 1m 42.0s, 61.76 mph **(record).**

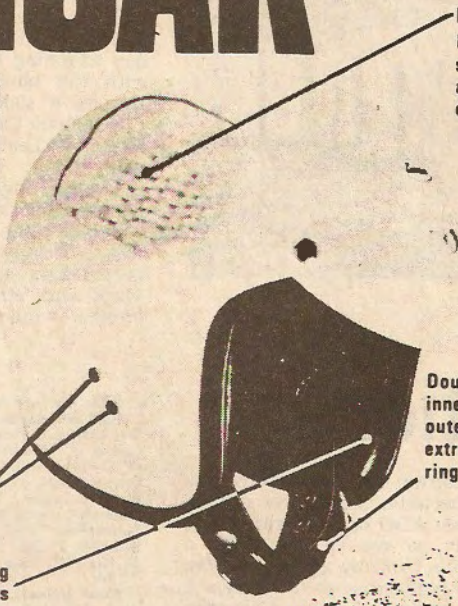
Formula Libre Championship Race (10 laps): 1, John Calvert (March), 10m 59.8s, 95.48 mph; 2, Derek Cook (Chevron B29); 3, Kim Mather (March), 11m 14.6s; 4, Norman Dickson (March), 11m 17.4s; 5, Alo Lawler (Chevron B29), 11m 17.8s; 6, Joe Applegarth (Brabham BT21B), 12m 11.0s. **Fastest lap:** Cook, 1m 03.4s, 99.37 mph.

A SAFETY FIRST!

EVEROAK GRAND PRIX

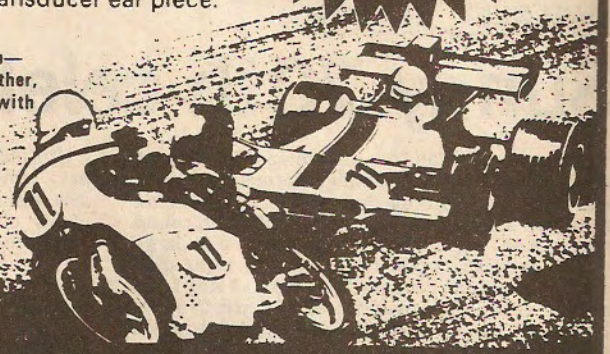
BS. 2495 & Snell Approved

The famous Everoak GRAND PRIX helmet now with even better protection. The first helmet in the world to pass the technicalities of the eight impact Snell test of America, combined with the massive 150 ft. lb. impact of BS. 2495.



BS. 2495, Snell Memorial Foundation, A-C.U. and CAMS approved. Police special model available complete with S. G. Brown transducer ear piece.

RECOMMENDED RETAIL PRICE **£22.00** PLUS VAT



Everoak

Manufactured exclusively by
EVERITT W. VERO & CO. LTD, EAST DULWICH RD., LONDON S.E.22

OPEL **H.P.M.**

HEATON PARK MOTORS

Middleton Road, Manchester 8

OPEL

FOR A REALLY COMPETITIVE DEAL CONTACT JOHN O'DAVIS ON 061-740 2812/6131

It is the law to see and be seen!

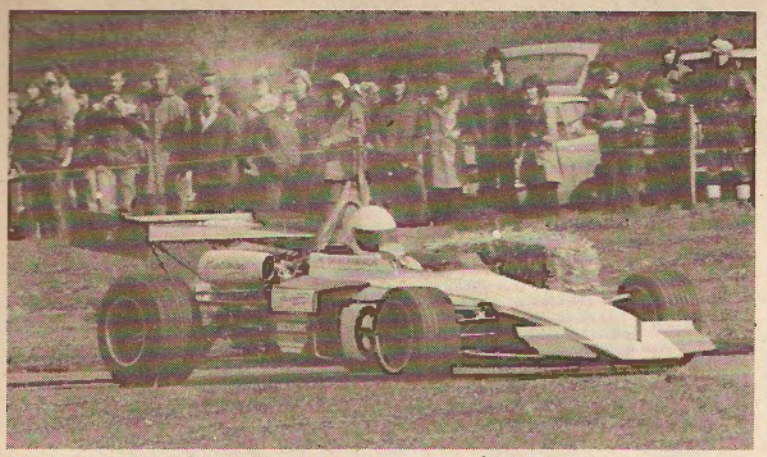
In poor daytime visibility you are now required by law to turn on your headlights — that means in any conditions which make it hard for you to see other vehicles, or for others to see you. — It costs a lot to forget! SENSOLITE is an electronic device which activates when the general light level has dropped and headlights are required.

Available in 3 models.
Model V, visual warning £7·43
Model VA, visual and audible warning £9·85
Model AU, fully automatic £14·85
V.A.T. and p. & p. inc.
cash with order

- **Simple to fit.**
- **A small unit: 3" x 1½" x 1¼".**
- **Finished in smooth semi-matt black or white.**
- **Suits all vehicles, positive or negative earth.**
- **Immensely reliable — Patents applied for.**
- **Money back guarantee undertaking.**

REMEMBER — SIMPLY FORGETTING COULD COST YOU £100. Order your Sensolite, or write for free leaflet now.
I.S.L. ELECTRONICS, PRIORY INDUSTRIAL ESTATE, TETBURY, GLOS. GL8 8HZ
Tel: TETBURY (0666) 52133

FIT SENSOLITE IT MAKES SENSE!



David Franklin took the Huntsman Ensign to BTD at Curborough.

Rare defeat for Rose

Bob Rose, uncrowned King of Curborough, suffered a rare defeat at the venue on Sunday when David Franklin beat him in the Huntsman Ensign. Franklin set BTD on the final run of the day in the two run RAC Top Ten with a time of 31.45s to beat Rose by four tenths of a second. However, Rose's circuit record remains intact, his year-old time of 31.13s being just that little bit beyond the reach of Franklin.

The only class record to be broken was in the up to 2 litre modsports class where Alan Wood clipped nearly two tenths of his own class record. In his Elan he got down to 35.29s.

Behind Franklin and Rose in the RAC runs, Richard Lester got down to 32.12s in his Lola T100, a slight improvement over his class winning time and David Harris just pipped David Render for fourth place. Harris (McLaren M10B), did 32.58s to Render's 32.64s in his Brabham BT35.

Two fine class battles resulted in wins for Neale Johnstone and John Taylor. The former had three tenths of a second only in hand over Alan Hunt to take the one litre class for Minis in 38.18s while Taylor's Cooper S did 36.52s to win the up to 1600 cc class by a whisker from T. R. Wood who did 36.64s. Another close struggle was in the unlimited Mini class where the first three finished within six tenths of each other. Norman Adams took the class in his Cooper in 38.73s from Nick James (Cooper) in 39.19s while Keith Holyoake, driving Adams' car, did 39.30s.

BTD: D. Franklin (Hunstman Ensign), 31.45s.
Class winners: S. Male (Imp), 49.99s; C. Matthews (Imp), 43.31s; R. Perkins (Reliant Sabre), 44.04s; H. Shepherd (Jaguar E), 39.65s; N. Johnstone (Mini), 38.18s; J. Taylor (Cooper), 36.52s; N. Adams (Cooper), 38.73s; D. Richardson (Sprite), 37.92s; A. Wood (Elan), 35.29s **(Record)**; M. Green (Endrust Lotus), 37.27s; A. Hinds (WeeFord), 37.22s; R. Lester (Lola T100), 32.57s; B. Rose (McLaren 14D), 32.54s.
RAC Run-off: 1, Franklin, 31.45s; 2, Rose, 31.84s; 3, Lester, 32.12s; 4, Harris, 32.58s; 5, Render, 32.64s.

Flux' win by default

While holidaymakers were still eating breakfast, an autotest meeting was well and truly into its swing at Brighton last Sunday. Reason for the unusually early start was the afternoon Concours d'Elegance which took up most of the afternoon and meant the competitive side of the day had to be concluded by lunch.

Some 39 competitors rose either very very early or just early to attend and the outright winner was the Isle of Wight driver Maurice Flux in his Cooper. His was a somewhat fortunate victory for until the last test he was playing second fiddle to Mike Halliday (Sprite) whose gearbox broke on the last test.

With a total time of 507.0s, Flux won the Clayton Trophy for the first time and Halliday, borrowing a car for the final exercise, had to be content with a class win in 517.7s. All the other class winners had clearcut victories, the biggest of which was the standard car class with 15 starters.

BTD: M. Flux (Cooper), 507.0s.
Class winners: D. Barney (Mini), 557.5s; T. Armstrong (Cooper), 566.7s; M. Halliday (Sprite), 517.7s; J. Scott (Mini), 529.3s; T. Shaw (Renault), 836.7s; D. Harlow (Escort), 863.8s; A. Stagg (Mexico), 619.7s.

Yellow flag —no grey

Another driver has fallen foul of the very black and white regulations governing passing under the yellow flag. Trevor Scarratt came up to lap a backmarker at Brands Hatch on Sunday under the yellow flags. Scarratt was in second place at the time, and an independent witness states that the backmarker was travelling around a third of Scarratt's speed.

Apart from it not being possible, it was also dangerous for Scarratt to slow to this speed, so he duly passed under a yellow flag. For this he suffered, as have many other drivers of late, disqualification. Scarratt talked to the organisers and stewards for around 90 minutes, but was still disqualified, although it is said he now intends to appeal. A number of drivers have suffered harshly in a situation where slower cars are on the track and almost have to be passed despite the yellow flag, and it seems that an alteration to the regs, or an allowance for some grey in the regulations should be adopted.

● Woops, it wasn't Prescott's 70th birthday at the weekend, it was Shelsley's. Sorry about the headline. MAC.

Statton's Clan win

North Cornwall farmer Don Statton took BTD and came within half a second of a new course record at the Plymouth MC's hill climb at Hemerdon Mine near Plymouth last Sunday. In his Clan Crusader, he nipped up the 440 yards concrete track in a 22.8s to gain a deserved win by three quarters of a second from rival Clan man Garry Morse. Sixty-eight contenders in nine classes enjoyed the fabulous weather with perhaps one exception — rally man of the month Chris Watton who was never really at home in a borrowed Anglia — perhaps it was too smooth!

The 901-1100cc Mini class was a cracker with Dennis Julian inching home in 23.9s with Ronnie Datson and Jeremy Tonkin being tied for second on 24.1s. In contrast, John Symons was almost a second clear in the over 1100cc class.

The day's biggest class — with an incredible 14 entries — was that for sports cars over 1300cc and Mike Barnshaw, in a Sprite with a Twin Cam motor, edged home in 24.8s from Tony Willoughby in his very well prepared MG Lester who did 24.9s. Barry Cooke, also driving the MG was third.

Statton put up his BTD time on his second run but Morse was never able to get really close and he had to be content with the class in 23.5s which left him third overall behind Symons' Cooper. Graham Myers's Ginetta G15 took the last class and was not all that far from getting among the top three.

BTD: D. Statton (Clan Crusader), 22.8s.
Class winners: P. Gilbert (Mini), 24.3s; D. Julian (Mini), 23.9s; J. Symons (Cooper S), 23.1s; J. Peat (Imp), 23.8s; P. Mansell (Renault Gordini), 23.8s; T. Prigg (Capri), 24.5s; G. Morse (Clan Crusader), 23.5s; M. Barnshaw (Sprite), 24.8s; G. Myers (Ginetta G15), 23.6s. **Ladies:** Mrs C. Peat (Imp) 25.3s.

● Apologies to Tony Stubbs (Lada) who came second in his class in the Radio One event at the Snetterton Bank Holiday meeting, and not Tim Dodwell (Mini) as mentioned.

First win

Richard Walker and Simon Cross from Retford scored their first ever rally win on the Poacher's Rally last weekend. After nineteen stages of fast and furious rallying which included several stages used on the RAC rally, they brought their Escort RS 1800 home to win by 22s. They had penalties of 2556s to head a field of 120 crews of whom approximately 80 were classified as finishers.

Longest of the stages was Warren airfield of eight miles and the club used seven miles at Fulbeck. It was on this stage that Pete Dowty and Malcolm Young put their Escort TC into a dyke and although they were hauled out smartly by a willing band of spectators, they dropped three minutes and with it an almost certain second place. This went to G. Lockwood and R. Amor in an Escort 1600 while J. Laley and Miss B. Cartwright (Escort 1600) covered themselves in glory by finishing third in only their second rally to collect the novice award.

Broken steering — it occurred on the first stage — hampered Dick Rowland and Howard Cooper in their RS1600 for the next three stages and they dropped from the first three to finish fourth. Not far behind them came P. Stephenson and A. White in another Escort while Mick Curry and Graham Beardmore (Escort RS) complete the leader board in sixth spot.

The half time leaders, Charles Eveson and Howard Wilcox, dropped steadily down the field in their Escort and finished tenth.

● Guyson/BARC hillclimb championship contenders are shortly to receive hospitality from their own motor home — or rather one provided by the sponsors, Guyson. Currently, competitors are asked to call in at the caravan currently doing the honours, but Jim and Jean Thomson hope to have the motor home — in their colours — at Loton Park.

Double attraction: the hot weather brought 'em out at Brands on Sunday!

Weather wins at the Pod

The weather at the weekend at Santa Pod was the dominant feature; for once the sun shone hard all day, and with a small entry and small crowd, the racing was almost a side show.

Only two Top Fuel cars, those driven by Pete Crane and Ron Picardo were on hand, with Crane as usual continuing his quest for a five. But he made only two full power runs, the first being spoilt again by a piece of paper blowing through the lights and preventing any times being recorded. The second and final run of the day netted a 6.7s, and wisps of clutch smoke at the top end showed that the team have still to get the right combination.

After debuting his rebuilt Camaro Pro Stock at Whitsun, Gary Goggin was out again for a serious attempt at the nines, running three rounds against Steve Osment-Petrie's steadily improving 'Easy Ridin' Camaro. Gary won the first with a 10.8s run, and the second round with a strong 10.1s, very close to his best ever, while Petrie got into the 11s with a solid 11.6s — some way to go yet, but his best yet by far.

For the third and last run, the two staged together and did simultaneous burn-outs, and suddenly it was 1973 again and the hay day of Pro-Stock action, the remaining crowd loved it, and so at last it looks as if the new Pro-Stock circus is getting together for the second half of the season. Gary powered away convincingly on the green, the whine of the gear drive cam sounding clear above the roar of the engine, but his time was slower this run, 10.3s to 11.6s again. But it appeared to have spelt the end of his clutch at the finish — a brand new twin plate one at that.

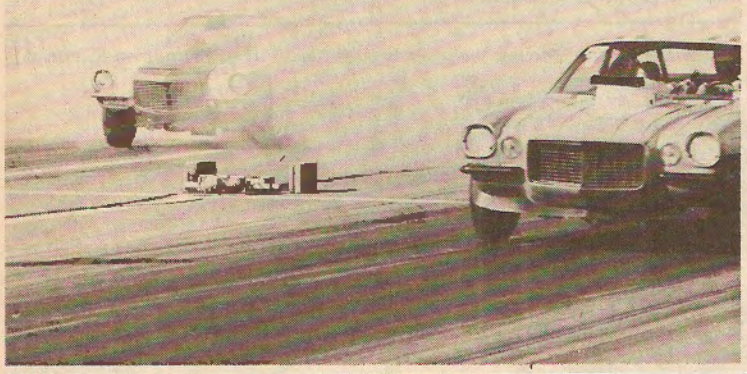
Middle Competition remained the best supported class of all, with ten cars entered, but having recovered from the temporary embarrassment of actually having to pull out with mechanical failure at Whitsun, Bob Messent took 'Stripteaser' through several rounds with 10.8s consistency to an 10.5s win in the final over Kevin Harvey's smart Chevy powered Vauxhall, which came very close to a 10 early in the elimination, but broke on the line in the final.

Pat Cuss continued to show improvement in Top Dragster with his short wheelbase car that everyone said would never work, running two 8.6s runs before throwing it away in the final to John Siggery with a red light. Siggery, who dominated the class with his 321 Oldsmobile three years ago, now has a 371 motor, but has yet to get the car running on its old 8 second form, and won this final by coasting through with a dead engine at about three mph!

Dave Page and Phil Elson found themselves together again in the absence of any opposition, only this time Page had a half second start on the blown car, losing the first round with a red light. Elson shut down with a steering failure that was quickly remedied for the second round which went to Page. The third also went to Page's Chevy, but Elson nearly made it with another 8.7s run.

But the real highlight of the day was in the motorbike division, where Keith Parnell became the first person outside America to run an 8-hitting 8.93s on his 736cc Triumph, an achievement that was applauded by all competitors, not just his own two wheeled opponents.

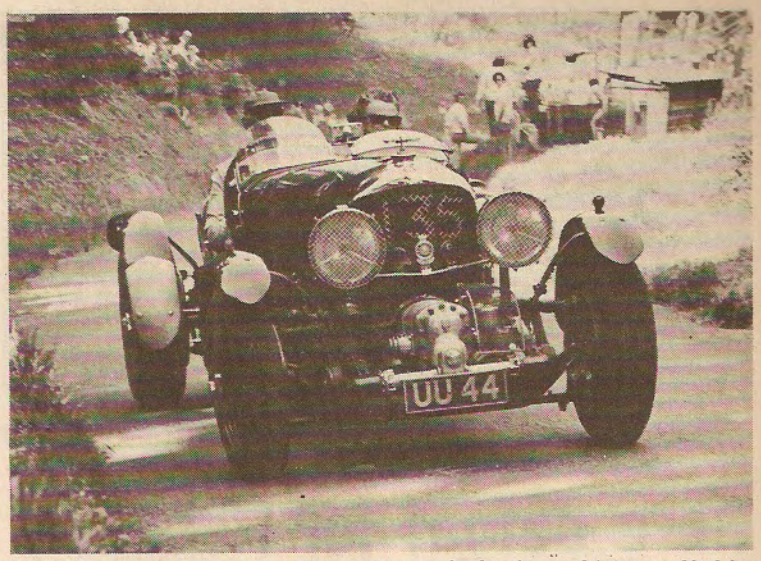
Gary Goggin (right) heads a thundering Pro Stock Camaro battle.



London team too good

Once again the London Counties autotest team proved too good for the opposition when a 12 test event was arranged at the Crystal Palace last Sunday as an adjunct to the annual "L" Driver of the Year final. London Counties, represented by a six man team all members of Harrow Car Club, effectively wiped the floor with a team from the MG Car Club.

Leading the victorious side — gaining their sixth win in succession — was Peter Cox who took the individual best time of day in his Sprite on 457.2s. The other members of the team were Garry Fryer and John Calton (Mexicos), Dennis Crome (Midget), and Terry Kyte and Brian Thomas (Cooper S). They had a total of 3171.4s while the MG team, all in Midgets, of Steve Glenn, Phil Cunnington, Nick Marks, Terry Banks, Steve Hoskyn and Mike Rayner, totalled 3763.7s.



Rusty Russ-Turner was one of those that took classic machinery to Shelsley. This is a 4.4 Bentley.

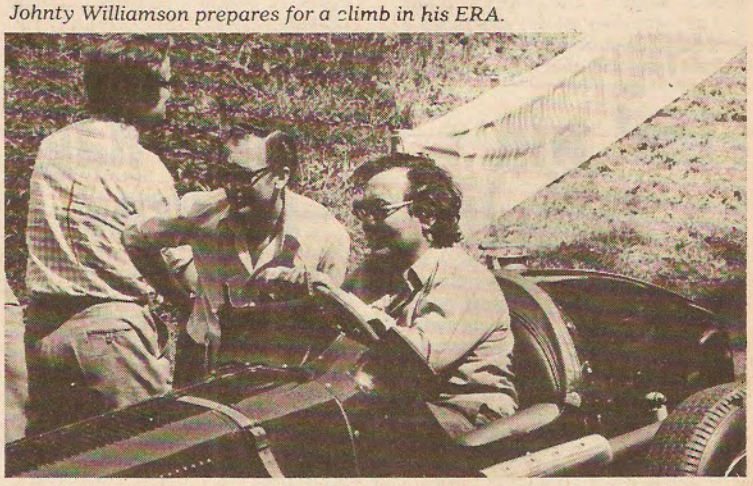
Shelsley celebrates

Between the class runs at Shelsley, a calvalcade of cars famous at the hill since 1905 took place and a fine contrast to the modern day racing cars they made. Heading the list was the 1904 Daimler which was similar to the car which EMC Instone took to the first ever Shelsley BTD at 77.6s in 1905. Also present was the Spider GN of Basil Davenport a long time favourite at the Worcester hill and the Bugatti of Frank Wall looking every bit as at home as at Prescott.

The infamous Djinn Special of years gone by also appeared looking extremely smart while sprint exponent Jonty Williamson forsaking the Curborough championship round, brought along his delightful ERA which was matched by the splendid Connaught of Alan Cottam.

Barry Brant represented the 500 Owners Association, a stalwart supporter of modern day Shelsley events and the cars which were so successful just after the war. Among the personalities at Shelsley were Raymond Mays and Whitney Straight, former BTD men in the past. It would be interesting to hear their comments on modern day hill climbing.

Johnty Williamson prepares for a climb in his ERA.



Seymour's by six seconds

Nick Seymour scored an easy win at the EMI Universal Wines/Charville autocross at Munsley on Sunday in his Volnik Special. A first run time of 1m 36s for three laps of an 800 yard course gave him victory by some six seconds. Two drivers shared an equal second fastest time of 1m 42.2s. The Cypriot Dimi Mavropoulos and Nobby Cresswell both achieved this in the huge over 1300 cc Escort/Anglia class, Dimi getting the verdict having set the time before Cresswell. Alistair Lyall, also in an Escort, was a close third in 1m 42.8s. In the sixteen strong big Mini class, three drivers were in the 1m 43s bracket. Paul Springett did 1m 43.2s on his first run to beat Mike Smith by four tenths with Robin de Garston a fraction away in third.

Bob Merridale was an easy winner of the small capacity Escort/Anglia class with a second run time of 1m 44.8s and Derek Piggott was a little put out when his own Mini driven by Derek Cleaver beat him in the 870 cc class.

BTD: N. Seymour (Volnik Special), 1m 36s. **Class winners:** D. Cleaver (Mini), 1m 44.2s; B. Merridale (Escort), 1m 44.8s; M. Sims (Imp), 1m 56s; B. Crump (Mini), 1m 43.4s; D. Mavropoulos (Escort), 1m 42.2s; R. Wilkinson (Midget), 1m 47.8s; P. Srpingett (Mini), 1m 43.2s; N. Bradshaw (Bradbuilt), 1m 43.4s. **Novice:** R. Newton (Mini), 1m 50.4s. **Ladies:** Mrs P. Nosek (Mini), 1m 49.4s. **Best EMI:** M. Archard (Escort), 1m 58s.

Gibson survives for BTD

Ut was very much the survival of the fittest np in the Cheshire border country last Sunday at the Potteries and Newcastle MC's Shafesbury Autocross for approximately 25 per cent of the entry of 60 cars failed to record a time on any of the three runs over a small, rough and dusty course. One of those who did survive the rigours of three runs was Rob Gibson who collected BTD in 85.5s, just a conple of tenths quicker than the only rnn by Terry Smith in his Mini Ford who failed to appear again having had the gearbox retaining bolts shear off.

Lone sports car man Gibson, in his 1760 Sprite, was thrown in among three big engined Escorts and saw these off comfortably by two and a half seconds. Best in Smith's class, he won the best PAN member award, was Tony Morris, who did 86.7s and then succumbed to mechanical maladies.

Man who did find the conditions suiting his machine was Graham Harper in the Honda Civic who took the standard class by nearly three seconds and among the 870cc front engined fwd class, only three survived led by John Rowlance who was two seconds quicker than Clive Holland.

D. G. Baines took the Anglia dominated 1300cc front engined rwd class by more than a second while the biggest class, for 1000cc Minis, went to Harry Barnes from Reg Fitt and Malcolm Cope.

The NJH Special of Dave Ridgeway did a very respectable 87.0s to collect the specials class by a street while the rally class, which had the best finishing record with only one retirement from 10 starters, went to Bryn Lloyd's 2.5 litre Capri by a second and a half over Danny Owen's bouncing Imp.

BTD: R. Gibson (Sprite), 85.5s.

Class winners: G. Harper (Honda Civic), 93.5s; J. Rowlance (Mini), 93.3s; D. Baines (Anglia), 98.3s; T. Wentley (VW), 87.6s; H. Barnes (Mini), 88.3s; I. Smith (Escort), 88.0s; T. Morris (Mini), 86.7s; D. Ridgeway (NJH Special), 87.0s; B. Lloyd (Capri), 95.8s. **Best PAN Member:** T. Smith (Mini-Ford), 85.7s. **Ladies:** Mrs L. Rowlance (Mini), 95.6s.

Does it look familiar? Tetranychus Telarius? No – Phillip Lloyd's rebodied F1300 Navajo, here leading John Allen.

● Britax managing director Alex Smith confirmed to the BARC's Ken Rainsbury on Sunday that his company would continue to back their Production Saloon Car championship in 1975. It's nice to see sponsors having and showing faith so early in the year.

Lost and found dept

Anyone lose some wheels and tyres at the last Aintree meeting? The Piccadilly Radio Rooster Racing team found some and would be happy to return them to anyone who lost them and can describe them to David Winstanley, Dave Allen or Colin Oxley on Crewe 60741 or 64550. They'd also like to hear from anyone who nicked a Praktika TL camera with Hanimex 35mm and 135mm lens, and also a Eumig cine camera.

The team, who are sponsored by the Roosters nightclub of Nantwich and Piccadilly Radio, have recently benefited from help on their Europa from Joe Applegarth, the Monoposto ace. Over Whitsun, despite help from the Europa Lodge at Darlington, they finally expired at Croft when they found the crank had gone oval after the big end bearings went.

Loton Park on Sunday

The Hagley and District Light Car Club plays host to the fifth round of the Guyson/BARC hillclimb championship at Loton Park, Nr Shrewsbury this weekend. Practice takes place from 11.30 pm on Saturday, with timed climbs starting at 1.30 pm following untimed practice at 12.15 pm. Among the entries are such big beasts as Roy Lane's 5.0 GM1, Geoff Rollason's 3.0 Brabham BT35, Chris Cramer's 2.2 March, Ken MacMaster's 2.0 Modus, and Alister Douglas-Osborn's Pilbeam R15, the winner of the first round of the RAC Hillclimb championship at this hill. Included among the others are Di MacMaster in her Clan Crusader, Nicky Porter's Mini Cooper S and David Way's Ensign.

Gardner's leisurely BTD

The hot weather caused several drivers to have carburation problems at the summer sprint at Longridge last Sunday efficiently run by Liverpool MC. As a result, no class records were established and the fastest time of the day, by P. Gardner in his McLaren, was some five seconds down on the course record.

Among the ten starters in the up to 1300 cc touring car class, Bobby Fryers and Brian Sutcliffe, had a great scrap with Fryers coming out on top by 0.04s.

Among the small capacity sports cars, Keith Webster and John Knapkin shared their Midget to first and second places, Webster being a second quicker than Knapkin. Alan Smith's Morgan 4/4 was far too good for David Liversedge's Elan whom he beat by 1.5s while Eddie Gowers took his Terrapin to a comfortable class win in the up to 1000 cc racing car class in 86s, which was nearly 0.5s quicker than his class winning time at the same event last year. Among the bigger bangers there wins for John Kitchen in his March 722 and John McCartney (BRM P180).

BTD: P. Gardner (McLaren), 80.26s.

Class winners: R. Greenwood (Cooper), 91.68s; B. Fryers (Cooper), 90.26s; V. Mills (Capri), 98.27s; T. Cartney (Mini), 90.27s; R. White (Escort), 87.63s; J. Billings (Sprite), 97.45s; A. Smith (Morgan 4/4), 95.41s; M. Trewhitt (MGC), 91.07s; K. Webster (Midget), 92.85s; R. Speak (Europa), 83.96s; B. Prest (Mallock U2), 80.79s; M. Burke (Theta), 86.68s; T. Turnbull (Ginetta G15), 88.31s; E. Gowers (Terrapin), 86s; J. Kitchen (March 722), 82.50s; J. McCartney (BRM P180), 81.81s; C. Graves (Capri), 118.78s; B. Yarwood (Escort RS), 97.38s.

Barnard well defeated

One of only three drivers to break the two minutes barrier, George Warren was in championship form to collect BTD in his usual unruffled style down at Frampton Mansell, near Cirencester, when the local club ran their first autocross. Using his usual BDA Ford, Warren eased home to BTD in 113.2s leaving the rest of a small field of 40 in his wake to the tune of three seconds.

Regular championship men, Paul Northall and Dave Fuell, duelled in the sun for the honour of being second with Northall (Triumph GT6) — eventually heading Fuell's big engined Escort by seven tenths.

Martin Barnard's Datsun 240Z suffered its first defeat for a long time when he was blown off to the tune of five seconds by Dennis Moody's Capri in the standard car class but Ivan Gill was only a 1.2s winner of the up to 1 litre Mini class. Best of the tussles in the six classes left after amalgamation was the one in which former VW ace John Button, who now borrows cars for his occasional autocross, just pipped Bob Mack in an Anglia after being behind on the first runs.

Geoff Hawkins achieved a notable class win in the small capacity Mini class especially as he beat Nick Garner from the Midlands by close on two seconds. Garner had the last laugh eventually when he won the Top Twelve run off with highest percentage improvement to count. George Warren stepped down from this contest and Clive Trueman was allowed to take Warren's place but it was Garner all the way as he rushed to a 2.8 per cent improvement from Barnard (2.2 per cent) and Trueman on 2.0 per cent.

BTD: G. Warren (Escort), 113.2s.

Class winners: D. Moody (Capri), 125.9s; I. Gill (Mini), 126.6s; J. Button (Escort), 125.8s; D. Fuell (Escort), 116.9s; P. Northall (Triumph GT6), 116.2s; G. Hawkins (Mini), 127.1s.

● Tim Keen, who had a nasty shunt in his Formula SuperVee over the Whit weekend, has been moved from the Leighton Hospital in Crewe to Ward One, Wexham Hospital, Slough, Bucks, where he is waiting for two broken ankles, a broken heel and a crushed hel to mend. He would be happy to see any friends. We wish him a speedy recovery.

Acknowledgement

We have received the following acknowledgement from Mrs Lilian Gassler, the widow of Mike Gassler who died of his injuries sustained when marshalling at Brands Hatch over Whitsun. "My heartfelt thanks to everybody for the floral tributes and the letters of condolances I received on the death of my husband, Mike Gassler. I cannot express my gratitude enough for all the help that was given to me by the marshals at Brands Hatch."

Ballance upset

Richard Yapp of the Hagley club collected BTD by five seconds last Sunday when Redditch and District CC ran a round of the AWMMC autotest championship at Fort Dunlop, Birmingham. In his Sprite he did the 12 tests in 461.5s to beat Peter Ballance's Clubman GT who was one of three other class winners. Ballance collected a 10s penalty to rob him of outright victory but Ray Webb (Sprite) and Tony Hunt (RS 2000) were their usual smooth selves.

BTD: R. Yapp (Sprite), 461.5s.

Class winners: P. Ballance (Clubman GT), 466.9s; R. Webb (Sprite), 485.5s; A. Hunt (RS 2000), 480.8s.

New sponsor

Jim Miller of Southern Organs has introduced another company to motor racing sponsorship. Trevor Isaacs, managing director of Langtonian Finance and a motor racing enthusiast himself, was at Brands Hatch last Sunday to present the prize in the National Organs Formula Ford Championship race. He is already going to sponsor one of the BARC hillclimbs, and moves are afoot at the moment to sponsor former Southern Organs driver Geoff Friswell cluhmans racing. We might also be seeing a link up in certain ventures between Langtonian Finance and Southern Organs.

● DJ Dave Lee Travis will be opening the Birmingham Speed Show which takes place at Bingley Hall on June 20, 21 and 22. The drag racing DLT will be at the show on Friday from lunchtime onwards. He has long been a drag racing and customizing fan and will be exhibiting his own UFO from the TV series.

Wroughton's big weekend

The first International drag meet of the season this weekend at Wroughton looks like being the biggest yet for the sport, with well over 200 entries received a week before the event. At least 18 of these will come from Europe, mostly Sweden, courtesy of TOR Line, who largely unheralded have backed the richest championship yet in Drag racing in Europe, the four-round Funny Car championship at £1,000 per round.

They will get their money's worth this weekend with the first ever 8 car all funny-car field. Representing the UK will be Dennis Priddle's Donovan Avenger, Clive Skilton's Donovan Vauxhall, Roland Pratt's 392 Scimitar and Liam Churchill's wild 392 Capri, which is a cert for longest burn-out awards on past showings.

Leading the Swedish contingent is Hazze Frome, whose Capri now sports a ground-shaking Garlits-built motor of no less than 520 cubic inches-nearer 9 litres than 8!

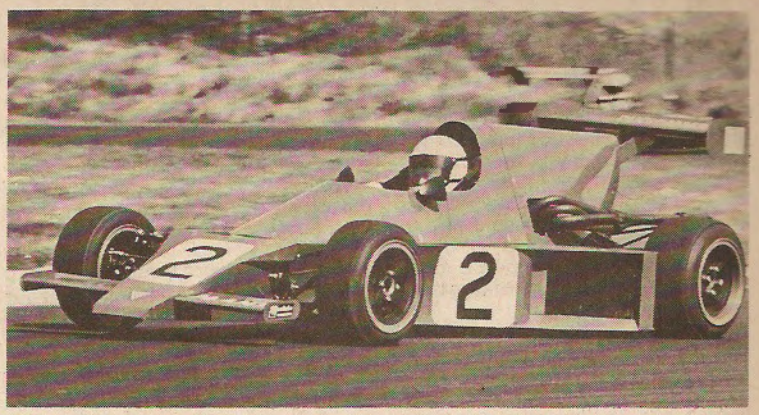
Backing up this fearsome device is Bjorn Anderson with his 392 Opel Manta, Leif Dabach's 480 Chev Volvo and the Canon Cameras Toyota, also Chevy powered.

For once the Top Fuel battle will take a back seat to all this, but John Anderson now has a 426 Hemi in his rail, which should propel the car into the sixes this year. Roz Prior and Trevor Young are the other entrants in this class.

The 208 Pro Comp championship and MCN bike championship both have well supported rounds at the event, with Hall, Burrows, Barnett, Cuss and Rowat confirmed so far in the first, and some Dutch two wheeled entries in the second including a GMC blown 1500 cc Kawasaki.

Other foreign entries include such well known names as Anders Lantz and Gunne Backe with the famous Hemi-Jeep and 'Gas-Rat' altereds respectively promising the Page brothers a stiff run in Senior Comp. Apart from Gunne Backe's Pro Stock, several street cars, including a 4 cylinder Volvo that runs in the 12 second range, will fill out the entry.

With practice starting at 1'o'clock on Saturday, admission is £1 on the first day, with Sunday's short qualifying session and racing costing £1.50. Camping facilities have been arranged, and the meeting, promoted by European Dragways is being held with the co-operation of the Royal Navy, who will doubtless be glad to sign you up to see the world.



The Coombs family always come up with something original for Monoposto. David Coombs drove their latest Renault engined device at Brands on Sunday.

Championship positions

After Sunday's races at Brands Hatch the only significant changes in the points positions in the Simoniz Special Saloon Car Championship is that Terry Harmer has taken over the lead in the 1001 to 133cc class, heading former leader Tony Westbrook by one point. Harmer, who reckons his racing last year cost him £3 per week, has picked up additional sponsorship from Caterham Auto Accessories, who also sponsor former Mini man Tony Dixon in Formula Ford. However Harmer will also continue to receive support from D J Bond.

Townsend Thoresen Formula Ford challenge: 1, Lee Wroe Johnson, Rob Wicken, Kenny Gray, 9; 4, Len Fletcher, 7; 5, John Bright, Derek Warwick, 6.

Kent Messenger 1000 cc special saloon car challenge: 1, John Homewood, 27; 2, Ray Calcutt, 18; 3, John Schneider, Stephen Hall, 7; 5, Mike Chapple, 6; 6, Brian Prebble, Richard Oliver 4.

Guyson/BARC Top Ten: 1, Colin Rogers, 21.38; 2, Roy Lane, 19.88; 3, John Meredith, 18.89; 4, Chris Cramer, 17.81; 5, Roger Walker, 16.67; 6, David Franklin, 16.18.

Guyson/BARC Top Eight: 1, Roy Lane, 31; 2, Chris Cramer, 24; 3, Ken MacMaster, 19; 4, David Franklin, 18; 5, Alister-Douglas-Osborn, 15; 6, Peter Kaye, 5.

Speed Merchants Classic Car championships; over 2.0 front engined GT: 1, Brian Classic, 18; 2, Martin Hilton, Ian Hilton, John Harper and Frank Sytner, 6. **Up to 2.0 front engined GT:** 1, John Webb, 18; 2, Bill Nicholson, 15; 3, Aubrey Brocklebank, 12. **Over 2.0 sports racing:** 1, Willie Green, Colin Crabbe, Tony Woodhouse, 9. **Up to 2.0 sports racing:** 1, Richard Thwaites, 27; 2, Rupert Glydon, Brian Baker, 9.

Aintree Trophy for ACC members: 1, Dave Millington, 51; 2, Ronnie Grice, 43; 3, David Harbour, Stuart Turner, 41; 5, Bryan Litherland, Tony Sugden, 38.

Varley Monoposto championship: 1, Allan Baillie, 66; 2, Paul Maxwell, 62; 3, Trevor Scarratt, 61; 4, Nigel Howard-Jones, 46; 5, John Lancaster, 44; 6, Brian Toft, 26.

Musical Cars

Testing at Brands Hatch on June 4 saw a sort of musical chairs taking place, mainly surrounding Nick Whiting and Divina Galica. Whiting was principally involved in back to back tests with his own and the Shellsport/Southern Organs Escort Mk II to try and analyse power and handling problems. But to prove that Divina is no slouch, Whiting was only 0.6s faster around the Kent club circuit.

Whiting then moved on to Noel Edmonds' G1 Ford Capri, once again to try and see what could be done about the handling problems. But the All Car Equipe MD said there was little to be done about it, deciding that the main problem was in the tyre department, and adding that Edmonds must be a bit of a hero to race such an ill-handling car.

Divina meanwhile, had moved on to Frank Bradley's FF2000 Elden, in which she once again lapped competitively.

Divina Galica is scheduled to make the single seater debut at the big Brands Hatch meeting on the June 21/22 on the Grand Prix Circuit. She has already recorded competitive times in a FF1600 Elden, while in the FF2000 Elden she has gone round the club circuit in 51.0s. On the 22nd she will be driving a works Elden.

Pheonix date

That popular event, the Annual Phoenix Park motor races, will be held this year on August 30/31. Races will be for Formula Atlantic, sponsored by Player's No 6, Formula Ford, modsports, Supersports, modified saloons and vintage cars. Cash prizes will be awarded and the Irish MRC will be putting forward a special travel/hotel rate which will be available for competitors wishing to travel across the sea to Dublin.

Patsy's Syonfin

Last Saturday's Syonfin Hillclimb, run by the Omagh MC and sponsored by Tuborg Lager, was won by Patsy McGarrity in his Formula Atlantic Chevron B29, but his climb of 45.75s was just 0.3s outside the hill record set by Tommy Reid. The time was good enough to beat Paddy Heron's Brabham BT30 well into second place, some four seconds slower. Third was Mike Martin's Sizzler, which won the sports car class.

Dedication

Noel Stanbury was seen sporting an attempt at a beard over the weekend. "I'm not shaving until I've blown off Geoff Friswell fair and square." Sunday looked like the day as Noel took pole position in his rebuilt and revised Gryphon. However the starter jammed on the line and he started after the field had disappeared. He tigered up to sixth place and took the APG Driver of the Day award as a consolation.

Frizzie's Superloon

Clubmen's Supersports ace Geoff Friswell will probably drive Geoff Wood's incredibly light race spare-frame Super saloon Escort BDA at the Tricentrol Championship race supporting the John Player Grand Prix.

Friz the Whizz tested the car on the Silverstone GP circuit last week for the first time and lapped in 1 m 37.0 s. This is just half a second outside the quickest ever Escort time recorded at the circuit. Geoff told us that he thoroughly enjoyed the experience and looked forward to racing the car. "I only did a few laps and it seemed good. I reckon we'll get down to 1 m 35 s after a bit of testing. I asked Andy Rouse about it and he reckons that'll be a good time for it."

● Ken MacMaster will not want to remember the anniversary Shelsley in a hurry as he damaged his Modus on the first run and therefore missed the top ten run off whilst his wife Di, lying second in the Leaders championship with the Clan, did not have the best of afternoons either, managing fifth place only.

BRIEFLY...

● Famed Mazda RX3 driver Jean-Pierre Aux was the scene of much controversy at Silverstone. The Bordeaux-born Count apparently lost his fortune in a recent wine scandal, for which he claims complete innocence. However, while waiting for his appeal to be heard he is making ends meet by selling onions. He arrived at Silverstone on his bicycle laden with onion strings and towing the Mazda. Unfortunately his beret did not comply to RAC helmet regulations and he was forced to pawn two strings of his *legumes* to hire a helmet for the day.

● Regulations are now available for the Susan Wilding sponsored hill climb at Scammoden Water on June 29, the sixth round of the Guyson/-BARC hillclimb championship. Entries are restricted to 130 and would be entrants should write to J. Stephen Wrigley at 93 Yew Tree Road, Birchencliffe, Huddersfield HD3 3QR.

● No less than 33 entries in the over 1300 cc front engined rear wheel drive category were accepted last Sunday at the EMI autocross at Munsley. Twenty one were Escorts and the remainder were made up of a variety of other makes. It is believed that this is a record in any autocross.

● We're told by a young Mr Groves of Shrewsbury, that the previous car to the new Bladon which was fitted with pannier tanks was the McLaren raced in the Spanish GP at Jarama in 1968.

● Lambourghini Miura, Austin Chummy, BRM, Ford GT40, Jaguar C type, Swift, Chevron B32 and many others are on show at the North Midland Motor Clubs' annual motor show evening on June 16 at Old Hall Hotel, Hope, Derbyshire on the A625 at 7.30 pm. There is no admission fee for the event — it's just a gathering for enthusiasts to drool!

● Chris Craft, the sports car ace, recently had a run in Colin Hawker's new DFV powered VW fastback at Silverstone, setting an excellent fastest lap 0.4s under the outright saloon record, held jointly, for the GP circuit, by Jochen Mass (Capri) and Hans Stuck (BMW CSL).

● Rob Turnbull's Brabham BT35 will be sponsored for the remainder of this year in hillclimbs and sprints by B and W Motors of Brierley Hill, distributors of Scania trucks. Turnbull runs several Scanias in his own haulage company.

AUTOSPORT CLASSIFIED

Phone AUTOSPORT'S Classified Department on 01-439 4242 up to 5 p.m. on the Monday before publication. Dictate your advertisement to one of our experienced staff, and leave the rest to us, it's that simple. If, however, you do have time to send in your classified advertisement with cash in advance, we'll give you a fat discount — 40 per cent. But remember, this discount only applies to pre-paid classified lineage ads.

RATES:
Telephoned ads—invoiced after publication: 19p per word, minimum charge £4.75 for 25 words.
Prepaid ads—cash with order: 40 per cent discount, equals 11p per word, minimum charge £2.75 for 25 words, using the form on the back page if desired.

Advertisements received too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary. Box numbers £1.50. Readers' replies should be addressed to Box ASP000, c/o AUTOSPORT, Regent House, 54/62 Regent Street, London W1A 4YJ.

Display Ads:
Racing and Market Place panels: £21 per block (2in x 3⅛in) including photograph if desired.
Road car photo panels: £10.25 per block (1⅞in x 2⅛in) including photograph if desired.
Classified display: £3.15 per single column centimetre.

AUTOSPORT reserves the right to refuse or withdraw advertisements at their discretion and do not accept liability for printer's or clerical errors, although every care is taken to avoid mistakes.

Trade Descriptions Act 1968. Advertisers should pay close attention to the requirements of this act particularly regarding accurate description of all goods offered for sale.

NEW CAR GUIDE

ALFA ROMEO see Alan Day, 341-7 Finchley Road, Hampstead, NW3. Tel: 01-435 1133.

AUTO-UNION-AUDI see Alan Day Ltd, 341-7 Finchley Road, Hampstead, NW3. Tel: 01-435 1133.

FERRARI see Maranello Concessionaires Ltd, sole importers and concessionaires for the U.K. and Eire for Ferrari cars and spare parts. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 6222.

LANCIA IN LONDON. All models including the Beta at The Chequered Flag, High Road, W4 01-994 7119.

SCIMITAR GTE at the leading distributors, demonstrations, sales and services. The Chequered Flag, High Road, W4. 01-994 7119.

AC

AC 428 FASTBACK, 1972. Excellent condition throughout, 16,000 miles. Automatic, electric windows, sunroof, terrific performance. £3,700 or consider exchange Porsche, Dino or W.H.Y.? 01-743 2502. (24)

AMERICAN CARS

D. B. MOTORS OF LEICESTER. American specialists. Tel: 0533-834343. (52

BLACK, L reg. Stingray, 350 auto, 48,000 miles. Quartz halogen headlights, 8 track stereo, towbar, 400 b.h.p. conversion available. Tel. Crosswell 292. (24

AMERICAN CAR SPECIALISTS in automatic transmission overhauls, servicing and sun tuning. 01-960 3499. 25

AUSTIN HEALEY

HEALEY 3000. Excellent condition, 3,500 mls. since professional mechanical and coachwork rebuild. Ruddspeed engine, overdrive, works hardtop, towbar, tax / M.O.T. £625. P/ex. psss. Tel Buxton (0298) 2747 after 6 p.m. (24

IDEAL FOR SUMMER. 1969 Sprite. MoT May '76, tax September. Tonneau and hood, engine in good running order, recent overhaul. B.R.G./black interior. Bargain at £370. Tel. Newcastle on Tyne (0632) 38556, eves. (24)

BMW

2002TII, 1972. Atlantic blue, radio, very good condition, taxed Feb. '76. £1,450 o.n.o. Tel. Duns 3785 (office), Duns 2322 (home). Private sale. (24

FORD

1971 LUMO, mag. wheels, sunroof, 8-track, stiffened suspension, attractive white/blue paintwork finish, reclining seats. Realistic price at £700 o.n.o. Ex-Simon Taylor car, v.g.c. L. E. Selby, 1 West Street, Rochford, Essex. (24)

CORTINA SAVAGE 3 litre Crayford conversion, 1969. MOT anti-roll, full harness, £575 ono. 550 6600 evenings. (24

CORTINA, 1972, Sunset Red, two door XL, Rostyles wheels, radio, cloth trim, 20,000 miles. Price £725. Tel. Royston 71751. (24

ESCORT 3000 V6. Professionally built by Superspeed from new in 1969 (H reg.), new engine, gearbox, diff., tyres and R.S.2000 wheels, Corbeau seats, Halogen lights, good condition, MoT, looks standard but fantastic performance, must sell, £795 ono. Tel.: Steve, 01-950 2429, might P.X. 24

ESCORT RS2000 1974 as new. 15,000 miles. Ziebart treated. £1,525. Telephone Medway (0634) 44979. 25

GINETTA

G4 WANTED. Will consider anything but would prefer (potential) road car, complete or incomplete. Rolling chassis ideal. Will uplift. Distance no problem. Phone Dumbarton 62749. 24

LOTUS

ELAN DHC S3 1700 engine, big wing body. Wide wheels, radio, electric windows, roll-bar, Lagoon Blue. M.O.T. Must sell. Offer around £700. Tel. 701 3852 S.E. London, evenings. (24

LOTUS 7 SIII, Dec. 69, factory built, 19,000 mls. Original trim, unused since recent engine rebuild (new Strombergs H/C head manifold, Spax adjshocks), £900. Phone 01-552 0838 office hours. (25

LOTUS EUROPA SPECIAL, 5 speed, Tawny Brown, reg May 1973. One owner, 27,000 miles. Factory/dealer maintained, £1,850 ono. Phone Culford (028 484) 242. (24

AUTO MOBILE WORK SHOP LTD. Specialist Lotus repairs and servicing, mechanical and body, 748 6808. (24

1972 EUROPA TWIN CAM. Yellow, black interior, alloy wheels, radio, 23,000 miles, excellent condition throughout, £1,395. Tel. Geoff. Leicester 871355, ext. 618 (office), Leicester 873674 (home). 24

LOTUS SEVEN S4, 1972, excellent condition throughout. One owner from new, recorded 28,000 miles, finished in a superb yellow, £1,350. J. A. Else & Sons, Codnor, Derbys. Tel.: Ripley 2321. 24

MERCEDES-BENZ

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, N.W.3. Tel: 01-435 1133. (TC

MORGAN

MORGAN DISTRIBUTORS, Malvern Sports Cars of Malvern, the home of Morgan. 2A Howsell Road, Malvern, Worcs. Tel: Malvern (06845) 63767. (TC

RELIANT

SCIMITAR GTE, 1970 (Sept.), G.T.E. Mexican Red. Ring Dorking 81110 (day), 4397 (evenings). (24 overdrive, radio, 30 m.p.g. Genuine bargain at £1,195.

UNIPOWER

NEW M.O.T. 13.10s engine, sunshine roof. A rare economical specialist sports car. £650 ono. Leatherhead 73034 after 5.15 p.m. 24

R. P. POWELL LTD
FOR E. LONDON · CITY · ESSEX

New 528, Auto. Finished in polaris silver with blue cloth, tinted glass, P.A.S. steering.

USED CARS

1971 (Late spec.) 2002. Finished in white, black interior, metal sliding roof **£1,345**
2002 Tii 1973. Met. silver, low mileage **£2,200**
1973 (M Reg.) 2002 Tii. White. One owner. Radio, tinted glass, cloth interior **£2,099**
1973 3 Litre S.A. Finished in met. green with black vinyl roof. Tinted glass, radio, low mileage **£3,499**
1972 (L) 3 Litre C.S.A. Coupe. Finished in metallic blue, tinted glass. Electric windows, low mileage **£3,799**

Full range of new cars in stock or used BMW wanted.

ROMFORD RD., E7
01-534 7781

Hendon Way Motors Ltd
393-5 Hendon Way NW4
Sales and Service Tel: 01-202 8011

1974 PORSCHE CARRERA, bitter chocolate, electric sunroof, radio, stereo **£6995**
1971 (K) PORSCHE 911S. Metallic ice blue, electric sunroof, radio, Sundym, low mileage, l.h.d. **£2995**
1972 LOTUS ELAN + 2S 130. Low mileage. Sundym glass, radio **£1895**
1971 (K) LOTUS ELAN +2S. 130. Red, radio, h.r.w. **£1695**
1969 LOTUS ELAN +2. Low mileage, radio, h.r.w. **£1395**
1968 LOTUS ELAN +2. Green, low mlge., radio . **£1195**
1973 LOTUS ELAN SPRINT D.H.C. Lagoon. 15,000 miles, radio, stereo, Sundym **£1895**
1972 LOTUS ELAN SPRINT DHC. Pistachio radio, sundym **£1495**
1971 LOTUS SUPER 7. 25,000 miles only, roll bar **£1195**
1973 Series RENAULT 17TL. 1 owner, electric windows, cloth trim **£1295**
1972 ASTON MARTIN DBS V8. Manual. Silver. 1 owner. Radio/stereo, Sundym air conditioning **£4995**
1954 ASTON MARTIN DB2/4. Regency, 89 points **Offers**
1970 E-Type ROADSTER. Regency, radio, c.w.w., new clutch, immac. **£1695**
1968 (G reg.) JAGUAR E-Type Roadster. White, radio, chrome w/wheels. Works hardtop **£1195**
1974 MGB Roadster. Roman purple, o/drive, 10,000 miles, 1 owner, radio **£1595**
1970 (J) MGB GT. Midnight blue. 31,000 miles. 1 owner, o/d, raio **£1095**
1972 TRIUMPH TR6 Convertible. White, o/d, raido, low mileage **£1195**
1968 TRIUMPH TR5. 37,000 miles, radio, o/drive, chrome w/wheels **£795**
1969 TRIUMPH SPITFIRE CONVERTIBLE. Low mileage **£595**
1973 LANCIA FULVIA HF-1600. Metallic silver, radio **£1795**
1970 MINI COOPER CLUBMAN EST. White, stereo **£795**
1936 BENTLEY 4¼ Litre Pillarless Coupe. Coachwork by Gurney Nutting.

NORTH OXFORD GARAGE LTD.
280 Banbury Road Oxford

BMW 3.0 CSL, May '73, inka black cloth, radio, stereo **£3950**
BMW 2002, '73, 20,000 miles. Inka/black cloth, Bluespot radio **£2075**
BMW 2002 Tii, '73. Sahara/fawn cloth, radio **£2175**
BMW 2500 Auto. 'N' reg., ex company director's car, atlantic dark blue, light grey cloth, 7,000 miles genuine **£4295**
BMW 2500 Manual. Oct. '72. Agave green interior, radio **£2550**
PEUGEOT 504. Nov. '72. Silver, tan trim, radio **£1350**
VAUXHALL VICTOR 2300S. Light blue, starfire, 'N' reg., Feb. '75, 4,000 miles **£1975**

TREMENDOUS SAVING
New, unregistered Droop Snoop Vauxhall Firenza. Silver **£2600**

TEL. OXFORD (0865) 511461

ASTON MARTIN DB4

1961. Powder blue, owned by John Coate. Originally purchased from and subsequently serviced by Richard Williams. New wheels and tyres **£1200**

TEL: JOHN
01-736 8148 Eve's
01-930 7321 Day

SPORTS AND PERFORMANCE CARS

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

GERRY MARSHALL

What have Lord Atkinson, Ivan Dutton, Jean Pierre Aux, Burglar racing, Slim Atthews, Tony Lanfranchi and John Wingfield's mother got in common? No — it's not what you're thinking, its simply that they are all satisfied customers of Marshall Wingfield Ltd. Be like them — purchase a quality used performance car from the Sports Car Specialists.

THIS WEEK'S SELECTION

LAMBOURGHINI MUIRA 'S'. Finished in Italian racing red, 19,000 miles. Air conditioning, Sundym glass, and radio. A unique opportunity exists to purchase one of the world's most exotic sportcars. **£5750**

ASTON MARTIN DBS V8 Auto, 1972. One owner, 25,000 miles from new. In dark chocolate brown with cream leather interior. All usual refinements such as air conditioning, stereo, p.a.s., electric windows, etc. Supplied and serviced throughout by well known Aston specialists. Undoubtedly one of the finest currently available **£4495**

LOTUS +2S 130/5, 1974. One owner, metallic purple, oatmeal trim, tinted glass, allow wheels, radio. Excellent throughout **£2675**

DATSUN 260Z, 1974 ("N" reg.). White, one owner, 13,000 miles, radio, mint condition **£2575**

DATSUN 260Z, 1974. Metallic silver, radio/stereo, electric aerial, excellent throughout **£2495**

JAGUAR E-Type V12, 1973. F.H.C., one owner, carmen red, tinted glass, radio/stereo, manual transmission, 25,000 miles. These cars are becoming increasingly hard to find . . . **£2495**

VAUXHALL FIRENZA, 1974. One owner, silver (of course), 3,000 miles from new, radio, never previously advertised **£2045**

DATSUN 240Z, 1973 ("M" reg.), one owner, 20,000 miles, red, radio/stereo, electric aerial, Wolfrace wheels, one of the nicest 240s we have ever had **£1965**

MGB GT V8, 1973 ("M" reg.). White, one owner, overdrive, radio/8 track. Alloy wheels, Sundym glass, 22,000 miles only, immaculate **£1895**

DATSUN 240Z, 1973 ("M" reg.), one owner, 29,000 miles, met. green, radio, faultless throughout. **£1895**

DATSUN 240Z, 1972. Met. green, 35,000 miles, very good order **£1495**

TRIUMPH TR6 Roadster, 1973. One owner, 27,000 miles. Carmine red, white hood, overdrive. A very attractive motor car **£1325**

FORD MEXICO, 1973. 1 owner, 13,000 miles, copper/black cloth trim. Custom pack alloy wheels, radio. Immaculate **£1245**

CLAN CRUSADER, 1973 ("M" reg.), one owner, 19,000 miles, brown, sunreef. Very good order **£1095**

GINETTA 015, 1973. Metallic silver, 2 owners, 17,000 miles from new. Fitted Cosmic alloy wheels. Definitely the nicest example we have had so far **£1095**

WANTED

Business is booming at the moment and consequently we are prepared to pay high prices for the type of car we sell. If you are thinking of selling your performance car phone us first. You may be pleasantly surprised.

P.S.: The Marshall Wingfield Team are out in full force again this coming weekend with Gerry and Jock racing their respective production saloons at Snetterton and Peter Hanson trying again for that elusive class win at Mallory Park.

Marshall Wingfield Ltd.
856 Finchley Road, London NW11
Tel: 01-458 4204

LOTUS ELAN
1969 SERIES 4

F.H.C., primrose yellow, 36,000 miles, one owner, absolutely immaculate condition.

£895

WALKER & DEEKES
Sandridgebury Lane
Sandridge, Nr. St. Albans
Tel. St. Albans 61000

MATRA SIMCA BAGHEERA

Yellow, July, 1974, 17,500 miles, 30 mpg. Immaculate sports car. Remarkable bargain. £2,500 ono.

Tel. 01-445 5189

LEN STREET LTD

London's only Lotus dealer

67-69 DRAYTON GARDENS

1970 +2S. White, 1 owner, sunroof, radio. Tremendous value at **£1395**

1972 LOTUS EUROPA TC. Green, radio, mags, oatmeal trim, a very clean car **£1425**

1973 +2S 130/5. Tawny, tinted glass, radio, mags, very low mileage **£2390**

1974 LOTUS ELITE 502. Roman purple. 1 owner, 16,000 miles. Usual extras **£4350**

1974 ELITE 502. Lagoon blue. Supplied and serviced by us. 9,000 miles **£4750**

1974 PANTHER 4.2 litre. Met. silver, chrome wire wheels, o/drive, 1 owner, 9,000 miles. Super performance car for the young at heart. Must be seen **£5950**

COMING IN TO STOCK
1971 MGB GT, 1972 STAG,
1973 DOLOMITE SPRINT,
1973 STINGRAY, 1973 TVR 3,000 miles

TEL: 01-370 4114

GO TO WORK IN A "TZR" CAR

TIM & ZOE RANDLES

TEL. (0782) 48361-47623

ALMOST NEW

1975 ALFETTA, 3,000 miles, still under manufacturer's guarantee, metallic green/brown velour trim, tints all round, 5-speed, radio, perky 2-litre engine . . . **£2,495**

1974 LOTUS +2S 130/5. Tawny, silver roof, tints, alloys, one owner **£2,795**

1973 TRIUMPH TR6, o/d, white **£1,295**

1971 LOTUS +2S, 37,500 rec. miles, white, radio . **£1,595**

1971 JAGUAR E-Type V12 2+2, manual, regency red, 30,000 rec. miles, 1 owner **£1,795**

1971 JAGUAR E-Type 2+2 F.H.C., blue, radio . . . **£1,595**

1972 (L) JENSEN HEALEY, red, 1 owner, 22,000 rec. miles **£1,295**

1959 ELAN S4 Drophead, red, big valve engine **£995**

1971 SPITFIRE, Pimento red **£795**

1972 GT6, damson, tan trim, 22,000 rec. miles . . . **£1,195**

1973 SPITFIRE, red, o/drive **£1,145**

1972 STAG, saffron, radio, hardtop **£1,995**

1973 M.G.B G.T., o/drive, radio, damson **£1,595**

1971 M.G.B G.T., o/drive, teal blue/ trim, radio, 35,000 rec. miles, very clean example **£1,145**

1973 "M" DATSUN 240Z, silver metallic, 1 owner **£1,895**

1971 ALFA ROMEO 1300 Junior Coupe, red . . . **£1,095**

1972 ALFA ROMEO 2000 SPYDER. Yellow, black interior, "Graduate car" **£1,695**

1971 JENSEN INTERCEPTOR Mk. II. Purple, 35,000 miles **£2,695**

1972 FIAT 124 SPORTS. Choice of 2 from **£1,095**

1972 LOTUS EUROPA Twin Cam. Radio, black/gold, oatmeal trim **£1,395**

1973 TVR 2500 M. White, radio **£1,795**

1967 ROLLS ROYCE Silver Shadow. Oyster grey, black trim, 2 owners, full Crewe service history **£4995**

1972 RANGE ROVER. Green, 2 owners, 22,000 recorded miles **£2295**

1973 LOTUS +2S 130 5 speed. Lagoon blue **£2395**

1974 LOTUS +2S 130 5 speed. Tawny/silver, tints, one owner **£2595**

FABULOUS FERRARI

1972 FERRARI DAYTONA, blue metallic, 27,000 miles, 1 owner **£5,295**

Stacks of Lotus Spares — Phone (0782) 45691

Top Technicians for your special smoker — Phone (0782) 45691
Speedy Sales Service

C.R.F.S. LTD., Campbell Road, Stoke-on-Trent
Open weekends (opp. Stoke City F.C. Ground)

PORSCHE TARGA

1968 911T, LHD, N-reg., blood orange, 911S wheels, tinted glass, front spoiler, radio, heated rear window, rear wiper. Q.I. headlights, etc., etc. **£1450**

AUTOFARM PORSCHE CENTRE
65 High Street, Iver, Bucks.
Tel.: Iver (STD 0753) 652170

ALL LOTUS MODELS URGENTLY REQUIRED

ABSOLUTE TOP PRICES PAID

Phone now

J. A. ELSE & SONS
CODNOR, DERBYSHIRE
TEL. RIPLEY 2321

DON'T BE OFF THE ROAD WITH AN

AMERICAN CAR

GET YOUR SPARES AND TYRES FROM

D.B. MOTORS

of Leicester

Tel. 0533 834343 and 832534
AMERICAN CARS FOR SALE

BERKELEY SQUARE GARAGES LIMITED

LONDON'S AREA RETAILER FOR BRITISH LEYLAND CARS

ROVER/TRIUMPH AUSTIN, MORRIS, DAIMLER & JAGUAR

Most models now available Call or 'phone

SHOWROOMS:

7 BERKELEY SQ. W1X 6DJ
01-499 4343

ALBERT EMBANKMENT
(South side)
VAUXHALL BRIDGE SE1
01-735 5321

CASTLE GARAGE
731 FINCHLEY ROAD NW11
01-458 4455

SPORTS AND PERFORMANCE CARS

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

A. RUSSELL MOTORS LTD.

All Ferrari and Aston repairs
Competitive prices
Try us

Elan +2S 1970. White, radio, stereo	£1195
Elan FHC 1974 S4. White	£850
Elan +2 1968. White, radio	£795
Elan FHC 1967. Blue, radio	£600
Europa H reg. Palma, 8 track	£850
Jensen Healey L reg B.r.g.	£995
RS 1600. 1972. Custom Pack. Bronze	£950

MGC 1971 15,000 miles only overdrive w/w B.r.g. mint condition £1200

Tel.: 01-684 2659 anytime

Whittlesey Motors Ltd.

M Regd. PORSCHE 914/6 2.2. 'S' Engine. 9" wheels, Recaro seats, roll bar, tinted glass + many more extras. Shattering performance for only £2250
1971 PORSCHE 911S. White, Recaro seats, electric sunroof and windows, tinted glass, r. wiper, radio, stereo. In truly superb cond. £3100
TEL. 07314 2375

LONDON ROAD MOTORS LTD. PETERBOROUGH

1971 AC 428 Fastback. Met. blue with black trim, chrome wire wheels, electric windows. This automatic transmission vehicle is the fixed head version, styled by Frua of Italy. Sold with service history. Now at **£3495**
1972 TRIUMPH TR6. In orange with black trim. Fitted o/drive unit and radio. The vehicle is the detachable hard top model. Under 12,000 miles. Spare wheel unused. Excellent performance and sold with warranty at **£1245**
Contact Alan Double
Telephone Peterborough (STD 0733) 67177
Evenings 0780 782516

D.O.T.

OPEL DEALER OPEL TEAM

THE LAST NEW OPEL ASCONA 81 AVAILABLE AT THE OLD PRICE SAVING £240

ALEC LOBB GARAGES

BRAINTREE, ESSEX
TEL. BRAINTREE 21313

LOTUS EUROPA T/CAM

1972, yellow, genuine 12,000 miles Original throughout. Dellortos S.P. Sports, etc. Excellent condition. Taxed. Mot'd. £1395 ono.

TEL. FILLONGLEY (COVENTRY) 40352

GOLDSEAL

OFFER

£2995 JENSEN INTERCEPTOR, 1971. A specimen example in silver birch with black leather trim. Refrigeration, stereo, pas, 28,000 miles. Full history.

£2095 JAGUAR E-TYPE V12 FHC, 1972, white/black trim, alloy wheels, radio, quad tape player, one owner, 27,000 miles.

£1865 FIAT DINO SPYDER. 'K' reg. Mediterranean blue with black trim, fitted alloy wheels.

£1845 TRIUMPH STAG, 1972. Auto., 22,000 miles, 1 owner, white, black trim, hardtop.

£1795 TRIUMPH STAG , 1972, manual with o/d, hard/soft tops, radio, etc., red with black trim.

£1695 AUDI 100S COUPE. 1972. 'L' reg. Automatic, sunroof, radio, h.r.w., 1 owner.

£1525 ALFA 2000 GTV. 1972. 1 owner, silver with beige interior, full service history.

£1395 LANCIA 1.3 Fulvia Zagato 1972 (L reg). Met. silver, red trim, radio, etc

£1295 FIAT 124 Sport Coupe 1972 White, black cloth trim, 1 owner

£1295 N.S.U. Ro80. 1973. 15,000 miles, 1 owner. Metallic red with brown cloth trim.

£975 AUSTIN MINI 850 1974, 1 owner, 14,000 miles. Bracken, navy trim, extras include burglar alarm, fitted walnut dash, etc.

£965 RENAULT 16 TS, 1971, 1 owner, 20,000 miles from new.

£945 CITROEN D Special 1972 (L reg) White, red cloth trim, 15,000 miles

£845 AUSTIN HEALEY 3000, 1964, o/drive, wire wheels, black, navy trim.

£695 VAUXHALL VIVA SL 1971. 1 owner, silver, black roof

£565 TRIUMPH TR4A, 1966, white, black trim, fitted o/drive, wire wheels, etc.

01-639 3204/5/6

BOURNE THOMAS LTD.

IF YOU ARE SELLING YOUR SPORTS CAR, WE ARE SHORT OF GOOD QUALITY SPORTS CARS

1971 M.G.B. GT. Blaze, overdrive **£1140**
1972 M.G.B. GT. Bronze yellow, overdrive, 30,000 miles **£1395**
1973 M.G.B. GT V8. One owner, 12,000 miles, glacier white **£1975**
1973 M.G.B. GT. Blue, overdrive, 21,000 miles **£1575**
1974 M.G.B. GT. Red, overdrive, one owner, low mileage, tinted glass, chrome Rostyle wheels, head restraint **£1995**
1974 Spec. DATSUN 240Z. White, 14,000 miles **£2195**

FOR ALL SPORTS CAR SERVICING & TUNING

LONDON ROAD, WOKINGHAM BERKS. TEL. (0734) 785139

AUTOFARM

PORSCHE CENTRE

65 HIGH STREET
IVER, BUCKS.
Tel. IVER 652170 (STD 0753)

BELL & COLVILL LTD

WEST HORSLEY, NR. GUILDFORD, SURREY

ALFA ROMEO · JENSEN HEALEY · LOTUS

LOTUS ELITE 502. Earliest possible delivery.

NEW CARS FOR IMMEDIATE DELIVERY

ALFA ROMEO ALFETTA 1800 cc. Blue, red, piper yellow **£2798**
ALFA ROMEO 2000 GTV. Piper yellow, olive green metallic **£2998**
ALFASUD T1. Red **£1868**
ALFASUD SE. Dark blue, green, red **£1688**
JENSEN HEALEY. Black or tangerine, with hardtop and five-speed box ..... From **£3342**

Demonstration vehicles available for all models

SELECTION FROM 50 GUARANTEED USED CARS

1973 FERRARI DAYTONA. Met. blue, 16,000 miles, air conditioning, radio, stereo, immaculate **£6750**
1975 LOTUS ELITE 503. Yellow, 6,000 miles **£5650**
1973 LOTUS + 2S 130/5. ..... **£2395**
1973 LOTUS + 2S 130/5. Metallic green, alloy wheels, tinted glass, one owner **£2395**
1972 LOTUS +2S 130. Colorado. Radio **£1895**
1972 LOTUS ELAN SPRINT. FHC. Metallic blue. Supplied and serviced by us **£1495**
1971 LOTUS EUROPA. Twin cam. White, alloy wheels **£1495**
1971 LOTUS EUROPA S2, white, 26,000 miles. Only **£1245**
1974 ALFA ROMEO 2000 Spyder. Red, alloy wheels, radio, electric aerial, 11,000 miles **£2645**
1973 ALFA ROMEO 2000 Spyder. Silver **£1995**
1973 ALFA ROMEO 2000 GTV. Dark blue, cloth trim, radio/stereo, 25,000 miles only **£1995**
1971 ALFA ROMEO 1750 GTV. Yellow ochre **£1195**
1970 TRIUMPH STAG. Auto. and PAS. Dark blue **£1495**
1974 JENSEN HEALEY. Tangerine, 1 owner, 6,000 miles. Immaculate **£2350**
1973 JENSEN HEALEY. White **£1495**
1973 MGB GT. Blue, one owner **£1530**
1972 MGB GT. O/d. Webasto, blue **£1350**
1973 FIAT 128 SL Coupe 1300cc. Primrose, one owner, 13,500 miles **£1295**
1960 ASTON MARTIN DB4. Blue, well maintained example **£995**
1971 AUSTIN COOPER S. Rollcage, special dash, straight cut gears, etc. **£695**

SHOWROOM OPEN SEVEN DAYS A WEEK (STD 04865)

East Horsley 4114

LONDON SPORTS CAR CENTRE LTD.

AMERICAN MOTOR HOMES

We have in stock at the moment what is probably the best and largest selection of American Motor Homes in Europe. They are all based on Dodge commercial chassis and are fitted with Dodge V8 power units, automatic transmission and final drive.

New and Unregistered Winnebago Brave 21T
3 double beds. (or 2 double and 2 large single), air conditioning, generator, gas/electric refrigerator, central heating, hot water systems, shower and flush toilet, radio, etc. £6995 plus V.A.T.

New and Unregistered Winnebago Indian 19
Sleeps 5-6 adults, central heating, gas/electric refrigerator, AM/FM radio, hot water system, etc., etc. £6,750 plus V.A.T.

Dodge Commander Motor Home
24ft. long. Sleeping accommodation for eight adults in comfort. Equipped with every possible extra including full carpeting, large refrigerator, deep freeze unit, 4 ring gas stove, eye level oven, AM/FM radio/stereo, 4K/W generator, gas central heating, air conditioning unit, toilet, shower and washbasin, constant hot water, double sink, etc. Recorded mileage, 8,000 only. Offered at £7,000 including V.A.T.

Dodge Commander Motor Home
A similar unit to above with identical equipment (no deep freeze), 22ft. long. £6,600 including V.A.T.

GEMINI HOUSE, HIGH STREET EDGWARE 01-952 6171

RACING AND COMPETITION CARS

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

CLUBMANS

EXCHANGE your clean competitive 1,000cc Imp for my immaculate Class B Gryphon. Fully rebuilt this winter. Engine, wheels, tyres, etc., one race old, complete with spare diff., wets and trailer, or will sell for best offer over £1,000. Sponsor only interested in a saloon, so therefore must sell or swap. Tel. Calne 3903. 25

CLUBMEN'S HOLBAY

Barry Foley offers for sale his 1975 Holbay 1600 cc screamer, 168 bhp, only 7 races since new, just 3 races since complete rebuild by Holbay. A really competitive engine faster and cheaper than Stanbury's £850 no offers. Ask for Barry Foley on 01-534 8427 (day), or Hornchurch 55104 (night).

COMPETITION CARS

D.R.W. very pretty mid-engined sports racing, highly competitive, generally collects an award, engine prepared by specialists, 5-speed Knight box, ready to race. Owner going abroad. Offers around £1,000, also Reid trailer. Reading 694047. 24

FORMULA FORD

COLIN EMERY offers for sale his imacumlate M.R.E. 74/75F, less engine but with numerous other spares including nose cone, fuel tanks springs etc. £1,200. Tel.: High Wycombe 29459 anytime.

SPECIAL BODIED Mistral, Rowland engine, Mk.8 box, Varley wheels, tyres, ratios and spares etc. and Reid trailer, £750. — 01-387 6530 after 6 p.m. (TC)

MERLYN Mk IIA. excellent condition, fast, reliable, chassis never bent. Boradspeed engine, rebuilt, Dyno-tested, two complete bodies, Varleys, many spares, ratios, equipment. Mk 8 Hewland gearbox. Jim Russell Trailer Bedford van. Tel. Luton 34552, pref. eves. (25

ROYALE RP16H, ex-works championship winner. Rebuilt engine/gearbox, inboard discs, aeroquip lines, complete with spares and trailer. Owner going abroad. £1,500 ono. Phone Hereford 2346 day time. (24

FORMULA FORD, recent engine rebuld with trailer and Ford Escort van tow vehicle. £900 ono or exchange road/race Mexico. Stone 609. Ian Kirkwood. 24

£100 OR NEAREST sensible offer. Duton LD4C, quick, clean and straight, ready to race, with spares, trailer and tow car. Further details, Banbury 710-112 evenings. 24

ROYALE RP3A AS rolling chassis. Good condition, competitive, needs racing tyres, otherwise ready to race, recent fourth at Brands. Must be seen. £450. Milland 362. 24

ROYALE RP16A rolling chassis in excellent condition, £625. Garage space and help to prepare, Croydon area, ring Downland 54365 after 6 p.m. 24

CROSSLE 25F complete with new Rowland spare chassis, body panelled, fully aeroequipped, some suspension spares, consistent top ten finishers in National Organs B.A.F. £2,000 ono. Tel.: Brighton 735064 anytime. 24

FRED SIGAFFOS offers his race winning ultimate Elden MK10X complete with all spares, less engine and gearbox. 01-720 7198. TC

MERLYN MK.IIA. Excellent condition, fast, reliable, chassis never bent. Broadspeed engine, rebuilt, dyno-tested, two complete bodies, Varleys, many spares, ratios, equipment. Mk.8 Hewland gearbox. Jim Russell trailer. Bedford van. Tel. Luton 34552, pref. eves. 25

10 SERIES CHRIS STEEL FF engine, not run since rebuild, ideal club racing, £160. Tel.: 054-555 215. 24

FORMULA JUNIOR

ELVA, 1964 rear 1,098 cc Ford Formula Junior engine. Twin 40 dcoes Knight Imp g'box. Many spares, including bodywork £450 ono. Trailer available if req'd. Telephone 035-282 270. (24

FORMULA VEE

FV plus many spares and tools. Competitive, make good Libre car. Beats Formula Ford! With trailer, £485. Phone Steve Ohara. Chesterfield 74181 (day). 24

FORMULA 750

WEDGE SHAPE 750F. New race engine, C/R gearbox. Revolutions, intermediates, wets. Full instruments, Motolita, spare engine, diff. 99 per cent completed, but owner emigrating, £325. Mocklor, Long Crendon 208620. Oxford 40801 (office). (24

FORMULA 750 two races from new. Minor attention to finish with trailer, many spares, £385 ono or ready to race £425. Tel Dinnington 2181 7 pm. (24

HISTORIC SPORTS CARS

EX-WORKS SUNBEAM TIGER ADU312B, only known original rally car, fantastic history including 4th 1965 Monte. Many special features. 4.7 engine, T10 box, limited slip, twin servos, Minilites, taxed, M.o.T. A superb road race car for £1,550 o.n.o. P/ex Dino. Tel Dursley 3243 (Glos.) (24)

MODSPORTS

MARCOS VOLVO. Full range engine 1990 cc. Close ratio gear box, 8¾in. - 9in. revolution wheels 356 compound tyres spare 1800 cc engine, C.R. gear box 4 alloy wheels with Dunlop wets, new 30cwt. four wheel trailer fitted with mini-lite wheels H.D. brakes ramps jockey wheel winch. Ring after 7 p.m. Atherstone 3703 (Warks.). 24

SUPERCHARGED 1340cc MG MIDGET. Ex Alan Woode. Fully rebuilt motor and chassis. 155 bhp. Bills to show. Spare CR box. 2 Ls Diffs. Host of other spares. Re-sprayed bright yellow, completely ready to race, surplus to requirements hence first sensible offer secures. Phone Chesterfield 33661. 24

RACING CARS

WANTED cars suitable for Libre Clubman's F3. Cash availabe, no silly prices. Client required BT 30/36 with F.V.C. anyone got one for sale at sensible money. Ring Slinford 287 any time. Ansafone. (24

LOTUS. Frame F3-22-39, twin cam 1650. Fitted, would split. Phone 0481 44404, daytime. Mon-Fri. Not lunchtime. (24

MERLYN 12A, ex F.2, fitted steel 1600 pushrod Mk. 8 Hewland, slicks, wets, aerofoils, cover. Sponsor withdrawn. £995 ono or split. Suron Racing, Smallfield 2869, Surrey. 24

SUPER FORD MERLYN Mk22 Neil Brown engine, complete less gear box with 2 sets of wheels, £1,000. Exchange/offer. Ring P. Slade, Folkestone 52905 (day) 67030 (evening). 26

RACING SALOONS

CHEVROLET CAMARO Z28. 5.7 litre, Oct. '72. 1 private owner, v. low mileage, metallic green with black trim, immac. cond. throughout. Never raced or rallied, £2,695. 467 9606. 24

RALLY CARS

1974 MIDGET full group 4 rally spec. This car is the culmination of many years of rally development, hardly used £950 ono. Radnage 2433 (Bucks). 24

SPORTS RACING CARS

CHEVRON B21 FVC, possibly the best example in the country, this was the ex-Dart team second car which was raced only occasionally by Birrell/Fittipaldi. The engine was rebuilt two weeks ago by Richardson and has run only for half an hour. There are 8 wheels/tyres and nearly a complete set of ratios, you can also have my new Weaver 4-wheel trailer and the K regd. Volkswagen towing van to go with it. The entire outfit is offered for a most reluctant sale at offers over £4,000. Telephone Doug Baillie 041-332 3469. **SERIOUS ENQUIRIES ONLY PLEASE.** 24

FORMULA ATLANTIC MARCH 74B

Very competitive in last 4 races, complete with specially rebuilt engine and many spares.

Part exchange race or road car.

Contact Norman Dickson, Perth 28211

TRACK-TUNE

50 THE CLOSE
NEWCASTLE upon TYNE 1

Brabham BT 36 Rolling Chassis FT 200 ..... £1100.00
BDA 1850 cc. Approx 240/250 B.H.P. (unused since rebuild) £1100.00
Palliser WDH 2. Hillclimb Car £895.00
H.D.4 G/Box for above £300.00
5-1 V8 (alloy) stripped for inspection ..... offers

Part exchanges WELCOME
Phone NEWCASTLE 610220
Eves. Whitley Bay 27798

WEST COUNTRY CARRIAGE CO.

Dealers in Fine Cars

Mallock U2 Mk. 8B Clubmans B Car. Red, Formula ford engine. Lotus Cortina Mk. 1 g/box. Revolution wheels, etc. ideal beginners hill climb sprint car **£695**

For Sale on behalf of Customer

1967 Mamba 1000c.c. single seater hill climb/sprint car. White. Ex Stansfield/Valentoe/Harris/Philip Anstruther. Fitted with special BMC thick wall block, Dan Moore head, 2 litre Wade blower, new Firestone tyres, Ex. cond. and ready to race. Superb beginners car **£595**

Coming in shortly

1970/71 M.G. Midget Modsports. Ex Spashett/Mike Crosfield. Blue/white, fitted rebuilt 1130c.c. engine, Aldon C/R g/box, chassis completely rejigged, etc. Spare wheels, tyres, diffs, etc., and complete with trailer **£895**

Wanted

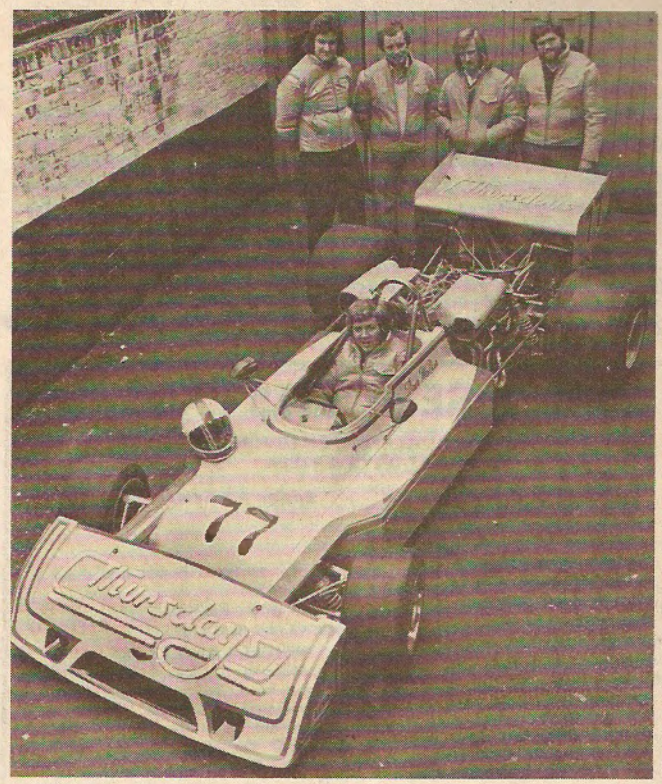
Mallock U2 Mk. IX B fitted with twin cam, suitable libre, hill climbs and sprints in exchange for a road car (stock includes Minis to Bentleys)

Miscellaneous

1974 Vegantune/GP Racing 2 litre Formula 3 1B10c.c. Approx. 153B H.P. Unused since modified. Test sheets available. Offers

H.P. ARRANGED — Any road or racing car can be taken in part exchenge

84 Warminster Road, Westbury, Wilts. Tel. 2551



Thursday / Ram Racing team offer the following. Due to arrival of new cars.

F5000 B28 Chassis No. 12 Ex. D. Walker.
Complete with morand engine, DG3000, all overhauled. No expense spared on maintenance of above.

F5000 B28 / 24. Chassis 001 Ex Sutcliffe & Magee.
As above, completely overhauled, everything as new on both cars.
Both cars have complete set of D.G. Ratios and gearbox spares, new wet weather tyres and wheels, complete list of spares available for both cars noses 4. Radiators, frames, complete sets of corners, air boxes, all shapes and sizes of wings, and nuts and bolts, in fact everything, about 1 tons worth.

F5000 engine R.E.S. Just returned after extensive rebuild new block crank, heads etc., 518 BHP Fuel injected.
50 wheels and tyres all latest wet and dry compounds.

Transporter Bedford TK.
Two car transporter, winch, long range tanks, radio, Taxed and MoT, side awning, Ramps etc.

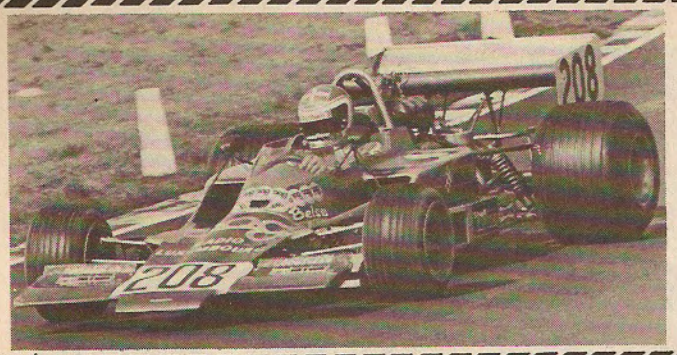
No expense spared on above maintenance, H.P., PX or WHX anything considered, or for cash £15,500.

£15,500

Please Phone 01-459 6534. John MacDonald

RACING AND COMPETITION CARS

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place



TOM BELSO

OFFERS FOR SALE: HIS

LOLA T330

ONE OF THE MOST COMPETITIVE CARS AROUND; CHEVROLET ENGINE, RUN FOR ONLY 250 MILES SINCE REBUILD; £2,000 WORTH OF SPARES. WILL SELL COMPLETE. PHONE TOM BELSO. SANDY (BEDS) 81668

CHESHIRE SPORTS CARS

71 MANCHESTER ROAD, CONGLETON, CHESHIRE. 02602 5352/71858
OPEN 7 DAYS A WEEK

G.R.D. Sales & Service
Sole Concessionaires

Ensign F.3 Sales + Service

CARS

Ensign F3 cars, choice of 4. Either complete or rolling chassis, with gearboxes.
Brabham BT35 F3 car, inboard Mk. 8 box, best available, with spares.
Brabham BT30, rolling chassis, with/without FT200, 10in., 14in. wheels.
Landar Sports Racing Car, 1300S engine and box, used hillclimbs only.
Chevron B15/17, ex Cyd Williams car, rolling chassis, with spares.
Elva BMW, prototype GT160 aluminium body, Fissore of Turin, around Elva racing spaceframe chassis. Ex show car now being restored, fully trimmed for road use, fantastic looker and eligible post historic.
Sports and Racing cars, spares, engines and gearboxes taken P/Ex.

WHEELS AND TYRES . . .

New Melmag, all sizes, Lola, Brabham, March, Titan, Fallen, Surtees, GRD, Design Formula, Shadow. New Ensign wheels, 8in. and 10in. (would also fit Brabham 4in. PCD). Used wheels, Brabham 8in., 10in., 12in., 14in. Palliser 10in. Tecno 12in. and 14in. Lola 212 10in. and 14in.
TYRES. Tyres for F5000, F1, 2 and 3. Wets and slicks. Over 500 new and used in stock, new slicks for 5, 6 and 7in. rims, 20in. profile.

ENGINES AND BOXES . . .

FVC 1800 rebuilt, FVA 1600 rebuilt, Clubmans 1600 DD all steel rebuilt, BDA 2 litre injected, twin cams — choice of 6, all steel or standard. 2 Vegantune twin/cam 5 bearing, BDA spares include 2 litre steel cranks, Atlantic head, Atlantic blocks 1600, rods, BDG head, BDA head complete std. Two top covers, new Lucas metering unit, BDA trumpets, T/C steel crank and BRM rods, T/cam half engine, Nova 1500 T/cam rebuilt, FVA, FVC, BDA, T/cam spares available other than above.
Hewland FGA F1 gearbox, FG400 rebuilt, FT2000 inboard, Mk. 8 inboard and outboard, F/3 5-speed, 2 Bullit boxes damaged, Mk. 1 Lotus, alloy bell housing, Hewland adaptor plates, exhausts for FVA, FVC, BDA, T/cam, Lola 212, Broadspeed Escorts BDA, March FVC big bore new, BT40 rear wing.

GROUP 2 RALLY FIRENZA FOR SALE

Opportunity to acquire unusual Firenza SSL Coupe KGL 978L. Developed for stage and international rallies in conjunction with D.T.V. S.M.T. & Vauxhall. Fully developed Blydenstein 2.3 rally engine with twin 45 Dellorto carbs. GT4X cam, 4 branch manifold and special exhaust. Oil cooler, 60 amp Lucas comp alternator.

Special wiring. Reinforced 4.1 rear axle with L.S.O. brake balance bar. 15-gallon fuel tank. V.W. jacking system. Fully alloy roll cage, 14lb. gas fire extinguisher. Full harness belts. Full Cibie lights and provision for two spare tyres. Rebodied in early 1974.

The car contains many 1974 Vauxhall components inc. 2 contour seats, steering column and instrument cluster. Has proved highly reliable in completing 1974 Circuit of Ireland, Welsh, RAC, Castrol 75 and Isle of Mull rallies. Available with six Avon safety wheels + 6 standard Rostyles + 20 comp tyres. Extensive spares included.

Ready to rally, £1,950 or near sensible offer

Contact **BOB WALKER**
LUTON 21122, Ext. 2050
or HARPENDEN 2704 evenings

RAY 74FF

Stephen South offers his 1974 car for sale complete with Rowland engine. This car won 11 races last year and is still in excellent condition. Every assistance will be given to the new owner.

£1,750 o.n.o.

Tel: 01-607 6484 (day)
01-427 3887 (eve.)

1293 cc ESCORT

Due to business commitments Paul Everett must regrettably sell his Special Saloon.
Lightened body, full rose jointed suspension, Goodyear Slicks, Intermediates, and Wets all on Minilites.

Phil Marks D/D Screamer on twin Carbs. New Z.F. 5 Speeder. 2 Diffs and much more. All set to go.
No expense has been spared on this car and I want to see it go to a good home, hence very help will be given to the purchaser.

Sensibly priced at £1800

Phone Paul at Maldon (Essex) 53965 (Daytime)

march 75S

ONE RACE ONLY
COMPLETE ROLLING CHASSIS
OFFERS

ALSO NEWLY REBUILT 1970cc F.V.C. £1300

CONTACT ROGER HEAVENS
Tel. ABINGDON 412

PAT RYAN'S BLAZESPEED MINI

Car as featured in Dec. Cars and Car Conversions. Engine completely rebuilt. Car has been completely checked and resprayed.

Engine: 1500cc, 8 port on Amals, giving over 100 b.h.p. at wheels. Gearbox: Specially built straight cut and limited slip diff. Body is built round integral roll cage. High/low front suspension and special coil spring rear end.
This car is ready to go and must be capable of winning stage rallies in right hands. Will take road car or race 850 Mini in exchange or £900 cash.

KONI'S

HURRY! 40% OFF all Koni's while present stocks last.

For Mini or Koni's
TEL. HAVERHILL 2774 (DAY), 5805 (EVENING)

AUTOSPORT MARKET PLACE

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

BALANCING

OSELLI ENGINEERING

Precision balancing of crank, flywheel, clutch, pistons and rods using only latest equipment and techniques. Same day service available by appointment. Also full machining, engine reconditioning and rebuilding, rolling road and test bed facilities.

Industrial Estate
Stanton Harcourt Road, Eynsham, Oxford
Tel.: Oxford 880522

TC

CARBURETTERS

WEBERS

CHRIS MONTAGUE CARBURETTER CO.

380/2 FINCHLEY ROAD, LONDON NW2 2HP
Tel. 01-455 3039

(TC

V. W. DERRINGTON LTD

FOR ALL
WEBER CARBURETTERS
SALES AND SPARES
Manifolds, Air Trumpets, Air Cleaners, Gaskets
'O' Rings and Carburetter Units
159-161 London Road, Kingston 5621/2
Surrey

(TC

CAR HIRE

TOW CARS, Range and Land Rovers, from Range Rover and Trailer Self Drive, Luton (0582) 26453. (bc)

ENGINES

1000 C.C. BDA complete, must sell. Carbs, exhaust system, all included. Offers around £1,250. Cost £2,000 last year. Just had rebuild. Lichfield 23212. Barton needwood 2040. (24

PRECISION BALANCING

of crank, flywheel, clutch plates and rods, using only latest equipment. Most models while you wait service. Competitive rates. Also full machining facilities and rebuilding services available. Two Heenan Frowde test beds available up to 1,000 h.p. and 14,000 r.p.m.

BROADSPEED LTD.
Banbury Road, Southam, Warks.
Tel. Southam 3191 (37)

F.V.C. 1970 stripped by Richardsons for rebuild and inspection. Ready for reassembly, £875 for quick sale. 01-546 5963 day, 01-549 8211 nights. All parts crack tested. (24

228 BLOCK ASSEM. with TRW pistons, recon crank, performance rods £400 spares. 5 bolt high volume pump and pan, water pump toothed drive. Z28 distributor. Complete crane cam with followers, push rods, high rev. kit and rockers, alloy rocker covers etc. etc. Offers. Stephen Cuff. Frome 2874. 24

2 BARTZ HEADS angle plug. Almost new, complete, £250 Stephen Cuff. Frome 2874. 24

LOTUS

EXCHANGE ENGINES

STANDARD TUNE	From £195
SPRINT SPECIAL	From £230
RALLY SPECIAL	From £295
RALLY SPECIAL+	From £410
SPRINT 1800	From £520
RALLY 1800	From £610

VEGAMUNE
CRADGE BANK, SPALDING
LINCS. 0775 4846

TWIN-CAM

SPARES AND ACCESSORIES
ROAD, RALLY & RACING
ENGINES — 1100 cc - 2000 cc
ALL SPARES AVAILABLE
RODS — PISTONS — CRANKS — VALVES — CAMS — STEEL CAPS
New Dellorto Carbs
From £45 per Pair

ROWLAND FORMULA FORD engine, complete with carburettor, distributor, side mounted pump, etc. Excellent condition, second place in recent brush fusegear final, £330. Telephone Culcheth 4460 (anytime). 24

WANTED 1,000 CC SCREAMER. Phone Chesterfield (STD 0246) 71612. 24

EXPORT SERVICES

Large selection of spares and accessories for export including specialised tools. Contact us first for these problem points.

Gerald Kemp (Motor Racing) Developments Ltd.
459 London Road, Camberley, Surrey
Telephone: Camberley 64525/64752
Telex 28604 TC

GEARBOXES

HEWLAND SERVICE
in the Midlands and North
GEARBOXES, SPARES AND REPAIRS
For prompt and efficient service
Telephone 0332 40606

Overseas orders welcomed and promptly executed

ALAN SMITH (Garages) LTD.
Manchester Street, Derby
Incorporating Racing Gearboxes

Our technical service will be in attendance at Mallory Park, Sunday, 15 June

ALL HEWLAND gearboxes, spares, services, Cortina limited-slip differentials, obtainable from Hewland Engineering Ltd, Boyn Valley Industrial Estate, Boyn Valley Road, Maidenhead, Berks. Tel 32033 6 lines. (TC

ZF GEARS (Great Britain) Ltd. Available ex-stock ZF 4-speed gearbox units for Lotus Elite. Only 5 available at special price £100 each ex-works. exl. VAT. Contact Mr. Lowe, Nottingham 222153. 25

HEWLAND GEARBOXES

REBUILDS—REPAIRS—NEW AND S/H SPARES

Official agents and stockists for Hewland spares. Express 24-hour or normal 2/3-day repair/rebuild service. New and s/h spares sent immediately by post/COD, British Rail 'Red Star' Express parcel service. Also overseas express air freight, etc. Collection and delivery of gearboxes for repairs / rebuilds to/from any UK mainline station. New and s/h gearboxes for sale with part exchange on your old Hewland if required.

RACING GEARBOX CENTRE
20b Paddenswick Road, London W6
Tel: 01-748 0370/0261 (day), 01-935 6781 (night)

GRAND PRIX RECORDINGS

RACETAPE *Motoring Sport in Sound . . .*
1974 recordings:
SPANISH GP, BELGIAN GP
MONACO GP, SWEDISH GP, DUTCH GP
C60 Cassettes. Price £4.00 each (incl. P.P. + VAT)
Overseas add 50p for airmail
By post only from: **RACETAPE DIVISION (AS)**
Patrick Stephenson Ltd.
66 Loampit Vale, London SE13 7SN

HARDWARE

M.R.H. for all H.T. bolts, socket screws, plain and Nyloc nuts, pop rivets etc., Rose and N.M.B. rod ends. Prompt mail order service on thousands of stock items. Send large S.A.E. now for free stock and price list. Motor Racing Hardware, 239 Windsor Avenue, Hillingdon, Middlesex. (25)

PERSONAL

MOTOR RACING BOOKS: Collection for sale. Excellent condition. Many out of print, including Automobile Year vols. 6 - 19 inclusive. Can be seen Birmingham. Apply Ashley Repairs Ltd., Hay Road, Hay Mills, Birmingham B25 8HY. Tel.: 021-772 5364. 24

RACE HIRE

HIRE A COMPETITIVE FORMULA FORD from Midlan race hire. Cars prepared to give maximum performance at the minimum cost. — Mick Burdett, 1 Burdett Close, Skegness, Lincs. Skegness 5642. 24

RACEWEAR

BELL STAR integral helmet, white, size 7¼. Only used twice, therefore in excellent condition, £20 including postage. Hunter, 446 Perth Road, Dundee. (24

GRIFFIN HELMETS. Grand Prix £39.50. ZK £29.50. Open face £15.90. Inc. P&P. Write, phone or call using Access, from A.C.A. 460A Lickey, Road, Rednall, Birmingham, B45 8UU. Tel 021-453 4384. (26

Export & U.K. Distribution
* Linea Sport FPT
* Griffin Crash Helmets
* Fireater Life Support & fire extinguishers
* IGD Safety Visors
* Dzus Fasteners
* Luke Racing Harness
6 or 3 point

All enquiries to:—
Gordon Spice Limited
Central Trading Estate, Staines.
Tel Staines 50221 Telex 935116

FULL FACE HELMET. Proban overalls, boots, long johns, vest, balaclava, pit anorak, medium size. Worn twice, stop watch and board, lap board and numbers, £52. Tel. 061-336 5830. (24

CA' CANNY, BUT CA' AWA

Buy the best there is in racewear—DRE. We are now sole Scottish distributors for: Linea Sport FPT and Griffin Grand Prix helmets, many other rally and racing accessories in stock: Trackstar integral helmets, Nomex, Proban, IGD visors, Revolution wheels

D. R. EQUIPMENT
2 MILLERSNEUK ROAD, LENZIE, GLASGOW G66 5JD
Tel: 041-776 7643
MAIL ORDER WELCOME

(TC

PROBAN FLAMEPROOF OVERALLS
£8.99

Nomex National 1 or 2pc, £26.50. Nomex underwear, £12.95. Sox, £2.35. Balaclava, £2.95. Gloves, £5.99. Integral Helmets, £21.50. Apollo Nomex boots, £13.99. E.P.T. and new Heat Shield International overalls in 1 or 2 layer, £39.95 and £57.50. Proban Flameproof overalls, £10.50.

APOLLO RACE & RALLY WEAR
10-12 BARWICK STREET, BIRMINGHAM 3
Telephone: 021-236 4000

ROAD & RACING ACCESSORIES (HOLBORN) LTD, THE RACEWEAR CENTRE

LINEA SPORT FPT & JAYBRAND NOMEX

Suits, underwear, gloves, socks, balaclavas etc. Westover, Jaybrand and Linea Sport FPT boots. Bell Star and Super Magnum and Griffin Grand Prix and Clubman helmets. IGD visors, Fire Eater Extinguisher and Life Support Systems, Varley Batteries, Bendix Blue Top pumps, Kit bags.

SAE for catalogue and price lists
Road & Racing Accessories (Holborn) Ltd, 10-12 Procter Street, London WC1V 6NX
Tel: 01-242 3080 (TC

Linea Sport FPT from Jaybrand

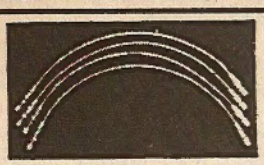
Choose from our large stocks, select your colour, have it personalised to your exact fit, colour contrasted and name badged in our own work rooms.

Jaybrand Racewear, Highbury Street
Peterborough PE1 3BH. Tel. 68247/8

(TC

AUTOSPORT MARKET PLACE

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place



Aeroquip

for

Race and Rally

GOODRIDGE RACING (U.K.) LTD.

At sensible prices—the Aeroquip range of aircraft quality high pressure stainless steel hose with steel and alloy fittings (BSP/JIC/UNF/metric) for brake, clutch, fuel, oil and water lines.

Supplied to leading competition cars worldwide including F1 and other international works race and rally teams — hose, fittings and assembled kits are now available for all formula, saloons, sports racing, clubmans, sports GT, etc. — just provide us with the line length or fitting details.

READY TO FIT BRAKE LINE KITS:
4 LINE KIT £23.95, 3 LINE KIT £16.95 (inc. VAT and P&P)

Also giving protection against suspension and chassis rubbing, spongy pedal, flying stones, etc. Aeroquip is a must for the serious competitor.

Collins Road, Totnes, Devon TQ9 5PJ. Tel: (0803) 862007

GRAND PRIX EXHAUST SYSTEMS

Subsidiary of
Ian Richardson
Racing Ltd.
Bedford Street
Ampthill
Bedfordshire

Tel. Ampthill 403320/403962 (STD 0525)

Complete systems made to your own requirements. Standard or full race, V8's are our business. Cobra and Tiger systems, chrome of sperexed in stock

DUTCH F5000 TEAM

require

ALL ROUND MECHANIC

Contact after 6, evenings
020 386967
or write: Boy Hayje
Potgieter Street 33
Amsterdam, Holland

INTERNATIONAL RACE TIRE SERVICE

"TYRE PYROMETER". Special application tyre temperature gauge. Dual scale °C/°F, complete with tyre probe and black leather carrying case. £63 + VAT.

TEL. ASHFORD (MIDDLESEX) 43841

WINDMILL MOTOR CARAVANS

106-112 WINDMILL ROAD
BRENTFORD (LONDON)

FOR NEW AND USED MOTOR CARAVANS

TRANSIT TRANSPORTER AND TRAILER FOR SALE. Suit FF, F3, F5000. Will split or take P/Ex.

F5000 TYRES, selection of used Goodyear/Firestone, Dry, Wet and Intermediate tyres.

BEDFORD TRANSPORTER T.K. Suitable for 2 open wheelers, with lockers, tyre racks, winch, etc.

F5000 TROJAN 101 parts, rims, rads, etc. Set F5000 carbs, block, heads.

For further details

Tel: 01-997 3641 (home)

01-568 2199 (business)

UOP SHADOW RACING TEAM
have vacancies for

TWO SKILLED SHEET METAL WORKERS

and

ONE SKILLED ARGON ARC WELDER

in connection with new project
Please telephone for details:
NORTHAMPTON (0604) 54351

FORMULA FORD RACE HIRE

COMPETITIVE CARS AT COMPETITIVE RATES

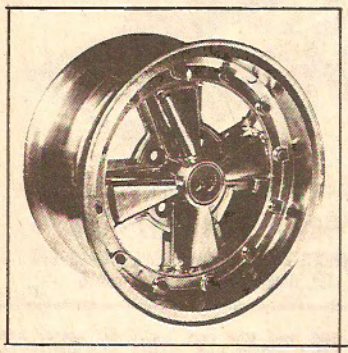
Competitive cars delivered to the track. Complete with experienced mechanics. Engines maintained in 100% race condition and are ready to win with the right driver. Midweek test sessions held regularly.

CONTACT MIKE EASTICK
SCORPION RACING
RADWINTER, SAFFRON WALDEN, ESSEX
Tel: RADWINTER 389

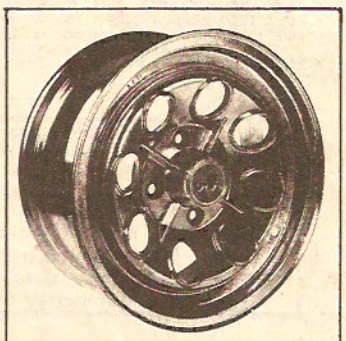
Gotti

THE **NEW** APPROACH TO WHEELS

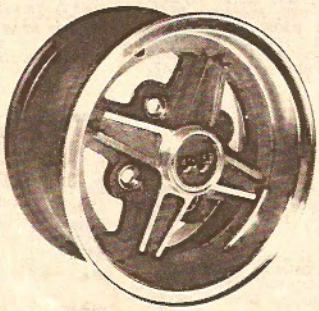
A range of wheels for road and track - styled individually to suit YOUR car



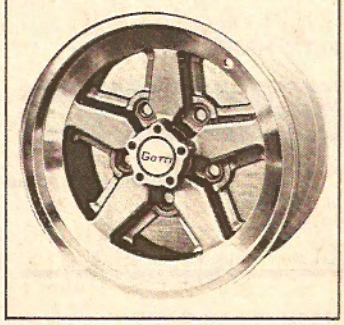
FORD
FIAT
BMW
SPITFIRE
OPEL
Etc.



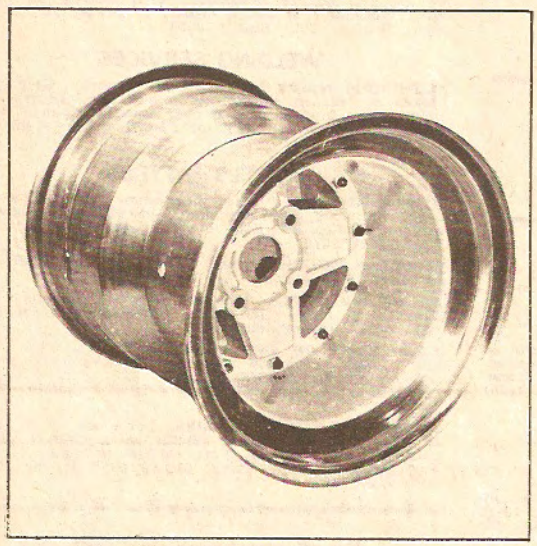
FORD
FIAT
BMW
SPITFIRE
OPEL
Etc.



MINI



BMW
MERCEDES
OPEL
PORSCHE
ALL AMERICAN
Etc.



The ultimate in Racing wheels.

The fabulous 073 R, super competitive both in weight and price.

As supplied to Merlyn, Modus, Tauranac, Gulf etc.

As used by Tony Brise in his Modus Atlantic Car

We are pleased to announce our sole U.K. distributors

Road & Racing Accessories Ltd.

10/12 Proctor Street, London WC1V 6NX

Tel: 01 242 3080

AUTOSPORT MARKET PLACE

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

FORMULA ONE

CARNABY STREET

The Dupont Laboratories, Geneva, awarded us the highest safety rating ever recorded for Nomex overalls. (Certificate may be inspected). Grids-full of drivers the world over confirm that they certainly get top rating for comfort and sheer good looks. So why do they cost so much less than those for sale in the accessory shops? Because we make them in our own workrooms and offer them only direct to you—no hefty slice to pay for retail stockists discount. And you get the exclusive comfort and styling features only our modern design and West End tailoring can offer. For very little extra you can have your suit made to measure—striping, name, blood-group and sponsor embroidery tastefully executed. The choice of many 1974 Champions—the obvious choice for you. Plus the full range of Nomex underwear, gloves, socks, boots, 'clavas, helmets and all race wear items. Also our own very different rally/ski jackets—£8.64 and £9.94.

21 GANTON STREET, CARNABY STREET, LONDON W1
Tel: 01-437 3968
(TC

ROLLING ROAD

ROLLING ROAD

Engine tuning, diagnostic and carburettor jetting etc, on standard and modified cars. Same day service by appointment. Full range of Weber, Dellorto and SU carburettors, jets and spares carried in stock.

Osselli Engineering Ltd
Industrial Estate
Stanton Harcourt Road, Eynsham, Oxford
Tel.: Oxford 880522 (TC

SAFETY GLASS

LAMINATED windscreens, sensible prices, any car. Mini £10. Wallace Windscreens, Webber Street SE1. Tel: 01-928 5228. (TC

SAFETY HARNESSES

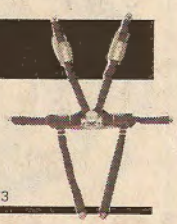
Racing Restraint Harness Systems

3, 4 and 6 point styles, send stamp for illustrated brochure.

LUKE

Retail, Trade and Export enquiries welcome.

Luke Racing Systems,
3 Wakefield Gardens, London SE19 01-653 1673



SITUATIONS VACANT

TOP CLASS, mechanic/fitter, required by Midlands leading racing and performance car specialists, MG/Lotus / Jensen or similar experience preferred. Opportunity to work on race and rally cars for successful applicant. Top pay and conditions. Contact: Mr. A. J. Goodwin, Aldon Automotive Ltd., Station Drive, off Bretteil Lane, Brierley Hill, West Midlands. Tel: Brierley Hill 78508. (24

TEAM ALEXIS require fully experienced mechanic for works formula Ford team. Permanent position. Contact Alan Taylor, 06754 401 or write, Alexis Cars Ltd., Halloughton Grange, Whiteacre, Coleshill, Birmingham. 24

SITUATIONS WANTED

WELL EDUCATED young man, 22, with int. licence, seeks employment connected with motor racing, willing to work long hard hours, for minimal pay. Pulborough 2201. (24

APPRENTICE MECHANIC, Motor race enthusiast seeks weekend and/or evening work with motor racing team, preferably in or around Midlands. Dave Sharp, 235 Church Road, Sheldon, Birmingham B26 3YG. 24

YOUNG ENGINEER with extensive Formula One, F5000 experience, including engine building, seeks position in racing where responsibility and hard work will be commensurate with earnings. Anything considered, England or abroad. Apply Box No. 4052. 24

TEAM MANAGER/DEVELOPMENT ENGINEER, seven years experience F1, F2 and F3, seeks interesting short or long term position within or connected with motor racing. Tel: 0234 46960. 24

SPARES AND ACCESSORIES

ALEY ROLLOVER BARS
GRIFFIN HELMETS
AND COMPETITION NUMBERS AVAILABLE FROM
TREVOR CLAPTON, AUTOSPARES
14 WEST STREET
CHIPPING NORTON, OXON
Tel. 0608 3049 (TC

AMERICAN SPARES AND BODY PARTS. D. B. Motors of Leicester. Tel: 832534. (51

RS1600 K REG body shell, professionally fitted fibre arches, turretted fireproofed fibre boot bonnet perspex windows, dash wiring, heater, wiper motors, 11 gallon tank, £300. Phone Sheffield 78164 day, Grindleford 30442 night. (24

FORD DRY SUMP OIL PUMPS

New improvements on all existing makes. Better delivery, greater efficiency. Off the shelf at £35 each.

Tel.: Littlewick Green 4430

CLAN CRUSADER drivers' door, complete with window frame, window, lock hinges. Offers 73 Ripley Road, Heage, near Belper, Derbyshire. (24

ROYALE oil/water radiator, £20, oil tank £12. Top body and engine cover £12. Avon wide ovals, F/Ford, sises, part worn. Offers? Rodding 695802. (24

BRABHAM WHEELS, pair 9's £60, pair Firestone wets 10.00 22 x 13 £20. FVA flywheels £15, MAE flywheels £5. FT200 adaptor plates £5. F4 exhaust £25. F4 carbs and inlet for upright engine £15. 200E gearbox with breather £40. Alloy roll over bar Anglia £5. Ring (Newington) Kent, 842835. (24

ALEY ROLLOVER BARS, largest stocks outside factory.
OFFICIAL OSSELLI DISTRIBUTORS, large stocks of heads, cams and carb kits.
Contact us first:
Gerald Kemp (Motor Racing) Developments Ltd.
459 London Road, Camberley, Surrey
Telephone: Camberley 64525, 64752 TC

40D COE WEBERS £13 each, new F Ford March chassis £50, Graviner five bottle and bracket £35, Brabham BT30 wing £15, BT30 airbox, top middle panel £20, engine cover BT30 £5, F5000 wing £28. F. ord exhaust system £25. Lotus 48 wheels (2) £20 each, BT38 side panels £15 each, various oil tanks, filters. Slinfold 287. 24

SPHERICAL BEARINGS

MAXPERENCO PRODUCTS LTD. Stockists of most types of rod ends and spherical joints. S.a.e. for list. C.o.d. service off the shelf. Rich's Sidings, Lower Broadway, Didcot, Berks. Tel: Didcot 4564. (TC

ROD END AND SPHERICAL BEARINGS (LONDON) LIMITED, 47 Victoria Street, Westminster, SW1 0EQ. Tel: 01-222 4373. Stockists of Rosejoints. Contact extension 30. (TC

STEERING WHEELS

MOTOLITA

All sizes for most makes and models ex stock

Road & Racing Accessories (Holborn) Ltd
10-12 Procter Street, London, WC1V 6NX
Tel: 01-242 3080
(TC

STICKERS

STICKER AND PENNANT SPECIALISTS. Stickers of all kinds. Track-suit transfers, tee-shirts, pennants and banners, sew-on badges. Designed from your details or to your design. Write with estimated quantities required. Mr E. Dartnell, Charlton Signs, 9 Woodgarth Lane, Worsley, Manchester M28 4PS. Tel: 061-794 4524. (25)

TIMING EQUIPMENT

HEUER TIMING CENTRE. Stop watches and chorongraphs. Road & Racing Accessories (Holborn) Ltd, 10-12 Procter Street, London WC1V 6NX. Tel: 01-242 3080. (TC

TRAILERS

TRAILERS ½ ton to 3 tons

John Reid & Sons, 90-93 Mill Rd., Christchurch. Tel. 3333

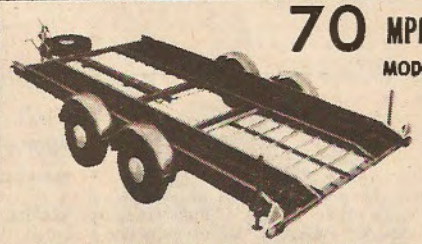
DON PARKER 4-WHEEL
DOUBLE TRAILER
(1 UP, 1 DOWN)
1 year old, complete. Has towed up to 80 m.p.h. £325.
Telephone: Warwick 46899

BATESON CAR TRANSPORTER TRAILERS, "The red ones." All sizes available, single and twin axles (70 mph). Bateson Trailers Ltd, Doodfield Works, Windlehurst Road, Marple, Cheshire. Tel: 061-427 2663. (TC

RACING CAR and transporter trailers, components, accessories, towing brackets. Don Parker Motor Showrooms, 113 St John's Hill SW11. Tel: 01-228 7327. (TC

THAMESIDE TRAILERS. Spring Corner, High Street, Feltham, Middlesex. Tel: 01-890 4831 and 0230. Every type of trailer for sale. Car trailers and transporters a specialty. London agents for Reid's. Open 9.30 a.m.-6 p.m. Monday-Saturday. Credit facilities. (TC

70 MPH MODEL



CAR TRANSPORTER TRAILERS OF EVERY SIZE & TYPE
WEAVER ENGINEERING
86/92 WORCESTER RD., BROMSGROVE, WORCS. B61 7AQ
TEL: BROMSGROVE 31673 & 31415
TC/AW

HIRE TRAILERS and tow cars for cars, boats, horses, etc. Contact Range Rover and Trailer Self Drive, Luton (0582) 26453. (tc)

BRAND NEW fully covered two wheeled trailer 14ft x 6ft x 4ft for FF to F2 winch brakes lights £450. Firm tel.: Garboldisham 551/552 business hours. 24

TRANSPORTERS

MARQUESS TRANSPORTERS. Special purchase of a few new unregistered "A" series Transit diesel chassis, enable us to offer completed vehicles with platform or Luton body to your specification, from only £2,750, giving a tremendous saving of up to £800 on current list price. Hurry, unrepeatable. Contact Rufus, West End, West cCalder, Midlothian. Tel 515 STD 050687 day or niggt. (25

COMMER TRUCK, newly re-built as transporter. Ideal for single seater. Surplus to requirements, £220. Reading 694047. 24

WANTED

COMPLETE RACING OUTFIT in competitive running order. Posibles: Lotus 15/18/21, Brabham BT15 etc. or similar, for formula four or monoposto, cash waiting for right outfit. Advertiser is not a dealer. A Drake, 20 College Drive, Ruislip. Tel.: Ruislip 35953. 24

WELDING SERVICES

ALUMINIUM repairs by Argon arc process. Give your broken or cracked components a new life. All types of welding and brazing carried out. Apex, 6 Youngs Road, Ilford, Essex: 01-518 0253 or 01-534 0902 (evenings). (TC)

WHEELS & TYRES

DYMAG WHEELS. Diecast magnesium race car wheels always in stock, 13in diameter, 8in-10in wide. Competition Wheels Ltd, 361 Bath Road, Slough, Bucks SL1 5QA. Tel: 06286 5672. (TC

AMERICAN WHEELS AND TYRES. D. B. Motors of Leicester. Tel: 832534. (TC

500 RACING TYRES, Goodyear, Firestone, Dunlop, most sizes except minis. New, used, £15 - £20 pair including VAT. Suron Racing, Smallfield 2869. 24

J.A.P. KNOCK-ON alloy wheels, 2 x 7in x 13in, 2 x 6in x 13in, complete with special spinners and hub adaptors to fit Ford/Roots/BMC, £70. Four Goodyear 185HR70 tyres, new, £45. Bedford 781927 (home), 50415 (office). 24

MAGNESIUM WHEEL REPAIRS. Don't lose your (h)air have your broken flanges rebuilt at a fraction of the cost of a new wheel. Fast efficient service. Apex. 6 Youngs Road, Ilford, Essex. 01-518 0253 day or 01-534 0902 eve.

For all wheel problems contact:
MOTOR WHEEL SERVICE AND REPAIR CO.
that include: wire, pressed steel, alloy road, race and rally wheels, motor cycle and commercial repairs, conversions, supplies
Now available—bolt-on chrome wire wheels from Dunlop SAE for details
71 Jeddo Road, Shepherd's Bush
London, W12
Tel: 01-749 1391
(TC

AUTOSPORT MARKET PLACE

Sports and Performance Cars ● Racing and Competition Cars ● Autosport Market Place

PETER BLOORE RACING

STATION ROAD INDUSTRIAL ESTATE, WALLINGFORD
Tel. (04913) 3142

1974 MORAND F5000 ENGINE, used once, cost £8,000, price £3,950.
CHEVRON B27 1974 FII, ex Tom Pryce, £2,900 less engine.
ALEXIS MK. 22, less engine and box, lots of spares, £525.
MK. 8 RATIOS, £9, FT/FG ratios, £10, DG ratios large quantity of new and used.
ALEXIS MK. 18 less box. Bargain at £350
MK. 8 G/box. F/Ford £235
MERLYN F3 Car c/w Mk 6 G/box Super order £500

ENGINE PARTS. £75; BDA head, used comp., £50; BDA top cover, £7; 81.9 mm block/steel caps and Cosworth pistons, new, £85; Ford 90 mm liners, £20; FVA flywheel, new, £20; used £8; F3 steel crank & block 3BR6, £80; Pre crossflow clubmans head, full range, C/W valves, £50; T/cam rods, new, £20; 1600 rods used, £10; BDA rally cams; £30 pair; BDA valve springs Cosworth £10 set; Single plate clutch, £17; Clubmans type flywheel, £15. 85.6 mm BDA pistons £25 set.

SPARES. Lola wheels 6 stud 2 piece 9in. & 11in. £100 a set; shock absorbers; Koni, Armstrong & Bilstein from £8; Springs £10/pair; Blue Top Bendix, £11; Bag tanks from £10, Mod sports Elan Rad, alloy, £25; 20 gallon saloon car tank, foam filled, alloy cased, £70; BT28 rear wishbones, £8 each; Driveshafts all sizes and types from £10 pair; March 743 oil tank, new, £45; used £30; March ventilated discs, new and used from £5; oil tank F2 or Atlantic C/W cooler, £40; used oil coolers aeroquipped from £5; Pair 8in. Brabham wheels, as new, £30 each. Lotus 59 chassis, £75.

NEW SPARES. Varley batteries, green top, £30; White top, £26.40; 6 volt, £14.50; Aeroquip brake pipes and fittings, Aeroquip braided hose and fittings, Aeroquip rubber hose and fittings, Smiths chronometric rev counters, oil pressure gauges, water temp gauges, combined press/temp. gauges; DZUS fasteners, Sebring and Walpres, Oil Filters complete; Oil coolers 7 row, 10 row, 13 row, 17 row, from £7.60; Lucas master switch, on/off switch, solenoid, starter button, Willians Harness, 6 point mountings, Rev. counter cables, various lengths, Large stock of Rose joints Mirrors. Ford side-mounted. Dry sump pumps. Toothed belt water pump kits, dry sump pans, dry sump tanks £18. Tank tape, Bendix blue top, silver top and solid state pumps from £11.75. Masta tyre press gauge.

Used racing parts bought. Vast range of new and used spares in stock.
24-hour Ansafone — C.O.D. service available

RACE AIR

Have charter aircraft available for small parties to attend race meetings in UK and Europe, flights arranged to suit your requirements.

Telephone 06754 401

AMERICAN CAR PARTS AND PREPARATION FORD AND CHEVROLET

All enquiries welcome

Tel. Ian Richardson Racing Ltd.
Bedford St., Ampthill, Bedfordshire
Tel. Ampthill 403320/403962 (STD 0525)

McLaren F1 M14 rolling chassis with spares. Offers.
Mercury Sports Racer rolling chassis, ex Alan Fowler. Offers.
Mini 850 racer, complete £400.
Cobra V8 manifold with four 481DA Webers £140.
Wade supercharger £15.
Lotus 23 wheel + tyre £25.
Hewland Mk. 6 gear ratios £6 pair, FT200 ratios £8 pair, LG500/600 gears, cheap to clear.
1600 crossflow block £25.
Crossflow G.T. head £20.
Hewland Mk. 6 box £150.
Racing car springs £4 pair.
FVC exhaust £30.
1000cc 30 degree sump pan £10.

D. + A. SHELLS

247 HIGH STREET, STRATFORD, E.15

Tel. 01-534 6960, eves. 01-599 7418

LEN STREET LIMITED

Require for their Chelsea Service Depot

MOTOR MECHANIC

Preferably with experience on the full range of Lotus cars.

Excellent rates of pay for the man who can prove himself working to a high standard.

PHONE: ALAN JONES, 01-370 4114

FOR SALE

D.V.F. ENGINE, late spec. unused since rebuild. Offers
TRANSIT VAN '71 £425
6 Wheels 13 x 14 Mag. (centre locks). As new £64 each.
Selection of new FT200 Ratios

Phone

KEVIN VALDER

Burnham (Bucks) 63120
after 7 pm

DON SMITH OF BRIDGE GARAGE RACING

SEDLESCOMBE Nr. BATTLE, SUSSEX

Tel. Sedlescombe 202/535

Merlyn Mk. 9 F4. Newly rebuilt M.A.E. 1000 Screamer, mint condition. £950.

Ginetta G18 Rolling chassis, just rebuilt with brand new unraced chassis. £300.

Merlyn Mk. 20A Minster Engine. Last year's TEAC.
F.F. Championship winner. £1250.

1971 Series Rowland Formula Ford engine. £195.

WORLD WIDE RACING SERVICES

Colnbrook 3405

Hours: Mon.-Fri. 8.30-6. Sat. 9-5
P & P and VAT EXTRA

Old Bath Road, Colnbrook, Bucks.

PRICES TO HELP THE ENTHUSIAST!
STANDARD & RACE "S" PARTS TRADED IN

USED PARTS

ENGINE

970, 1070, 'S' blocks, from **£22**
1275 'S' block, **£22**
1070, 1275 'S' con rods, **£8 set**
'S' cylinder heads, **£12 ea.**
1100/S cams, **£2 ea.**
'S' Flywheel & clutch, **£4**
'S' crank pulley/damper, **£2.50**
1100 engine Assy., **£18**
'S' Rocker Gear **£9**
850 Mini engine **£8**
'S' Duplex Kit **£2.50**
1071 'S' cranks, **£9**
'S' distributors, **£4.50**
BLMC timing cover for long nose injection cam, **£10**
Long nose 8 port injection cam, **£16**
970 'S' con rods, **£28 set**
Sprint cam shaft, **£17**
Super Sprint camshaft, **£18**
+ 60 3 ring Powermax pistons
Race cam, **£9**
Modified 1300 head, **£29**
970 'S' crank (damaged), **£8**

GEARBOXES

'S' remote, **£6**
4.2 Salisbury final drive, **£9**
4.1 final drive, **£3**
4.2 final drive, **£3**
'S' gearbox, **£23**
1100 box & remote, **£19**
1275 'S' h/spicer box, **£25**
1.044 s/c 'S' transfers, **£29**
Cortina Mark 3 gearbox, **£8**
Salisbury powr-lok LSD kit, **£58**
Pawl type LSD (rubber), **£28**
Pawl type LSD (h/spicer), **£24**
S/c c/r3 Syncro box 'S', **£53**
H/spicer sliding joints, **£8 pr.**
Light cast 'S' flywheel/clutch, **£9**

CARBS & EXHAUSTS

PR 1¼ S.U's. with inlet manifold, **£10 set**
& air cleaners, **£6**
'S' exhaust manifolds, **£2**
LCB exhaust manifold, **£9**
T.J. injection parts, kits from **£90**
45 DCOE Weber on inlet man, **£28**

BODIES & SUNDRIES

Mini 1000 written off shell (rear o.k.), **free**
Racer body complete, minus discs, **£32**
'S' discs, shafts, hubs, calipers, **£48**
Mini trailer, **£34**
'S' servos, **£6**
Various mini radials, from **£1**
2-500L10 green spots, **£4 pr.**
500L10 tubes, **60p**
Radiators from **£4**
6.0 x 19.3 x 10 Firestones, **£18**
6.5 x 19.3 x 10 Firestones, **£17**
500L10 CR65 Green Spots, **£12 pr.**
500L10 CR65 184, **£18 pr.**
500L10 CR65 376, **£22 pr.**
4½ x 10 'S' wheels, **£3 ea.**
4½ x 10 reverse rim wheels, **£3 ea.**
5 x 10 GT wheels, **£3**
7½ x 10 Appollo wheels, **£24 pr.**
Oil cooler & pipes, **£5**
Oil cooler and pipes, **£3**
'N' registered Mini 1000, 600 miles, **£975**

NEW PARTS

1st, 2nd & 3rd gears, 4 syncr. 'S' box, **£12**
Pair Healey 3000 f/glass rear wings, **£9 pr.**
Pair Mini f/glass bumpers, **£2.50**
R40 oil, **£3.92 gallon**
500L10 Racing Tubes, **£3.38**
Set new 'S' front wheel bearings, both sides, **£9**
Side valve V8 Ford cylinder head, **£15**
5 speed gearbox train, including selectors, gears are all removable to facilitate ratio changes, P.O.A. pinion and port alloy cylinder head assy's, **£257**

DUNLOP RACING TYRES

AVAILABLE TO ORDER — e.g., New Compound Mini 7 Dry Tyre is **£19.74**
160 x 490 x 10 Dunlop Dry Slicks, **£32.43**
160x490x10 wet, h/grooved slicks, **£34 ea.**
500Lx10 CR65 wet, **£19.74**
450x700x10 CR81, **£24.77**
450x900x10 CR81, **£28.87**
155x500x12 CR84, **£33.16**
160x500x13 slick, **£36.78**
180x500x13 slick, **£39.07**
160x500x13 wet (hand grooved), approx. **£39**

HIRE

Tyre temperature tester (set your cambers right), **£5 day plus deposit**

MAIL ORDER, P&P 80p

Shoei/Trackstar Full Face Helmets, BS 2495, Snell 1970, White or orange **£21.50**
Griffin Grand Prix Life Support Helmet £33.99
Griffin Clubman Full Face Helmet BSI 2495 **£23.33**
Griffin Open Face BSI 2495 **£15.25**
Griffin Open Face BSI 2495 **£15.25**

ALLOY FUEL TANKS

5-gallon **£15.50**
Oblong shape, light and strong, NS4 crack-resistant alloy, Monza flip-up cap, baffled breather

WANTED

Mini Racers, 850, 1000 or 1293
E. & O.E.

N.B. Cheques only with bankers card (up to £30), unless time given to clear cheque, otherwise cash

Classified Advertisement Form

Full details of how to book an advertisement by telephone or letter are given at the beginning of this Classified Advertisement Section. If you are sending in your advertisement cash with order, you may, if you wish, use the form below.
Send it to **AUTOSPORT,** Classified Advertisement Department, Regent House, 54-62 Regent Street, London W1A 4YJ.
£2.75 minimum cost per insertion.

PLEASE PRINT YOUR ADVERTISEMENT CLEARLY

Name .....

Address .....

.....

.....

Cheque/PO value ..... **enclosed.**

Classification heading _____ **(make of car, etc.)**

					£2.75
					£3.30
					£3.85
					£4.40
					£4.95
					£5.50

For office use only _____ _____

CIBIE CIBIE the Prize-winners CIBIE

FOR CIBIE IN SOUTHERN IRELAND

P. R. REILLY LTD.

221-239 HOWTH ROAD
KILLESTER,
DUBLIN 5

Telephone:
(0001) 336924

SPORTSTUNE (Accessories)

10 BRANDON TERRACE, EDINBURGH
Tel: 031 556 3507

We are also Scottish Distributors for:

ALEYBARS, KONI, PIPER CAMS, MOTO LITA
SAFETY DEVICES, JANSPEED, CORBEAU, SPAX

TRADE ENQUIRIES WELCOME

FOR CIBIE IN NORTHERN IRELAND

NORTHERN INTERPART DIST. LTD.

39 MONAGHAN STREET
NEWRY
Co. DOWN

Telephone:
Newry 3104

For Cibie in Manchester and Blackpool

MOTOCARE MANCHESTER LTD.
235 Deansgate,
Manchester 3
Telephone:
061-8328236

MOTOCARE BLACKPOOL LTD.
35 Bond Street,
Blackpool
Telephone:
0253-47663

MOTOCARE MANCHESTER LTD.
Red Bank Road, Clevelys
Telephone: 0253-52072

ECONOMIC MOTORING LTD.

5 BRIDGE STREET, SHREWSBURY, SALOP
Tel: SHREWSBURY (0743) 59527 or WREXHAM (0978) 4806

STOCKISTS OF COMPLETE RANGE OF
CIBIE LIGHTING EQUIPMENT also
CIBIE REPLACEMENT SPARES

Additional stocks include:-
CORBEAU SEATS, CORRELLO LIGHTS, HELLA LIGHTING EQUIPMENT BOSCH, LUMAX, WIPAC, BILLOVER SEATS, ARMSTRONG, SPAX, FIBREGLASS & METAL PANELS, CLUB ROLL CAGES, TRANSISTORISED IGNITION, RADIO AND STEREO WITH FITTING SERVICE.

SERVICING AND TUNING Enquiries Welcome

9-5.30 Mon-Fri 9-6 Fri-Sat PERSONAL ATTENTION

Send P/O or CHEQUE for Mail Order

THE AUTO-WAY (ACCESSORY) Co.

268 KILMARNOCK ROAD,
GLASGOW
Tel: 041 632 1028

FULL RANGE OF CIBIE AVAILABLE
25% OFF Recommended Price
Also BILLOVER Seats — 25% OFF
ALL GENERAL CAR ACCESSORIES
OPEN 7 DAYS A WEEK ENQUIRIES WELCOME

MIDDLE TAR GROUP

As defined in H.M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING