

SPA - SCHECKTER - MAGNY COURS - McCARTNEY BROS

# AUTOSPORT

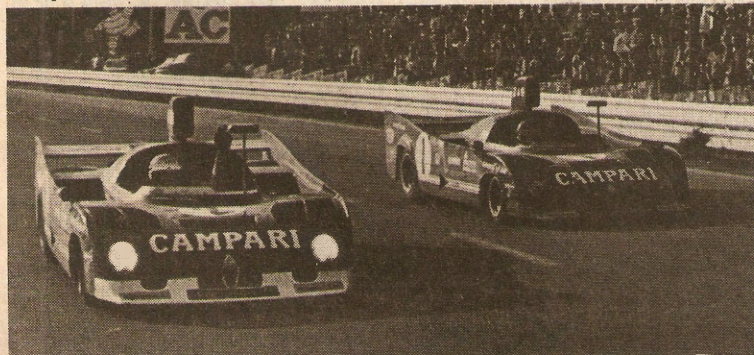
*John Player Formula Atlantics at Silverstone*



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Campari were seen to be supporting the winning Alfis at Spa at the weekend.



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## EDITORIAL

With the threatened boycott of the Spanish Grand Prix very much in the minds of everyone concerned with the well-being of motor sport, one wonders whether anyone is really getting their priorities right in the first place. The Grand Prix drivers themselves are a fickle bunch. They have come in for a storm of criticism of late, not so much for actually refusing to race, but for the fragmented way in which they carried out their threat. It seems that as soon as they step into a Grand Prix car, their attitudes change totally. Perhaps it's because the eyes of the world are upon them. Perhaps it's only here that they can make their point and know that everyone, and we mean everyone, even the CSI, hears their point.

The question of circuit safety and as to whether a circuit is safe or not, poses some very controversial questions. Just when is a circuit safe to race on? The drivers all went to Barcelona knowing full well what the circuit was like. It was the ill-fitting barriers that worried them. Fair enough, we accept their point. But how are they to judge? Are they qualified to really know how a barrier should behave if it is hit at speed? No. Are they doing anything about it? Up until Spain they weren't. It's true that Jean-Pierre Beltoise had inspected the circuit on behalf of the GPDA before the race and passed it as adequate. He is scarcely to blame for the debacle. How can he be? He's only an ordinary race driver. What is more, Beltoise is not paid by the GPDA to carry out these inspections at circuits. His travelling expenses are paid for by a large French petrol company.

Perhaps it would be wise for the GPDA to employ a fully trained engineer who, when visiting circuits, could properly assess the limitations of the protective barriers and catch fencing *et al*.

Take Magny-Cours for instance, a very ordinary French circuit situated in the middle of France. Last weekend it played host to its biggest-ever race. There were four Grand Prix drivers present, including Beltoise, a supposed circuit inspector. "It's perfectly safe," cried one Grand Prix driver when we queried several points. The driver went on to condemn both Brands Hatch and Silverstone. But that wasn't the point. We were talking about this particular circuit. The drivers made their discovery in Spain by feeling the Armco and finding the bolts loose or otherwise. We did the same at Magny-Cours to the Armco in front of the pits. The bolts were finger tight. The pit entrance was dangerously sighted but the Grand Prix driver in question couldn't, or wouldn't, really see the point. "We're in France," he was heard to say later on.

If the Grand Prix drivers aren't prepared to worry about an F2 race, how can they seriously justify their claims at an F1 race? This is their problem. They are totally divided within their ranks. A non-F1 driver, still French, was informed about the barrier. He agreed that it was unsafe. He told the organisers. He also suggested a possible resiting of the pit road for future events. They nodded and said they'd look into it. Of course they didn't.

Now if drivers really want to fight a worthy cause, and nothing is more worthy than safety, why can't they collectively think the same way. Before we know it, the Formula One Constructors Association will be doing their job for them. But perhaps maybe they'd welcome that; then they could leave politics to trained diplomatic arbiters and get on with the job of driving; and when it all boils down to it, that's what the majority would dearly love to do.

### our cover picture

Tony Brise continued his winning ways in the John Player Formula Atlantic Championship last weekend at Silverstone, scoring his fourth win on the trot in the works Modus.  
*(Photo: David Winter)*



Member of the Audit Bureau of Circulations

## 18 cars at Monaco

Last Thursday there was a meeting of the Formula 1 Constructors' Association to try to iron out a few points which have naturally arisen following the rumours in Spain a couple of weeks ago.

The main point to come out of the discussion was a suggestion put forward to the Monaco organisers and the CSI that only 18 cars should be allowed to start the Grand Prix this weekend.

The result is that both parties have taken heed of what the F1 Constructors have asked for and just 18 cars will line up on the grid on Sunday. It means that many drivers are going to have a hard job in trying to qualify.

The move came about when Ferrari (who are still F1CA members... just), incensed at what hap-

pened in Barcelona, said that he would refuse to send any of his cars unless the original figure of starting 26 cars was cut to 18. The general feeling, it seems, was to agree, although some constructors were not terribly happy at the thought of Ferrari dictating the terms from Modena.

There was also a suggestion that a chicane might be installed at the St Devote corner after the pits (or the corner widened) and that the chicane along the harbour wall might even be tightened. No one is really sure but the question will be answered by Thursday for sure.

Two further news snippets concern a choice of pole for the quickest man and three layers of Armo along the finishing straight, especially by the Royal box.

## Big changes at RAM

There are big changes happening within the RAM/Thursdays F5000 team this week. Dave Walker, the Australian ex-works Lotus driver, has left the team on "amicable terms" according to team manager John MacDonald and he will be replaced by Damien Magee, the fiery Irish driver, who has been doing incredible things with an ancient F5000 Trojan this year. This is indeed a big break for Magee who now has a fully competitive F5000 drive at last. He will take over Walker's Chevron B28 in time for the Thruxton F5000 round.

Walker has moved on to join the Japanese Maki F1 team whom he tested for last year. He (and not Derek Bell as we suggested last

week) will make his debut for them at the Belgian GP.

The RAM/Thursdays F5000 team will, in fact, run a second car alongside Magee and this will be driven by Andy Sutcliffe who had a one-off outing in the team's spare B24, now brought up to B28 spec, at the Silverstone International Trophy a few weeks ago.

Before Magee and Sutcliffe take up their respective places within the team, MacDonald told us on Monday that he will be running Grand Prix driver Alan Jones in the ex-Walker car at Zandvoort at the end of next week. The second car will be driven by a Dutchman, although MacDonald said he couldn't remember how to pronounce his name!

Damien Magee - great opportunity.



Andy Sutcliffe - more F5000.



## US F5000 to form union

After the Pocono postponement, the USAC/SCCA F5000 entrants held a meeting to establish guide lines for an official entrants' organisation. Twenty teams were represented at the meeting and it was decided that a directors' group would be elected, when the teams return to Pocono on June 1.

Part of the reason for the meeting was a dissatisfaction that none of the entrants were consulted about the conditions at Pocono until the decision to postpone the event had

been all but made. As Joan Clayton, manager of Eppie Wietzes said: "Most of us agreed that the race should have been postponed, but it didn't seem right that they should make decisions without any representation from us."

● The winner of the Monza Lotteria F3 race later this year will receive no less than £1,000. Travelling expenses will also be paid by the organisers to try and guarantee a thoroughly international field.

## Merzario v. Frank

Following the petulance shown by Arturo Merzario toward Frank Williams and his new Grand Prix car in Spain the other week, it would be correct to assume that relations between the two parties are distinctly strained. Frank was upset that Merzario created unnecessary work for everyone concerned by saying the new car was too small (even for Art!) but, as our report stated, both Jacky Ickx and Tony Brise were able to fit inside.

Jacques Laffite, Frank's second driver, told us over the weekend that he in fact would be driving the new car at Monaco this coming weekend. It was narrow, just 12 inches wide, but Laffite reckoned this was sufficient. He tested the car at Goodwood on Monday and was lapping "very quickly" according to Frank.

It will be interesting to see what happens between Williams and Merzario at Monaco this weekend for, if, and he showed it at Spa on Sunday, Merzario throws another tantrum, you can place money on Frank releasing him from his contract.

## Scheckter yet again

Ian Scheckter romped away with the fourth round of the South African Formula 1 championship last Sunday when he led from start to finish in his Lexington Tyrrell 007. The win moves him into a good lead in this year's series.

The race was held at the Brandkop circuit near Bloemfontain and saw Scheckter easily on pole at 1m 11.1s. Next up was Eddie Keizan's Gunston Lotus 72E.

While Scheckter rushed off at a second a lap, Keizan came under heavy pressure from Dave Charlton who had started from the back of the grid after incurring engine dramas during practice. On lap 8, Charlton bumped Keizan at the hairpin, the Lotus having to retire while the McLaren carried on to finish a distant second.

Third, and the leading F2 car was Tony Martin's Chevron B25 who just pipped the similar car of Roy Klomfass toward the end. Fifth and sixth were Mike and Jo Domingo on their Brabham BT33 and Surtees TS9B respectively.

Guy Tunmer had to start the race in the spare Lexington F2 Chevron as the Gunston team were short on engines and Keizan had to borrow Lexington's only spare. Unfortunately for Tunmer, the F2 car retired after just a couple of laps.

● The latest qualifying round of the German FSV series took place at the German Sembach circuit last weekend and it was won by Peter Scharmann's Toj. Second, yet again, was Mikko Kozarowitzky's ATS Lola ahead of the similar cars of Helmut Bross and Manfred Trint. Having taken the wrong gamble on tyres, Keijo Rosberg could only manage sixth in his Modes Kaimann.

## Indy winner?

Unveiled for all to see earlier this week was the brand new Vel's Parnelli USAC car which is expected to make its first public appearance at the Indianapolis qualifying weekend this Saturday. Called the VPJ5, the car is based on their current Formula 1 chassis and will be powered by a special turbocharged version of the Cosworth Ford DFV engine which we predicted as long ago as Christmas.

Al Unser will drive the car and, if the team's recent dyno figures for the engine are anything to go by, then the regular USAC competitors may well be in for a shock.

Unser has already tested the car at the Ontario Motor Speedway and has been "similarly encouraged" like the Vel's Parnelli USAC crew chief Jim Chapman.

## Pescarolo in Surtees

For the first time this year, Team Surtees will be running two cars at the Monaco Grand Prix. Partnering John Watson in a second TS16 will be none other than Henri Pescarolo.

The Frenchman, who won Spa last weekend for Alfa, has tested the Surtees F1 car quite extensively during the winter with a view to running in a second car for the season. His last appearance in an F1 car was with BRM last year.

At the moment it is a proposed one-off drive.

## US snub Purley

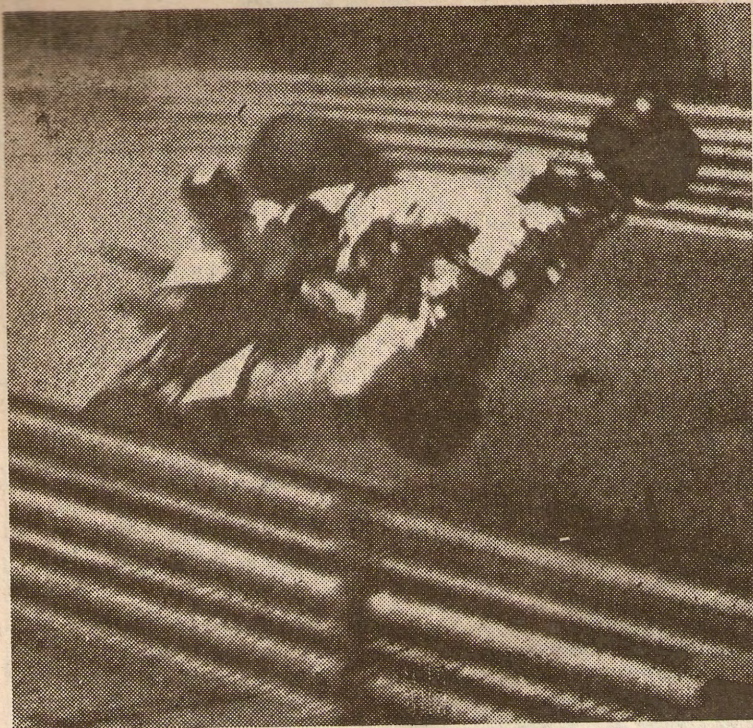
Mike Earle, team manager of David Purley's European series leading F5000 Chevron, told us earlier this week that the USAC/SCCA organisers have refused permission for Purley to visit the States in the middle of this year to compete in a couple of the North American F5000 races with his Chevron B30.

The problem surrounds the Ford Cosworth V6 engine which the American's do not recognise. They said that they can perhaps come next year, but Purley isn't prepared to wait around that long.

Earle told us that the team is also building up a spare T-car, but there are no intentions of running it for a second driver, certainly at this stage.

● Rapid Movements, the freight specialists who sponsor American Matt Spitzley in Formula Atlantic, have just completed a unique first in air freighting racing cars. Recently they shipped a total of 15 Formula Ford Van Diemens across to the Jim Russell Racing Drivers School in Canada in one go.

● As we have said during the past couple of weeks Swedish driver Torsten Palm will be driving the second official works Hesketh Grand Prix car alongside James Hunt in Monaco. The car will be sponsored by Polar Caravans who are in fact backing this year's Swedish Grand Prix.



The shot taken from the French newspaper L'Equipe shows Rolf Stommelen's F1 Hill in full flight seconds before it crashed down on the Armo.

## Stommelen's comeback!

Although he will not really know until the specialists have a look at his injuries later on this week, Rolf Stommelen reckons he will be fit enough to drive a Grand Prix car again in time for the Dutch Grand

Prix. However, Graham Hill Racing team manager Ray Brimble said that he's having to look a little on the bleak side and has already "had a list of something like 14 drivers" all vying for Stommelen's vacant seat.

## Any offers

Ian Scheckter, current leader of the South African F1 series and elder brother of Jody, is looking for any drives that are going in Europe. It will be remembered that Scheckter made his European Grand Prix in the second Hesketh at last year's Australian GP but failed to qualify due to problems.

Scheckter is interested in any F1, F2 or F5000 drives that might be going on "a one-off basis." He has a commitment to finish off the SA F1 series for Lexington but none of the remaining SA races clash, certainly with Formula 1.

Scheckter is expected to organise some backing for any prospective European venture this week.

## JPB's BRM?

Jean-Pierre Beltoise has been offered a BRM Formula 1 car by Louis Stanley to drive at the Monaco Grand Prix this weekend. The offer came late last week although Beltoise told us at Magny-Cours over the weekend that he was a little worried at accepting such an offer as he would really like to drive a car that was totally competitive, otherwise it wasn't worth his while.

Stanley gave him until last Monday to make up his mind.

● Ian Grob, driver of the KGV Chevron sports car, is rumoured to be taking part in at least three Canadian Formula Atlantic races later this season in a Doug Shierson entered March.

● Charles Cevert, younger brother of the late Francois Cevert, appeared at Magny-Cours last weekend driving a Formule Renault. It was his second race in this, his first season.

● SuperVee men are in the news at present and none more so than the Flying Finn Keijo Rosberg. Both Formula 2 and Formula 5000 drives have been mentioned in connection, with him although he admits, in his excellent English, that his present aim is to continue winning in FSV.

It will be remembered that Rosberg tested Bob Evans' McKechnie F5000 Lola late last year with startling results. Like his FSV predecessor, the late Helmuth Koinigg, the name Keijo Rosberg could just suddenly become in demand.

● Formula Atlantic driver Derek Cook has hired the ex-Alex Ribiero F3 GRD 374 off Brian Henton to compete in the F3 race at Monaco this weekend.

● Talking of high F3 prize monies, we hear that the supporting F3 race at the British GP is worth something in the region of £500 to the winner. We await further news from the RAC as to the full prize monies scale.

● All racing at the new French Karland circuit has been suspended. Apparently the spectators are "in danger" because the track was built next to a military firing range.

● Austrian Dieter Quester will drive for the works BMW team at the IMSA Riverside race this weekend.

● It's almost certain that next year's South African championship will be for Formula Atlantic cars. Thus the F1, F2 and F5000 cars will become obsolete.

## Diabolical Japanese GP

Last Sunday's Japanese GP was run in near lethal conditions but, despite torrential rain turning into a thick mist and reducing visibility to just 5 feet, the race went on and it was won by local driver Hiroshi in a March-BMW 742. Second was Noritake Takahara, also in a March followed by Britain's Brian Henton.

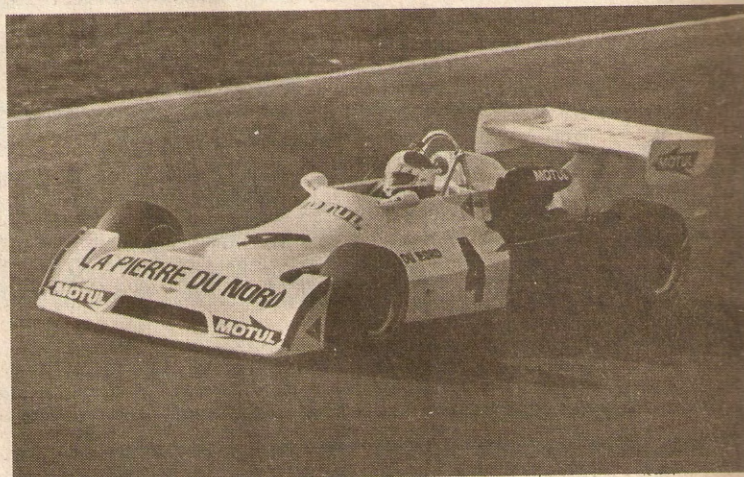
Henton had been quickest in Friday's unofficial practice, getting 0.3s under the circuit record of 1m 17.8s. Official practice saw totally different conditions with rain sweeping across the track. Henton ended up 3rd quickest in an old

March-BMW 742. Team-mate Peter Gethin had a brand new 752-BMW just delivered from England but it was totally unsorted. He qualified sixth.

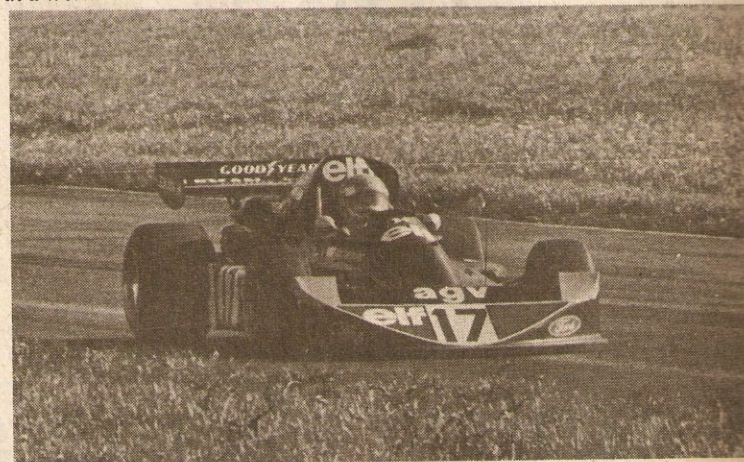
At the start, Hiroshi and Henton duelled for the lead for over 20 laps, the track still saturated. Then the mist descended. It became so bad that the spectators couldn't see the cars but the race went on.

Henton slowed to almost a crawl and Takahara shot through. Gethin was plagued with a misfire throughout.

## French aces in F2



Jean-Pierre Beltoise (above) made his first appearance in F2 since his works March-BMW days at Magny-Cours last weekend driving the Chrysler Simca-powered ROC Chevron B29. The reigning European F2 champion Patrick Depailler (below) drove Brian Henton's March-Ford 752 with panache, finishing a sound second overall. He is expected to appear again in F2, possibly in a works car at Pau.



● A couple of points regarding our Grand Prix report last week that the author would like to clarify. Tom Pryce and Tony Brise did not shunt at the first corner on the opening lap. The incident happened on lap 20 when Pryce, who had been delayed on lap 3 having locked up his wheels for 100 yards and flat spotted his tyres, rammed the Williams up the gearbox as Brise struggled for gears. Brise denies having gearbox problems though. Pryce did not stall.

Regarding the Migault/Peterson incident, the Hill did carry on afterwards but had in fact been delayed earlier on having become involved with Pryce. He lost 5 laps in the pits with nose damage.

● Contrary to our report in a recent issue, the date for the recently confirmed USA (West) GP next year is March 28. It will be held on the 3.58 kms Long Beach road circuit which, with a lay-out similar to Barcelona, is bound to come in for some stern safety checks before the race takes place.

● Brian Henton has received some support from Thomson T-Line caravans who are based in Carron, Falkirk, Scotland. They've lent him a caravan for the year.

● With the third round of the BP F3 series taking place at Monaco this weekend, joint leaders are Gunnar Nilsson and Danny Sullivan.

## Pocono F5000 postponed due to rain

Last weekend's opening USAC/SCCA Formula 5000 round at Pocono was postponed until June 1 after heavy rain swept across the region and flooded many parts of the circuit. The 12 hour rain storm also turned Pocono's flat infields into a sticky mudbath so that it would have been impossible for tow vehicles or ambulances to move around the circuit. Most of the drivers and entrants readily agreed to the postponement and by midday, with the rain still pouring down, everybody was packing up and heading for home.

The bad weather had returned to Pocono late Saturday night after a wet and misty Friday morning gave way to a dry afternoon and a warm sunny Saturday. It was in these good conditions that Mario Andretti took pole position driving the same Viceroy Lola-Falconer/Chev T332 which he raced last season. Andretti started practice on Firestones, but changed to Goodyears late on Friday and used them for the balance of practice. He was fastest in three of the four sessions and late in the final session recorded a best of 1m 19.460s, a full second clear of any other car.

A surprising second fastest was Viceroy team-mate Al Unser in a similar modified Lola-Falconer/Chev T332, which, on Saturday morning, followed Andretti's change onto Goodyear rubber. Driving very tidily, Unser just pipped Jackie Oliver's UOP Shadow with a clocking of 1m 20.658s. The Viceroy team brought only their pair of T332s after brief testing of the T400s at Riverside.

Jackie Oliver's UOP Shadow-Shadow/Chev DN6 was fastest in the first practice session and had it not been for Ollie shunting a marker cone and smashing the car's nose early on Saturday, the first F5000 Shadow might have been able to challenge Andretti for pole position. As there was no spare nose, the team had to do a bodge re-build and were subsequently unable to trim and balance the car's wings as they would have liked. Nevertheless, Oliver's 1m 20.662s from the first Saturday session left him comfortably third fastest.

Other than its Chevrolet engine,

narrower tub (to accommodate the regulation 30 gallons of fuel) and differing spring rates, the DN6 is precisely the same as the long wheelbase version of the F1 Shadow DN5.

Brian Redman worked hard with the Haas/Hall Lola-Chaparral/Chev T400 but despite his efforts, he was unable to better 1m 21.088s. The USAC/SCCA champion found his first experience of the T400 to be a comparatively pleasant surprise: "It really doesn't do anything nasty at all," said Brian, "it's just slow." It seems that one of the T400s biggest problems is a lack of straight line speed and Redman subsequently tried the car without its all enveloping airbox in an unsuccessful effort at finding more revs. The team eventually decided to race their T400 with only its small internal portion of the airbox in place.

Fifth fastest was Tasman champion Warwick Brown having his first serious run in Jack McCormack's Talon-Molloy/Chev MR1A. Brown immediately pushed himself among the faster runners and wound up with a best of 1m 21.223s. Next up was the Jorgensen Eagle of Bobby Unser which got down to 1m 21.441s. The Eagle now carries a front mounted oil radiator and huge anti-roll bars (2in diameter at the back). But despite the USAC champion's extensive winter testing, and strong efforts all through practice, he was unable to approach the times of the fastest men.

David Hobbs qualified Carl Hogan's Lola-McLaren/Chev T332 seventh fastest on 1m 22.349s and was pleased enough with his performance after the long winter lay off. The trimmed and reorganised Hogan team were confident that an extensive rebuild of their T332 over the next month would find Hobbs some more time. Eighth fastest was the Lola-McLaren/Chev T400 of Eppie Wietzes and, like Redman, the Canadian found a curious shortage of straight line speed from his T400, and he also had a couple of alarming moments on the Pocono banking while trying to trim the car's wings. Wietzes managed a best of 1m 22.369s.

F5000 veteran Evan Noyes went

stopped twice to change plugs. Had it not been for this, the Opel may well have made a race of it with the Hermetite car.

Third was the Jean Xhenceval/Hughes de Fierlandt BMW CSL ahead of the class winning works



Mario Andretti - an easy pole

well to record 1m 22.970s with his Lola-Bartz/Chev T332 and filled the ninth grid position ahead of Jon Woodner's Interscope Lola-McLaren/Chev T400. Woodner ran into the same straight line speed problems as Redman and Wietzes and was also handicapped by collapsing rear springs in completing the top ten on 1m 22.988s.

Formula Ford graduate B. J. Swanson showed considerable promise in his ex Redman Lola-Chaparral/Chev T332 getting down to 1m 23.285s in the Jerry Eisert-prepared Bay Racing entry. Despite a horsepower shortage and a blown head gasket, former drag racer Danny Ongais pushed his ex-Wietzes Lola-Pink Chev T332 around in 1m 23.547s for 12th fastest. Completing the faster runners were Jerry Karl's Lola T332 (1m 23.558s) and Horst Kroll's ex-Hutchison March 74A (1m 24.638s). Vern Schuppan was troubled throughout practice by serious fuel feed problems with Francisco Mir's Lola-Smith/Chev T332 and scratched around for a best lap of 1m 26.030s.

A total of 23 cars practised on the 2.8 mile Pocono oval-cum-road course and all of those cars were given \$500 and guaranteed their same grid positions for the June 1 return. There will be one day of practice prior to the race and any additional entries will start at the back of the grid.

## Stuck wins at Laguna

Last Sunday at Laguna Seca, a further round of the North American IMSA Camel GT series took place. The race was held in two 100 mile heats around the 1.9-mile course. The points were halved between the heats, although the results from the first heat actually determined the grid for the second. The second part of the race was, in fact, the actual result.

The first heat was won by Peter Gregg's Brumos Porsche Carrera from Hans Stuck's works BMW CSL, which was delayed with a flat tyre. The remaining four places were taken by the Carreras of Elliott Forbes-Robinson, Gregg, Al Holbert, George Dyer and Charlie Kemp.

Stuck ran away with the second heat and won comfortably, thus taking an "aggregate" points wins. Keyser was second ahead of Forbes-Robinson, Gregg, Al Holbert and Dyer. Gregg still leads the IMSA standings from Hurley Haywood, Keyser and Dyer. The next round is at Riverside this weekend.

Supporting the IMSA GT race at Laguna Seca was yet another round of the American Gold Cup FSV series. The race was won by Freddy Phillips in his Elden Mk16 ahead of Benny Scott (Viceroy Lola) and Bob Lazier (Supernova). This win puts Phillips ahead in the points standings.

Scott got pole in the Black American Racers car although Bill Neuhoff led the race initially in his Bill Scott-entered Royale. Scott spun on lap 3 and after Neuhoff's demise, Eddie Miller took the lead in Carl Haas' Lola. The ex-FF star looked like making it two wins in a row until he collided with a spinning backmarker and picked up a flat tyre. Running second behind Miller was Howdy Holmes (Lola) but, for the second meeting in a row, he blew his engine.

## Unresolved

Regarding the protest made by the Brabham team at the Spanish GP against Jean-Pierre Jarier for overtaking Carlos Reutemann under a yellow flag, we have further news.

UOP Shadow team manager Alan Rees says that Jarier overtook Reutemann at the scene of the accident first time around when the Brabham slowed down to almost a crawl. Apparently Reutemann was very upset, having slowed down "for safety and Jarier didn't." It was Reutemann who asked team boss Bernie Ecclestone to protest the Shadow.

Rees did not hear of this officially, in fact he didn't hear of it until much later in the hotel that evening, and then only by word and mouth. He was informed that one "cannot protest" but thinks that he may well reopen the matter at Monaco when some vital witnesses assemble.

● The F5000 race due to take place at Mondello Park this weekend has been cancelled due to difficulties in getting the car's across the Irish Sea. It will be rescheduled for late June or early July.

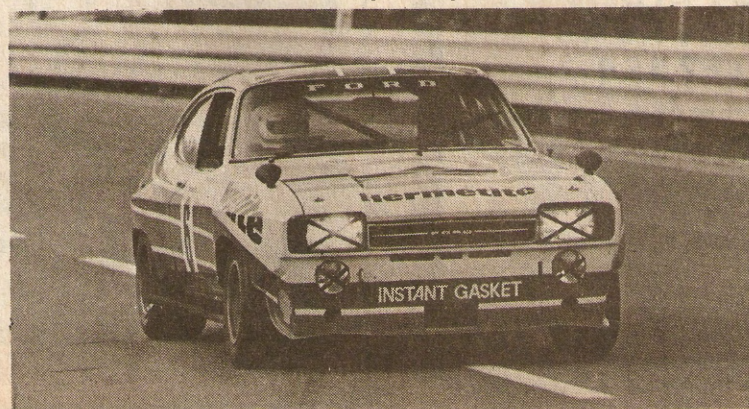
## Walkinshaw on his own

Supporting the Spa 1000 kilometres sports car race in the Ardennes forests last weekend was the Coupes de Spa touring car race. It provided an easy win for Tom Walkinshaw in one of the ex-works Ford Capri IIs now run under Holman Blackburn's Hermetite team.

The race was held on Saturday and saw Walkinshaw comfortably quickest in practice. He started the race and pulled into an immediate lead. Although the race, the first round of the Trophée d'Avenir series, was three hours in length, Walkinshaw drove single handed to win by over a lap.

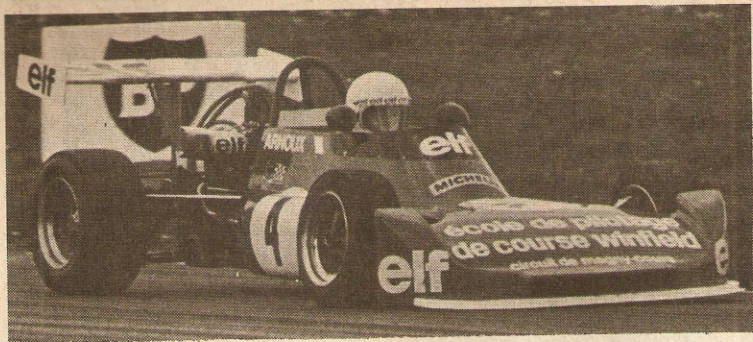
Second was Belgian Rene Tricot in an Opel Commodore. He was, however, delayed early on and

Tom Walkinshaw dominated the Coupes de Spa in the Hermetite Capri II.



Autodelta Alfa GTV crewed by Jean-Claude Andruet/Spartaco Dini.

The second Hermetite Capri II, driven by Blackburn and Mike Crabtree, retired with engine dramas after qualifying sixth quickest.



Rene Arnoux and his victorious Martini at Magny-Cours.

## Arnoux scores again in FSR

Rene Arnoux moved himself into the lead of the Formule Renault Europe championship at Magny-Cours last Sunday when he won the latest round of the series in a thoroughly professional style.

Both Arnoux and Elf team-mate Didier Pironi occupied the front row in their Martinis with equal practice times. Pironi shot off into the lead at the start while Arnoux got on to the dirt at the first corner and dropped to

a lowly sixth place. He picked off those in front of him with consummate ease and started to reel in Pironi. Once he caught him, he sat on his tail and waited. Suddenly he whipped out under braking and slipped through into the lead which he held comfortably until the flag. His fastest race lap of 1m 28.3s was, incidentally, just 0.1s outside the 110% ruling for the F2 grid!

In third place was Marc Sourd's Antar Martini ahead of Alain Cudini's works March and Jean Ragnotti's Antar Martini. Dany Snobeck was in this bunch with his Martini until he retired. Jacques Coulon never featured at all in his Lola.

## Bracey banned

Poor Ian Bracey. Prior to the Spa sports car race last weekend, he went over to compete in the Dobratsch European Championship hillclimb in Austria the week before. Dobratsch has happy memories for him as he finished second overall there was a couple of years ago. But not this year.

Because he was entered by Motor Race Consultants, the organisers refused to allow him to run. Apparently the drama concerns MRC and the organisers of the Salzburg F2 race (who also run the hillclimb).

Last year they tried to fiddle the F2 travelling expenses money and MRC reported them to the FIA. The organisers received a stern warning. Consequently poor Bracey had to become the scapegoat between the two parties in Austria. Even the kind offer of being entered under the Bosch Racing Team Vienna banner refused to change the organisers' minds and Bracey wasn't allowed to run at all.

## Baker's NASCAR

Last Sunday the Grand National NASCAR circus moved into Talladega where the tenth round of this year's championship, the Winston 500, was being held. The race was won by Buddy Baker's Bud Moore-prepared Ford Torino with Dave Pearson's Chevrolet Chevelle just a length behind.

The race consisted of 188 laps around the 2.66-mile tri-oval and featured an initial three way dice between Baker, Pearson and Richard Petty's STP Dodge. Then on lap 141, Petty made a pit stop with flames pouring from beneath the right front wheel arch. During the stop, a compressed water tank exploded and 20 year old Randy Owens, one of Petty's cousins and also a crew member, was killed. Petty immediately withdrew.

This left Baker and Pearson duelling up until the flag.

Third and on the same lap was Richard Brooks (Trux-More Ford Torino) while Darrell (not Darryl as

## US rubbish Stewart

Ever since Jackie Stewart joined the BBC on their motor racing commentary team, the ex-World Champion has been praised for his superb insight on the events that are taking place. However there are two sides to every coin. Take this extract from the *Detroit News* which said, when referring to Stewart's commentary on the final IROC race a couple of months ago: "For one thing, many race fans felt Stewart "blew" the commentary on the race because he wasn't properly prepared. While the American drivers were slam banging their way around each other on camera, Stewart was "alibing" for the poor showing of his fellow Grand Prix drivers.

"And when fellow road-racer Follmer put Indianapolis-500 winner Rutherford into the wall, Stewart

blamed the accident on "Johnny's inexperience at drafting."

"Stewart didn't know what he was talking about," fumed the mild-mannered Rutherford. "He ducked out of this series because this type of racing wasn't to his liking.

"Then he stumbled through the coverage of it."

"The IROC was run on Thursday and carried on ABC's Wide World of Sports on Saturday.

"All the drivers had a chance to see themselves and the race on TV. None of the American drivers cared for Stewart's inept commentary. A. J. Foyt walked out before the show was over."

Strong stuff from across the Atlantic but it just goes to show that you can't please everyone all the time.

## Bignotti accuses Foyt

With only days to go before the first qualifying weekend for the Indianapolis 500, the mud is beginning to fly within the USAC racing circles. Not unexpectedly the latest news revolves around the current USAC points leader A. J. Foyt and his indecently rapid Foyt Ford-powered Gilmore Coyote.

Apparently Foyt has been accused of having an unfair advantage this season by George Bignotti, the crew chief on the Pat Patrick Sinmast

Eagles of Wally Dallenbach and Gordon Johncock.

Bignotti claims, so our sources in America suggest, that Foyt has been using his fire extinguisher bottle to carry extra fuel thus allowing him to run with that fractional more boost on his turbocharged engine during the latter stages of the races. Would a mandatory extinguisher bottle house enough fuel to make a significant difference? Two gallons perhaps? Not according to Bignotti who reckons it's more like five.

## Absent Morgan

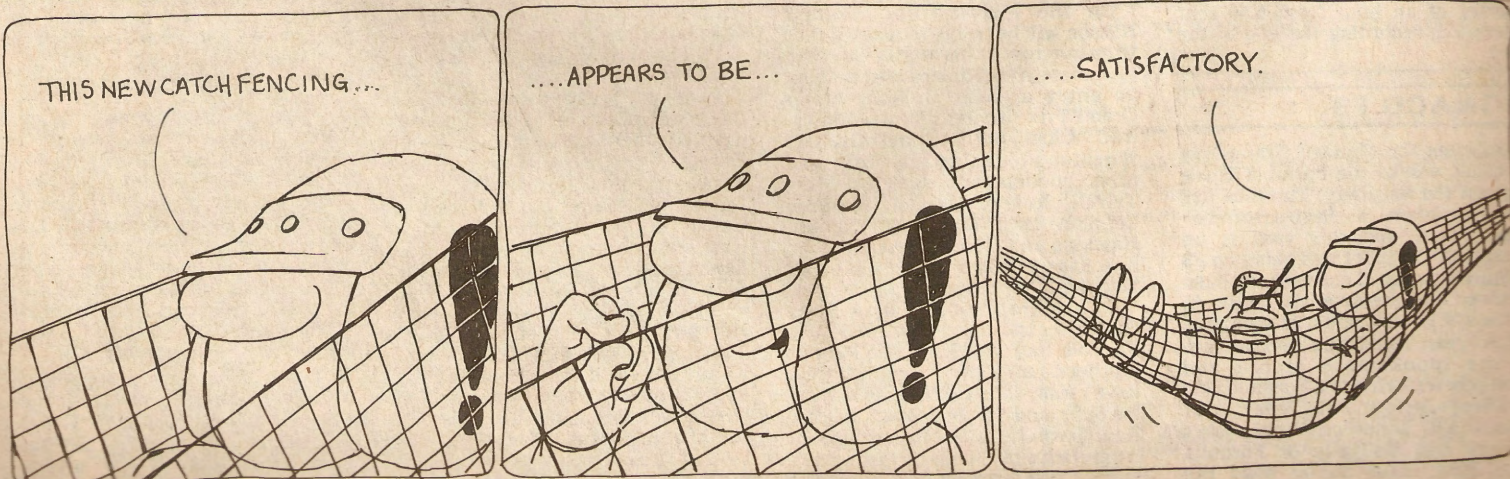
A notable absentee from Silverstone's Atlantic grid on Sunday was Richard Morgan. The reason for this was that the Chevron which he has been using so far this year, has been sold. Tom Wheatcroft had hoped to have his new car ready and tested, so when a New Zealander appeared on the scene with an appropriately large bag of gold, the Leicestershire property man duly sold the car.

However, the new Mike Pilbeam designed Atlantic was not completed in time for the meeting due to a parts hold up, so there was no Richard Morgan. However, work is progressing sufficiently well for the car to appear at the next Atlantic date.

The car is hoped to be testing this week.

## CATCHPOLE

By Barry Foley



## MONACO GP

# Monte Carlo social

The dust hasn't even settled after the chaos that reigned in Barcelona a fortnight ago but motor racing still goes on. This weekend sees probably the biggest social Grand Prix of them all down in the tiny principality of Monaco. The Grand Prix is going to take place, there's too much at stake to do anything else and the drivers, teams and organisers know it.

Quite what kind of reaction Emerson Fittipaldi will get remains to be seen but whatever happens, he'll be wheeling his Texaco/Marlboro McLaren M23 around the streets partnered by Jochen Mass, the eventual Spanish GP victor in the sister car.

Despite outcries from Italy, Ferrari are going with their two 312Ts for Niki Lauda and Clay Regazzoni. What odds a repeat of last year? Talking of last year, can Shadow go two better and win this time? Jean-Pierre Jarier is bound to put in a tremendous performance with the DN5 and being a Frenchman, that has to be worth at least a second a lap in confidence. Then what about his team-mate Tom Pryce, winner of last year's supporting F3 race? More questions to be answered are found within the Elf Tyrrell team. Team manager Ken Tyrrell reckoned Patrick Depailler would have won the race last year had he not had to start from the back of the grid at the last minute. This year Ken may have that feeling justified once again. But he can't omit Jody Scheckter as well, certainly not after last year.

But what of last year's winner? Can Ronnie Peterson do it again in the works JPS Lotus? The Swede's capable of anything as too is his

team-mate Jacky Ickx. How will the Martini Brabhams of Carlos Reutemann and Carlos Pace fare? Hopefully Reutemann will have regained his tiger which seems to have vanished after South Africa.

Page and Moy, the travel specialists, are taking an almost unbelievable number of British race enthusiasts over to see the race. In fact it looks as if there'll be more Britons there than ever before.

Hopefully they'll have something to cheer about. Will it be James Hunt in the Hesketh, supported for the first time by two other 308s for Alan Jones and Swede Torsten Palm, making his F1 debut? We can't forget John Watson in the Surtees and he too will have a team-mate for the first time this year in Frenchmen Henri Pescarolo.

Frank Williams is sending two cars for Arturo Merzario and Jacques Laffite, the latter driving the new car, while the American teams will be as before with singleton entries for Mario Andretti (Parnelli) and Mark Donohue (Penske).

Other singleton entries come from Embassy Racing with Graham Hill making a reappearance in the team after missing Spain, the Copersucar Fittipaldi for Wilson Fittipaldi, the HB Ensign for Roelof Wunderink and the Stanley-BRM for Bob Evans.

Only 18 cars will be allowed to start the 78 lap race which starts at 3.30 pm on Sunday. Practice is being held on Thursday (9.00 am-10.30 am and 11.30 am-12.30 pm) and on Friday (8.30 am-10.30 am).

BBC TV are covering the race on Sunday afternoon.

Moraes. Robert Joubert will be hoping that his engine at last holds together in his Lola.

This English representation will have the might of Europe and Scandinavia to contend with. Very highly regarded by his fellow competitors is Conny Andersson who will be taking his March 753. Formula Super Veemen Miko Kozarowitzky and Freddy Kottulinsky are also trying their hand in F3 at Monaco, and Hans Binder is hoping for another Ralt for the race.

It should all be very hectic and very interesting.

## THRUXTON

The first meeting of the BARC's Spring Double takes place at Thruxton on Sunday when the RAC/Southern Organs Group One circus visits the circuit for the second time this year. The main question at the head of the field will be whether Stuart Graham has sorted his 7.4 Chevrolet Camaro and will be challenging Richard Lloyd's similar car. If so, the race could be a really interesting match between the two, especially as Lloyd regards the circuit as one of his luckier ones. But one thing is for certain, and that is that both Vince Woodman and Tony Shaw, the latter on his home circuit and now with the heads of his Camaro reworked, will be challenging the championship leader hard.

Gordon Spice and Holman Blackburn will again be trying to hold the Opel challenge at bay in the next class down - this was a really good dice at Easter - and Andy Rouse and Roger Bell will be doing all they can to fight off the Mazda and Ford RS2000 contenders. In the small class, Bernard Unett and Jennifer Birrell will be hoping for a continuance of luck in beating the Toyota Celica of Win Percy. 10 put some weight for the Japanese cars, Motor's Rex Greenslade will be debuting his Celica in this round. It promises to be good.

There's quite a keen supporting line-up for the 25-lap race. FF2000 pays its first visit to Hampshire and all the regulars will be there: Syd Fox, Wil Arif, Chris Pryer, Derek Lawrence, Bernard Vermilio, Damien Magee, Ian Taylor and Pato Nunez will be driving the Ashtune Van Diemen.

Over 70 entries have been received for the BAF Formula Ford round, so there are two practices for championship grid positions, and a consolation race. Expect Geoff Lees, Matthew Argenti (if his car's repaired), Jim Walsh and Tiff Needell to be among the leaders, with Ric Morris, Peter White, Don Smith, championship leader David Heale and John Bright also pitching for honours.

Most of the top names in Clubmen's will be contesting the National Organs round; these include Geoff Friswell, Creighton Brown, Noel Stanbury, Barry Foley, Vernon Davies, Sid Marler etc, while Peter Cook may be debuting his new Harrison clubmen's car. In the Simoniz special saloon car round, such names as Jo Russell, Nick Whiting, Tony Sugden, Terry Harmer, Jack Winter, the West Country's own Mini wizard Richard Longman and David Enderby appear. Finally, there's a round of the Speed Merchants/JCB historic car championship, with eight Lister-Jaguars entered, and two Maserati 250Fs, one for Willie Green.

The full programme starts at 2 pm.

## SILVERSTONE

This Saturday sees the popular Eight Clubs meeting at Silverstone. High speed trials and handicap races feature in the full but relaxed programme, while two championship rounds will be run for 750 Formula cars and F1300s. But entries for the meeting are as varied as ever, including Terry van der Zee's V8 Escort, Peter Cabrol's Alfa Romeo TZ1, Brewster Righter's AC Cobra, James Crocker's Lagonda, a Lola Mk 1 and 2 Jowett Jupiters, to name but a few.

The action starts at 11.30 with the two highspeed trials before lunch.

## LONGRIDGE

The friendly Lancashire circuit near Preston once again has a full day's programme for their meeting on Sunday. Events cater for modsports, Special Saloons, Monoposto, clubmen's, Renault 5s, Mini 7 and libre.

Perhaps one of the most important features of the meeting is the return of a number of drivers. Brian Murray, the holder of the modsports lap record since the inaugural meeting, brings his E-type Jaguar out of hibernation for the modsports event. There he may be joined by Jon Fletcher in his Elan, and John Pearson having another run in his superb Jaguar XK120.

Another to return to the track is outright lap record holder Kim Mather, who will this time be driving a March 742 in the libre event. Amongst others entered for Sunday are Derek Walker (Fiat 850), Gerry Taylor's Anglia, Brian Whiting's Escort, Jo Applegarth's Brabham and Bob Fox's Mini.

Racing starts at 1.30 pm.

## INGLSTON

The Adam Wylie Memorial trophy race meeting this weekend at the Scottish circuit of Inglston is the one in which Doug Niven hopes to debut his new 5.7 Capri. One of his principal opponents in his race, Graeme Walker, has unfortunately written off his Firenza, but Dr Hugh Chalmers has a 2.3 Avenger to challenge the Border Reivers Capri. Iain McLaren will be racing his 2.0 Chevron B26/31, and there's quite a field of single seaters, including Doug Thompson's Chevron B27, Jim Baird, Andrew Jeffrey, Andy Barton's March and Norman Dickson's similar car. Eddie Labinjoh will be contesting the Radio Forth production saloon car race in his Alfa, with a veritable gaggle of Firenzas, Mexicos and Mazdas chasing him. Stu Lawson heads the Formula Ford field in a Hawke DL12.

The racing starts at 2.25 pm.

● Although there won't be any Formula 5000 cars at Mondello for their prospected date there this weekend, the meeting will still take place. The reason for the cancellation is that transportation could not be arranged to Holland for the following weekend's Zandvoort round, giving the teams enough time for work on the cars. The Shellsport F5000 round at Mondello will now be rescheduled for June/July.

● Three of our British lady racing drivers will be going to Monaco this weekend to take part in the Renault 5 Gordini race against other European ladies. The chosen three are Maggie Anderson, Divina Galica and Wendy Markey.

● The Monaco Grand Prix will again receive extensive coverage from both BBC TV and radio. Coverage begins at the early time of 6.45 pm on Radio 2 after the first practice on Thursday, and again at the same time, on the same station, on Friday. Radio 4 will also cover at 7.25 am and 8.25 am following practices. Radio 2 will cover the scene on the day before the race at 5.30 pm on the Saturday and coverage post race is at 7 pm on Radio One's Sunday Sport, and the following day, Radio 4's Today programme.

TV coverage includes half an hour of live TV from 3.30 to 4 pm on raceday, Sunday, and another quarter of an hour from 5.50 that afternoon, recording the end of the race.

## MONACO F3

Supporting the Monaco Grand Prix as usual, will be the Formula Three race on the Saturday. The race has always been a favourite for competitors, and this year is no exception. Despite there being no F3 in France, some 70 entries have been received and the race will be run in 2 heats of 16 laps, and a 24 laps final.

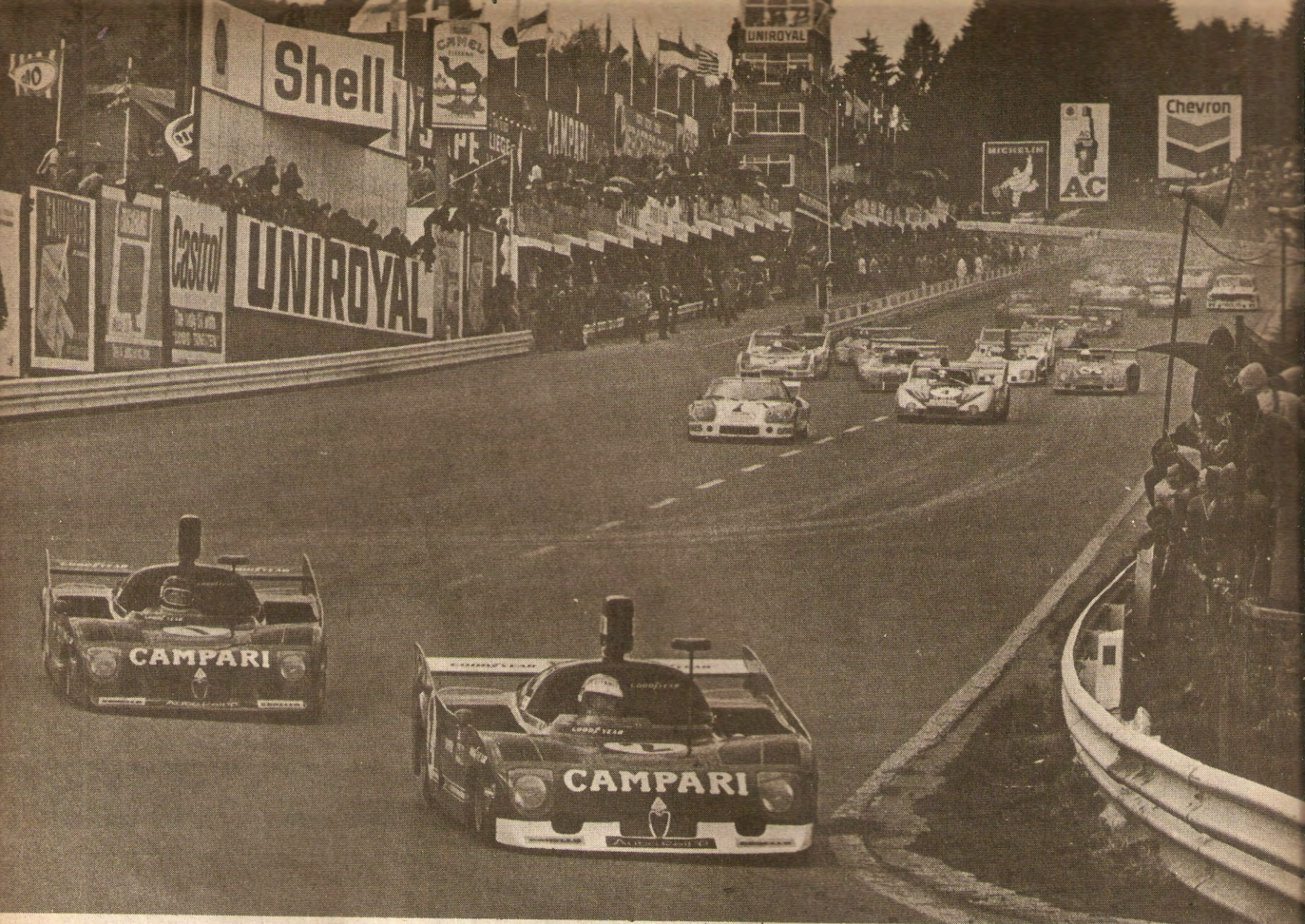
Last year, Tom Pryce won the race in the Ippokamos March and promptly walked into a Formula One Shadow drive. This year, our favourite must be Tony Brise, who's already had his taste of Formula One. Brise must surely head the British entry in his Atlantic Modus,

● Ladbroke's betting odds for this weekend's Monaco Grand Prix, the fifth round in this year's world championship are: 3-1 Lauda, 4-1 Scheckter, 7-1 Jarier and Regazzoni, 10-1 E. Fittipaldi and Reutemann, 12-1 Hunt, 14-1 Depailler, 20-1 Pryce, 25-1 Andretti and Peterson, 33-1 Ickx, Mass and Pace and 50-1 Brambilla and Watson.

converted for this one race to F3. He was, after all, John Player F3 champion in 1973. Backing him up, also in Modus will be Danny Sullivan from Kentucky and Fritz Stehlin from Switzerland. Dick Parson will have his usual car.

On the March front, Gunnar Nilsson will be trying to make it four wins in a row in his works car, with teammate Alex Ribeiro also making an effort to shine in front of his Grand Prix driving fellow countrymen. Chris Barnett and Graham Hamilton are taking their 753s, and other models are due for Mike Tyrrell, Rupert Keegan, Manfred Leppke, Ingo Hoffman, Richard Hawkins and Ken Silverstone, who now has a 743. Bob Arnott too might be going.

Considerable form has been shown by the three new models to F3, Ralt, Safir and Ray. The Perkins brothers, Larry and Terry, will each have Ralt, Patrick Neve is driving his Safir, and Stephen South has the Ray. Two GRDs are due to appear from Britain, Formula Atlantic's Derek Cook in the ex-Ribeiro car run by Brian Henton, and Marcos



Pescarolo leads Ickx soon after the start and thus the race was over.

## SPA 1000km

# Alfa Romeo all of the way

Story and photographs by JEFF HUTCHINSON

Through rain and shine, Derek Bell/Henri Pescarolo gave Alfa Romeo their third consecutive World Championship of Makes win and put them into the lead of the points table when they scored a fine victory one lap ahead of team mates Jacky Ickx/Arturo Merzario in the shortened Spa 1000 kms race on Sunday. The two leading Alfa Romeo T33TTs were amongst the few cars not to run into problems during the difficult wet/dry conditions which caused the race to be shortened to 750 kms. Although the Alfa team had virtually no opposition at this race they provided a close race amongst themselves for the lead, Bell/Pescarolo finally pulling out a one lap margin in the closing stages when Ickx's co-driver Merzario drove a slow race during his stint in the second placed car.

The only likely opposition from the two turbo Porsche 908/3s entered and the single Ligier-DFV entry never really materialised, the Joest/Casoni Porsche going out with broken engine in the first 10 minutes while the Muller-Kinnunen car dropped well back with constant gearbox problems. The Ligier, like virtually all of the strong British 2-litre entry, was delayed by constant pit stops to try and dry out wet electrics which let the superbly driven G4 BMW 3.5 CSL of Alain Peltier/Sigfried Muller into third place overall during the worst of the rain storms. When the track finally dried out the BMW's lead was too great to be challenged and the BMW stayed in third spot to the end.

Following the BMW were three Porsche Carreras of Claude Haldi/Bernard Beguin, Claude Ballot-Lena/J-C Andruet and Clemens Schickentanz/Reine Wisell, the first two of these cars providing an almost photo finish for the GT class win.

The 2-litre class win went to the Chevron B23-FVC of Peter Smith/John Turner the only 2-litre car to have a trouble-free race and finishing tenth overall.

## ENTRY AND PRACTICE

From the high speed curves of Monza the World Championship sports car contenders moved to the even higher speeds of Belgium's Ardennes forest Spa circuit, one of the most demanding races of the year for both cars and drivers alike. Despite a recently added chicane at Malmedy corner, average lap speeds are still an incredible 250 kph for the faster 3-litre cars, while the famous and heart stopping Masta Kink is taken at just about 200 mph!

Like the Montjuich road circuit, almost the

entire track is lined with steel barriers, but the road is much wider and spectators are kept well out of reach at any likely danger spots. Spa is a circuit for drivers. Some will not race here for they feel that it's beyond the reasonable limits of danger. No doubt it is, but a quick lap here produces that kind of satisfaction that no amount of laps at Paul Ricard, for instance, can produce. It's purely a personal decision for each individual driver. We are lucky that they can still have that choice. Unfortunately the question will not arise much longer, for under pressure from the anti-Spa drivers they have been forced to make plans for a new, safer, and shorter *Circuit National*.

For what might be the last ever traditional Spa 1000 kms, the entry was a disappointing one. The hoped for renewal of the Alfa/Mirage/Alpine battle of Monza did not materialise, for both the Mirage and Alpine Renault turbo were non-arrivals because of a lack of willing drivers. Both Larrousse and Jabouille, who normally pilot the turbo-Alpine, were busy with F2 at Magny Cours, the Alpine men not particularly keen to run the car at this circuit anyhow, for their Michelin shod car is not altogether stable around high speed corners and at Spa even the most ardent of sports car men would be unwilling to try too hard.

The Mirage was without Jochen Mass who felt, like the GPDA, that the circuit was unsafe to race on, while Gelo Racing boss Georg Loos could find no other driver, "who will be any good for my publicity," as he put it. Tim Schenken joined John Fitzpatrick, Toine Hezemans and Manfred Schurti in sharing Loos' two Carreras.

Without these cars it was the pair of Alfa Romeo 33TT12s entered by the Willi Kauhsen Racing Team that were undisputed favourites. Derek Bell/Henri Pescarolo were sharing one car as usual, while the second car was for Arturo Merzario who was joined again by Jacky Ickx who had driven at Mugello. Jacques Laffite was driving F2 as well, and so could not make this race.

It was not local hero Ickx who took fastest lap however, but Derek Bell, a real Spa lover, who set the pole winning time of 3m 20.4s almost four seconds faster than Ickx in the second car. Practice was run over two long sessions on Thursday and Friday afternoons, Thursday's practice being run under a warm blue sky. But overnight the weather took a turn for the worse and soon after the start of Friday's practice, rain showers were making things decidedly hairy.

Bell's time had stood from the first day, while Ickx had done very few laps the first day for he just could not get on with the soft suspension set-up preferred by Merzario. For the second day, the car was set up the same as Pescarolo/Bell's mount and Ickx found things much more to his liking, setting the 3m 24.2s best for this car, Merzario taking his turn to sulk and show he did



...like the suspension set up by ... no more than a couple of slow laps. It was staying hard for the race.

Hard or soft, it was all academic really, for the nearest rival to the Alfas was the first of the two turbo-charged Porsche 908/3s entered, Herbert Muller's Martini backed car a full 16s slower than Bell's best time. It seems that all is not running smoothly within the Dr Dannesbueger entered Porsche team and Muller's usual co-driver Gijs van Lennep has been replaced by Leo Kinnunen, who brought sponsorship from Finland. Rumour has it that Martini are not too keen on backing the car much longer and funds are short.

The Muller/Kinnunen car only appeared for the second day's practice, for it was still at the Porsche factory being fitted with a lightweight body all day Thursday. When it did arrive, Muller did the first few laps before coming in with the front nose spoiler worn away, the car having been set up too soft so that the nose had worn away by grinding on the track at high speed. Once the suspension had been stiffened all seemed well.

Only 1.6s slower was the second turbo Porsche of Reinhold Joest/Mario Casoni, which was in a lot of troubles. After five laps on Thursday Joest managed to shift from fourth gear, to third instead of fifth, which did the engine a power of no good and ended Thursday's practice. The following day he still managed a few laps in the dry before the turbo-unit packed up and had to be changed. The car eventually got going before the end and all seemed to be well for the race.

Behind the Alfas and Porsches, it was the single Ligier-Gitanes entry for Jean-Louis Lafosse/Francois Migault which set fifth quickest time. Both drivers seemed quite impressed with the car's high-speed handling, and provided the car lasted it was the Ligier's best chance to date of a high placing. It would also be the last chance until after Le Mans, for this was the last appearance of these cars until Le Mans, only one car coming to this race because the other was already being prepared for the French Classic.

Sharing the third row with the Ligier was the first of the strong 2-litre entry, Martin Raymond/Tony Goodwin sharing their Fisons' backed new Lola-Hart T294. Things are still very much unsorted with Eric Broadley's latest rear suspension, the diabolical handling of its last outing at Silverstone now partially improved by relocating of the top shock-absorbers pick up points and much stiffer springs all round. "In fact, it is so stiff that there is absolutely no feel at all," said Martin Raymond, "but on a fast circuit like this it works reasonably well," he added, but fears of the car being just as bad at a lower more twisty circuit were born out by the sight of the car at the hairpin, where it lurched around at very odd angles.

An oil leak after the first day's practice saw a new Hart installed for the second day of practice, Raymond putting in a supreme effort to set the best time on the last flying lap of 3m 41.8 s. "Now my personal battle with the circuit is over," said Raymond, "the job now is to just try and finish the race."

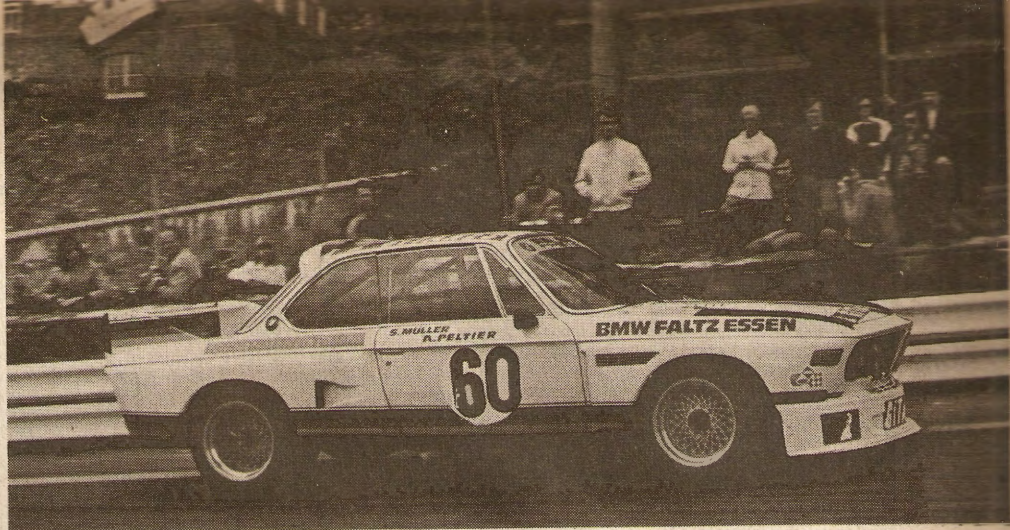
Next quickest was the John Hine/Ian Grob Chevron B31 now repaired after its Monza shunt. Hine could not manage better than a 3m 44.0 s, however, for the engine was not pulling as well as it should and both drivers found the handling a bit frightening. "It weaves around a bit," said Hine, "I think it is still not fully recovered from its Monza accident." During Saturday the mechanics changed engines and re-checked all the suspension settings in a hope to improve things.

Next up was the Alan Jones/John Sheldon Lola T294 which ran a relatively trouble free practice session recording a best of 3m 46.3 s by Jones.

Well down on the grid was the 3-litre Lola T380 of Giorgio Pianta, who hoped to be sharing the car with Vittorio Brambilla, but Brambilla did not appear and so Italian F2 man Duilio Truffo stepped in to the unenviable task of driving a DFV and at Spa for the first time. Besides oversteer problems, Truffo had no complaints and did well to record the best time of 3m 47.8 s.

Roger Heavens familiar Lola-BDG T294 was on hand for Richard Lloyd and Mexican newcomer Oscar Disentiso. Lloyd set a creditable 3m 49.3 s the first day, while the second day's practice was ended for this team when Disentiso spun the car under braking for the chicane and damaged both the front and rear suspension. Fortunately with Saturday free, the mechanics had plenty of time to repair the car, otherwise it would probably have been a non-runner.

Heading the sixth row of the grid was the non-turbo charged version of Joest's two Porsche 908/3 entries, Jurgen Barth sharing the driving with Casoni and Joest at this race. With its similar long turbo-type body work, this non-turbo



The Muller/Peltier G2 BMW CSL excelled in the conditions and finished third.

example was at even more of a top speed disadvantage than the other cars.

Next quickest was the second 3-litre Lola T282 on the entry, the familiar car of Heinz Schulthess, but driven here by Willy Braillard and Christine Beckers. The car's slow practice time of 3m 52.5s was because neither driver got in very many laps before the engine gave trouble, a valve touching a piston. A new engine had to be brought from Switzerland and the car did not practice Friday.

Next quickest was the March-Hart 75S of John Lepp who was sharing the driving this weekend with local Teddy Pilette. Lepp set a best of 3m 52.7s on the Thursday, then stopped because he had the wrong gear ratios. He planned to set a quicker time Friday, but the rain stopped that, while in the dry period Teddy Pilette was driving, the car for the first time as he had been unable to make it for Thursday's practice.

Beside the March came the Lola-T294 of Richard Scott/Nigel Clarkson, Scott setting a best of 3m 55.2s. Embarassing a lot of the prototype runners was the only really competitive car amongst the four G4 entries, the BMW 3.5 CSL of Muller/Alain Peltier which set a very creditable 3m 56.7s.

The first of the two AlRoy Racing March 75S entered for BAF man Rupert Keegan and Colin Andrews came next with a best of 3m 58.0s, Fitzpatrick splitting them with a best of 3m 59.6s, in his Carrera, first of the GT runners.

The Antonio Prado/Roy Johnson March 75S, still running a Hart BDA instead of the Cosworth BDG like the other car, set a best of 4m 0.1s.

The Chevron B23 of Peter Smith/John Turner came next with a best of 4m 1.4s, this car no doubt going quicker in the race, for the 1850 FVC fitted

for practice was to be changed for a 1930 Kelly FVC.

The Porsche Carreras of Hezemans/Schenken and Reine Wisell/Clemens Schickentanz looked like having their usual close dice, for after practice they ended up with the next best Carrera times of 4m 1.7s and 4m 1.8s respectively.

Tony Birchenough's Lloyd's Insurance backed Lola T294 was looking as smartly turned out as ever, Claude Crespin doing the driving once again, this time with Lloyds man, Ian Bracey. Birchenough was a reserve driver if needed. Unfortunately an un-hardened camshaft rather spoilt the first day's practice, the second day things were all well after a new camshaft had been fitted and the car set a best of 4m 2.1s.

Making a first time long distance appearance this year were Northern racers Tony Charnell/Andrew Jeffrey sharing their ex-KVG racing Mogil Motors backed Chevron-BDA B23 which they must have found a lot more exciting setting a 4m 3.2s at Spa than quick club sprints at Croft.

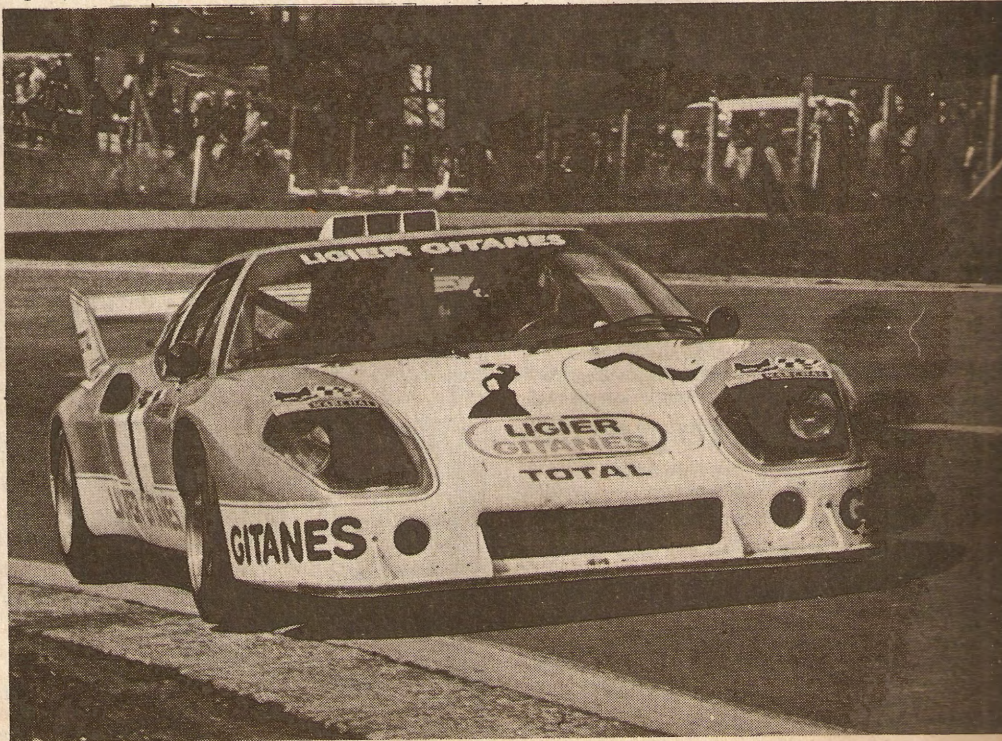
Claude Haldi/Bernard Beguin set a 4m 3.5s in their Carrera RSR to head the Roger Hire Lola FVD T294 being driven by Peter Hanson/Jose Uriarte. They set a best of 4m 4.3s.

Swede's Bengt Ekberg/Kurt Simonsen made their first long distance appearance of this year to set a 4m 5.1s just ahead of the Claude Ballot-Lena/Jean Claude Andruet Carrera, 0.4s slower.

The second Trebernum entered Porsche Carrera RSR of Bertrams/Wisell was well down in 29th position on the grid with a best of 4m 7.1s.

Sharing the fifteenth row of the grid were the two Chevron B23s of John Blankley/John Calvert and Robin Smith/Richard Robarts. Blankley/Calvert had the main bearings go on Thursday and

Ligier just sent one car for Migault/Lafosse.



were forced to use their 1800 cc engine setting a best of 4m 14.1s. Smith had the head gasket go the first day and then a cracked block around the oil union on Friday saw the second engine out of service and the car still not qualified. Fortunately John Blankley was kind enough to let them qualify his car and the hard working Smith men then set about repairing the first engine and hoped their luck would change for the race. It didn't.

With so few cars in the race the organisers seemed not to worry about qualifying times, the final 4 cars on the grid well outside the 120% maximum, although two of them did not start anyhow.

## RACE

The miserable Friday weather got worse on Saturday and continued through to Sunday, constant rain showers interspersed with bright sunshine. Spa at its most frightening.

Because of the rain showers and the fact that a wet race would produce such a late finish the organisers and competitors both readily agreed to shortening the race to 750 kms, 54 laps, shortly before the start.

It was spitting with rain as the cars lined up for the start, most of them starting on intermediate compound rubber like the two Alfas. Two cars were in trouble at the start. The Christine Beckers/Braillard Lola-DFV, which had been fitted with a new engine then decided to pack up with injection pump trouble, while the Smith/Robarts Chevron completed its hat-trick of trouble when the head gasket blew for a second time and Smith was only a token starter to stop after the first lap. They limped around a couple of more times, but finally called it a day on lap 3.

When the flag fell for the start it was Pescarolo who got the edge over Ickx into the first corner and at the end of the first lap he was still ahead by no more than a couple of car's lengths. Already 11 seconds behind in third place was the Muller Porsche followed by Jost, then the Ligier, Grob and Raymond battling for the 2-litre lead with the Pianta Lola joining in.

The next time around it was Ickx in front and for the first half a dozen laps it was good racing with both Alfa drivers really battling hard as they swapped places for the lead. The drivers were under no instructions about who should lead who and as far as they were concerned it was a genuine race, for the first two hours at least when if one was well clear of the other he would be given "P1" sign to the finish.

Ten minutes after the start the news came that Jost had stopped out on the circuit with a broken engine caused when a valve spring broke. Also out in the opening laps was the Charnell/Jeffrey Chevron which after a pit stop at the end of the first lap to try and cure an oil leak did not continue much further.

What little opposition there was to the two flying Alfas was fast falling by the wayside, for the

second Turbo Porsche of Muller was also in trouble and lost its third place and any chances of doing well with a 20 minute pit stop to repair the gearbox which was jammed in fifth.

By lap 10 the race was all over as far as the Alfas were concerned, for Ickx and Pescarolo, still only two seconds apart, were over two minutes ahead of the Ligier which moved into third place.

Trying hard to catch the Ligier was Pianta in fourth place, the extra power of his DFV powered Lola having pulled him clear of the nearest 2-litre car which was Raymond going well in his Fisons Lola.

Forty minutes after the start the sky darkened over the pine covered hills and within a couple of minutes a torrential fall of rain had turned the 160 mph car race into a 60 mph boat race as the drivers tip-toed around to fit wet tyres. It was havoc in the pits as four or five cars queued up trying to get in or out of their respective pit areas, and at one point the complete length of the pit lane resembled a six o'clock rush hour traffic jam. Amongst the leading cars, both Ickx and Grob had decided to weather the storm, Grob's men having wisely cut water grooves in his slick tyres before the race, while Ickx thought it better to press on with his Intermediates hoping the rain would soon stop and the track start to dry again. His pits decided otherwise however and after three laps they called him in, but in the end he only refuelled the car and left the Intermediate tyres on. Bell had taken over from Pescarolo and was running full wets, but after a slow pit stop rejoined the race well over a minute behind his team-mate Ickx who stayed in the car.

Despite the terrible conditions there had been few accidents. Richard Lloyd spun his Lola and for the second time in one weekend it came back to the pits with front and rear end damage which a long taping session repaired sufficiently for the car to continue.

The 3-litre Lola of Pianta/Truffo retired with more permanent damage two laps after Truffo had taken over from Pianta. He spun at Eau Rouge just a few yards from his pits and the car was pushed back to the paddock with a badly tweaked monocoque.

One of the most hair raising accidents happened to John Fitzpatrick who up to this point had been leading the GT class. He spun in the pit entrance *en route* for a change of tyres and then when they had been fitted he had an almighty spin when the car acquaplaned half way down the Masta straight. The car became a 150 mph spinning top and "Fitz" must have heaved a sigh of relief when it finally came to rest with little more than body damage front and rear. He drove back to the pits for repairs, but this time any chance of a good placing had gone.

For the majority of the prototypes still left in the race, with the exception of the two Alfas and one two litre car, the second hour was an endless succession of pit stops to dry out wet electrics.

The Ligier lost well over 30 minutes after a stop

on the circuit, and several stops at the pits to get the car running properly, the situation only improving as the track dried out.

Some of them were not so lucky to make it back to the pits, the Hanson/Uriarte, and Raymond/Goodwin Lolas both falling victim to the wet out on the track with no way of getting back to the pits.

Hine/Grob, Lepp/Pilette, Jones/Sheldon, Crespin/Bracey, the two Alroy Marches were all in and out of the pits and dropping further and further behind the Carreras.

Only one 2-litre prototype was running as it should, the Peter Smith/John Turner car which never missed a beat. For Turner, it was a wet christening to his first sports car race, but he must have felt it all worthwhile when by the end of the second hour they were comfortably leading the class, and eighth overall.

The Jones/Sheldon Lola was posted as a retirement in the midst of all this drama when a rear wheel bearing gave out.

Hero of the wet was local Alain Peltier who was making full use of every ounce of his big heavy 3.5 BMW CSL to lap almost as quickly as the leaders during the worst of the rain and when he finally handed over to his team-mate Muller the car was holding a strong third place, two laps clear of its nearest rival and only two laps behind the leaders!

By the end of the second scheduled pit stops, when Bell's car had to be changed back to intermediate tyres again, the gap to the leading Alfa of Ickx was just over 90 seconds, which was reduced to 40 seconds when Ickx finally stopped to let Merzario out for the first time. The track was still wet in places, but a warm sun had quickly dried a "line" once the rain had stopped.

Bell was really flying, while Merzario was really slow and at the end of the first lap with Merzario at the wheel, Bell came round just in front of Merzario to take the lead. By the end of the next hour he had lapped Merzario, much to the consternation of Ickx who sat helpless watching all his hard work slip away for nothing.

As soon as his rest hour was up, Merzario was called into the pits and Ickx jumped back in the car, but by now Pescarolo, who took over for the final short stint to the flag, was well over a lap ahead and had only to cruise home to victory.

Ickx was all fired up. He drove the second placed Alfa harder than he had done all weekend giving his home fans good value for money as he closed up the half lap to Pescarolo and set fastest lap of the race as some consolation.

Pesca also slowed down on the last lap so that the two Alfas crossed the line in a formation finish to the cheers of the crowd.

Although unchallenged, it was nevertheless a fine victory and a textbook run for the two Italian cars, which unfortunately had had little opposition to make their win just that bit more worthwhile.

Muller/Peltier finished a fine third just five laps behind the winning car at the end, and a lap clear of what turned out to be a desperate struggle for fourth place and the GT class. Haldi/Beguain finally made it to the line first, just 0.6 s clear of the Ballot-Lena/Andruet Porsche while only 24s adrift in sixth place overall was the third Carrera of Schickentanz/Wisell.

Also on the same lap, but a minute behind the Carreras was the Porsche 908/3 of Barth/Casoni which had also been delayed in the worst of the rain with electrical problems.

Bertrams/Wisell, Hezemans/Schurti took the next two places, a further lap down but only 10 seconds apart at the finish.

Smith/Turner finally took tenth place overall and the 2-litre class win, the Fitzpatrick/Schenken Carrera ending up eleventh with the Ligier making a strong finish to take twelfth place.

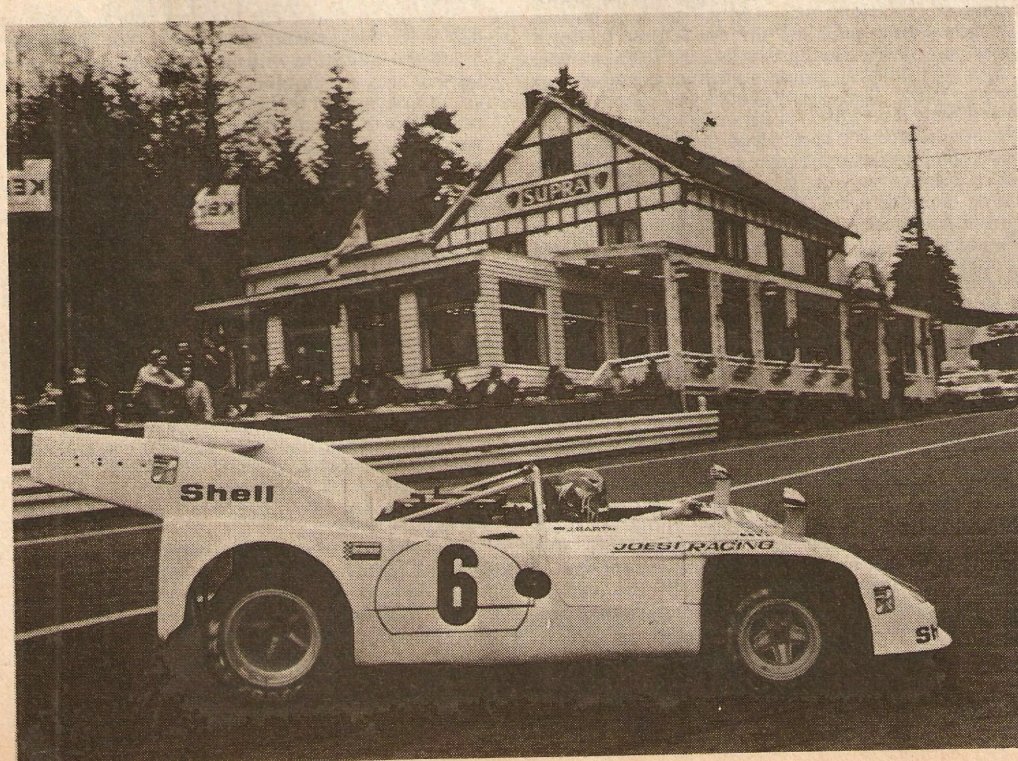
Crespin/Bracey made it to the end to lead home the other two-litre finishers Grob/Hine and Scott/Clarkson, the rest of the 2-litre runners having not completed enough laps to be classified.

### 1000 Kilometres de Spa Spa-Francorchamps — May 4 54 laps

#### World Championship of Makes — round 5

1. Derek Bell/Henri Pescarolo (3.0 Alfa Romeo 33TT12), 3hr 32m 58.4s, 214.810 kph;
  2. Jacky Ickx/Arturo Merzario (3.0 Alfa Romeo 33 TT12), 3 hr 32m 58.7s, 53 laps;
  3. Sigfried Muller/Alain Peltier (3.5 BMW 3.0 CSL), 3hr 35m 57.3s 49 laps;
  4. Claude Haldi/Bernard Beguin (3.0 Porsche Carrera RSR), 3hr 34m 31.8s, 48 laps;
  5. Claude Ballot-Lena/Jean-Claude Andruet (3.0 Porsche Carrera RS), 3hr 34m 32.4s, 48 laps;
  6. Clemens Schickentanz/Reine Wisell (3.0 Porsche Carrera RSR), 3hr 34m 56.3s, 48 laps;
  7. Jurgen Barth/Reinhold Joest/Mario Casoni (3.0 Porsche 908/3), 48 laps;
  8. Hartwig Bertrams/Reine Wisell (3.0 Porsche Carrera RSR), 47 laps;
  9. Toine Hezemans/Marcel Schurti (3.0 Porsche Carrera RSR), 47 laps;
  10. Pete Smith/John Turner (1.9 Chevron-Kelly Ford FVC B23), 46 laps.
- Fastest lap:** Ickx, 3m 25.5s, 247.347 kph.

The non-turbocharged Porsche 908 finished seventh





The constructors turned Armo erectors . . .

# Pete's Spanish omelette

By PETE LYONS

The best part was when Graham Hill came off at the hairpin, and I went right around the outside of him. Now *that's* something I never did before.

For me, the generally dark Spanish GP weekend had a silver lining, and it was thanks to a man who typified all the legendary best features of his people. Sr. Francisco Bulto is a man of grace, of erudition, and of generosity beyond compare — which he expressed by bringing 20 examples of his range of Bultaco off-road motorcycles out to his country estate and turning the FI circus loose on them. "Circus" was the word, too.

Quite why I got to come along I don't know, but when Bernard Cahier floated the invitation across my nose I grabbed it quick. At Thursday noon I found myself being spirited down the rugged Spanish coastline south of Barcelona, a region of steep dry hills, old stone walls (and new factories) and newly-sprouting vinyards. Our little motorcade was just turning into the little roads of the vast Bulto "farm" when the first of a string of knobby-tyred spidery bikes came bounding by, their factory-fresh finish already dulled with dust but their riders' faces shining with wild delight. I couldn't wait to join them, and I didn't.

Drawn up on the terrace of a fine old manor house was a flock of bikes waiting for us; there was also a van from the Cllice equipment factory standing by to fit everyone with big heavy boots, ribbed moto-cross gloves, and dust jackets. They do things in style, these Spanish. *Estpendo!*

I grabbed a friendly-looking blue motorcycle, which said "Alpina," and (not having so much as thrown my leg over a saddle for six months) was pleased when it proved to be friendly enough to start itself for me on the first kick. A short trial to find the gears — up-for-up — and I wheeled over to join the mob. We massed for a moment, engines popping and faces grinning at each other: Graham, John Surtees, Ray Brimeell, Paul-Henri Cahier, a few other lights, so many small boys playing at Desert Racer. Then in a roar we leapt away into the fields.

I'm not very good at this, low on physical co-ordination and high on physical fear. The better ones easily pulled away, doing leaps like wheeled gazelles and powerslides like Barry Briggs. Everytime I tried to copy something I'd seen ahead, or tried to follow the abrupt swerves across the dry ploughed fields, my bike cavorted under me like a bucking horse. It never did anything really nasty, and I only fell off once, so I must conclude that it was an excellent motorcycle.

I got by Graham when, trying to do an elegant trials-type manoeuvre in a hairpin bend that was deeply rutted by rain runoff, he kept his feet on the pegs too stubbornly and toppled over. I tried not to laugh as I took a smoother path around the edge.

Our ride came to a pause at the Hill. I have to capitalise it, it was so frightening. Funny how you

can see a mountain from the standpoint of scenery and like it; but when you realise you have to ride a motorcycle up it, it's a different story.

Here was everybody else gathered at the bottom. There was Niki Lauda and Clay Regazzoni, and Jean Pierre Jarier, and Francois Migault (his face already red and swollen and his upper lip badly cut), and a few other people who you could pick out as non-motorcyclists because they were trying too hard to look like motorcyclists. They were all huddled together in a wire-spoked cluster, all gazing up the Hill, all revving their engines masterfully, all trying to put off the inevitable moment when they'd actually have to let out the clutch lever and go up.

I caught a glimpse of one of the driver's faces as he finally knocked his gears into mesh, and I realised how glad I was that I was not a Grand Prix driver and didn't have to prove I could do this thing.

Mostly, the failures were hilarious. Up they'd charge, hunched forward over the bars, elbows sticking out behind, wheels churning out dry earth and loose stones like fountains. Up the heights they'd toil, getting slower and slower as the slope grew steeper and steeper. Usually they'd get by some of the tricky bits — ruts, boulders, bushes, ledges — quite well and there was time to think, well, maybe he's going to make it . . . Then every man would finally come to his own personal high water mark. The engine would bog down, or the back wheels would start spinning uselessly, or the front wheel would spring into the air, or the whole bike would simply fall over, crash. Clouds of dust. A tiny figure, way up, struggling to keep his boots from slipping in the churned up earth, wrestling his now lifeless machine back down the hill. Noel Scholey turned around and remarked, "Oh, if Luca could only see his drivers now he'd have a coronary!" (But I kept my laughter bottled up. No point in having somebody turn around and realise I hadn't yet made my attempt!)

Unfortunately, here was now revealed the one flaw in the Bultaco hospitality. On hand were three or four blokes who *could* ride. I mean, like there was the five-times Spanish Trials Champion, and like that. It was not courteous of them to show us, repeatedly, how easy it all was. Up they'd fly, at at least a hundred miles an hour, maybe two hundred, without struggle or pause, bikes leaping and writhing under them like live things but their own bodies standing up straight and tall and almost without movement. No movement that I could see, anyway, from down in the valley, watching them vanish like moon rockets over the distant crest . . .

I changed my Alpina for a Sherpa, a smaller, lower, bike designed especially for Trials. It felt much more easy to handle, and after everybody was out of sight I did finally try the Hill. I fell off at the first little escarpment.

Afterwards, back at the manor house, the two best works riders put on a fantastic demonstration of just what a man can do with a motorcycle. There was a little quarry in the hillside, and both of them could ride straight up the side of it. Straight up.

This marvellous afternoon ended with a splendid meal at a local restaurant, where we gorged ourselves silly on lobster and "Paco" Bulto made sure we all tried the fine "Vina Albina" wine in the production of which he has not only an interest but a love. There was a little bag of presents handed out to each of the 40 or 50 of us, one of them was a poster showing a rider taking a Bultaco Sherpa down the middle of a tumbling mountain torrent. The rider was Francisco Bulto himself, and of course we all clustered around to have him autograph our posters. He protested with engaging denial that, "No, no, I am not someone important enough for an autograph," but his lean face was glowing with pleasure. Then, pointing his finger at the image of boiling water a few feet in front of the motorcycle, he said, "Ah, you may think that I am a fine rider, but the picture was taken *here*, and you do not see what happened *here!*"

Then there was a tink-tink-tink on a wine glass, and Graham Hill was standing up for attention. Everybody groaned with mock boredom: a speech from GH, Esq, is the best part of any party.

"I want to thank our host for this marvellous day on his magnificent, ah, bicycles, but I must say I view the invitation with mixed, ah, feelings. When I drove up I was thinking, 'Thank God my drivers aren't arriving 'til this evening,' and then the first thing I see is Migault with his face smashed in. I'm very sorry, Francois, you smashed your face, but *what about my car tomorrow!*"

"But thanks, Paco, for the invite, except for extending it to Migault." Well, it seemed hilarious at the time . . .

All these happy memories seemed to come to me later in the weekend as this business of men throwing machines around between hazards turned all serious and nasty.

## The serious side

Already since my GP report was published I've had people coming up to me with criticism. That's fine, I'm willing to discuss my work, and it's deficiencies, with stoic calm.

One man has asked me, "How *dare* you shake Fittipaldi's hand?"

Well, I know there are many other observers who felt that the drivers, once having made their point, had a duty to forget their protest and drive as fast as they knew how regardless of hazards. There were some drivers who felt that way, and that many of them did go fast and competed for the Pole during the short remains of the practice time earns them all credit for professionalism. I do respect them for doing something I know I couldn't do myself.

I notice the editor of AUTOSPORT - who flew down to Barcelona on race day and, as we stood together for much of the race, saw just about what I did - has an opposite opinion on this point. "It was an ill-judged move by the World Champion to withdraw from the race," he wrote in his editorial. His view is that their contractual agreements with sponsors and teams, and hence with race organisers, compel drivers to go ahead with the show regardless of personal reservations. They are not "in a position to cancel races."

With respect, I still don't see it that way. If I go to a circus to watch an aerial act, and when I arrive I find the managers of the show have provided safety nets made of rotten material, and the local civil authorities fail to uphold their own regulations, I may be disappointed but I will not hold the performers to their performance. I would feel ghoulish expecting them to get up there.

To me, there is a clear parallel with a body of soldiers being led by an officer into a clearly wrong action. My own country has only just emerged from a nightmare of this sort, and in Europe the Nuremberg war crimes trials thrashed the whole thing out almost thirty years ago.

I deeply believe the individual has the right to say "No." Further, I believe he has a duty to say "No." I honour Emerson for having the moral strength to say "No."

Yes, of course everyone suffers. The driver himself suffers, and if he does it much more often he'll stop being a driver. His team suffers, and so do their sponsors, and the organisers, and of course the public suffers a transient disappointment. Ultimately even I suffer, because if the press has nothing to discuss but controversy the readership will soon lose interest.

But in singling out Emerson Fittipaldi for criticism, I hope we don't all lose sight of the body of men who were, in my estimation, primarily at fault in Spain. They are the organisers of the event itself who, for whatever reasons and excuses that seemed to them at the time to be reasonable and unavoidable, demonstrated by their inadequate circuit preparations that they held the lives of the competitors in contempt.

Yes, in the event the safety barriers were tested several times in several places, and without exception (to my knowledge) they in fact performed as designed. I am not qualified to declare that the overnight work done by the organisers on Friday, and the work done by the entrants themselves on Saturday, was responsible for converting bad barriers into good barriers. We all know, of course, that Stommelen went into the very length of guardrail that had been attended to by his own mechanics.

That the barrier was vaulted by a car, and that bystanders within a few feet of the barrier were killed, does not reflect on the condition of the barrier itself by Sunday afternoon. Quite rightly most observers have pointed out that the practice controversy and the race accident were connected only by the controversy itself. Stommelen did not suffer the kind of injury due to disintegrating guardrail that the GPDA had been most worried about, as I understood them.

Fittipaldi's protest was, I think, aimed not at the conditions of the guardrail on the Sunday but on the state of the race organisers' minds on Saturday. I believe he was trying, using the weight that only a champion can swing, to force a fundamental change in the attitudes that govern motor sport.

Now, I am not a racing driver. Several years ago I tried it out for myself, using hired Formula Fords, and while I didn't disgrace myself in terms of technique I found out that my mind was wrong for the thing. Inevitably I got into a situation where I had to recognise that I didn't have that essential all-pervading need to win. So I gave it up - thinking it somehow immoral to simply dabble in it - and went back to enjoying the sight of other people who did have this need. But I always new I was different.



Patrick Depailler shows CSI official Claude Le Guezec the cause of the controversy.

In my Spanish GP report I clearly established that my opinions of the weekend's debacle were intensely personal. If this spoiled the report in terms of giving information, I'm sorry. I did drop several clangers in terms of events; see below. (My intention is to fix some errors, such as what happened to Migault, and to Pryce and Brise, etc.)

There were plenty of observers in Spain, and now I've found many more in Britain, who deeply believe the primary thing down there was to put on the race come what may. It is, I believe, the essential difference in attitude between those who are racers and those like myself who are not.

I can see that it is the attitude of the racer who must do racing that actually supplies me with the material from which is drawn the largely entertaining life that I lead. Without them, I'd have to go back to the factory. I'm essentially a parasite.

It actually occurred to me, as I was chewing on my pen before starting my report, that may be I should be careful not to kill the golden goose. If by any quirk of parliamentary fate a negative press report of motor racing's ability to govern itself properly leads to outside control...

But dammit, what I saw in Montjuich Park was an inability to control itself. I believe what I saw in almost all parties was this need to race so fundamental and so overwhelming that all sight of the potential consequences was lost. I'm not by any means the most mature person on the scene, but to me there was a lot of childish thinking shown.

I deeply believe that anyone doing motor sport must do it as safely as possible; I've thought about it a lot. And so, really, does everyone actually doing it; nothing but criticism from his *confreres* is given a driver who does stupidly dangerous things on the track.

I hope it isn't simplistic of me, but I think that once the drivers went out onto the Barcelona circuit with the safety arrangements still suspect, they might just as well have taken off their belts and their helmets and their fireproof suits, and removed the safety bolts from their wheel rims, and had a pull from a wine bottle as well.

It is not bravery that wins races. It isn't *machismo* that makes a good driver. The driver with the dullest perception of his own mortality will last the shortest time. The champions in motor sports all tend to be pretty bright people, I think. I really do not enjoy the sight of people who have died. It isn't one of the elements of motor

racing that makes it of value to me.

Yes, there is a tingle about the danger. Standing at the side of a driving-test course is not the same as standing at the edge of a GP circuit. The fact is, as long as there is high speed and mechanical violence involved, there must be danger in motor racing. Yes, there are some people who seem to require this "tingle." I can feel it myself, and I reckon my life would be paler without it.

But I don't think the "tingle" should be the overriding thing. That's purely and simply drug addiction. Any one of the fraternity who allows his judgement to be clouded by it will only get the rest in trouble. If we don't do our motor sports right, the right to do it will be taken away from us. We have to cut down the danger whenever we can see any way; the sheer nature of the sport will ensure there will be plenty left.

The controversy of the Spanish weekend certainly did force me, for one, into a serious examination of what racing is all about. I concluded that I like to enjoy it. Personally speaking, I do not enjoy that little knot of discomfort in my stomach when I wonder if someone I know and find rather of value in my life will be snuffed out sometime during the afternoon.

Certainly, emphatically, those drivers who swallow their reservations and take their cars out in search of a lap record deserve the admiration of all of us. As many enthusiasts have pointed out, in motor racing one can see a kind of distilled form of what life itself can be. At its best, the struggle against adversity, whether the adversity presented by an outside-the-cockpit situation or a within-the-driver one, can truly inspire the rest of us. One gets this potential in many of mankind's out-of-the-ordinary pursuits; I think we can probably include war.

But for heaven's sake! Motor sport is supposedly to be merely a sport! Beyond a certain point of taking it seriously, I think one can get so beady-eyed about it that one loses sight of why one is doing it.

I think there was a lot of bad judgement in Barcelona. I know there was a lot of pressure, but it should have been resisted implacably. Those who argued, "We are here to race, so we must do it regardless," were in my estimation fundamentally in error.

I stand by that.



Kenny Gray holds a slender lead in the FF final from Rod Bremner and Geoff Lees.

## BRANDS HATCH

# Formula Fords cause havoc

The BRSCC emergency crews and breakdown vehicles had a busy afternoon at the BBC Radio One Race Day at Brands Hatch last Sunday. Formula Fords and Renaults were the main culprits again, the second Formula Ford heat having to be stopped not once but twice because of first lap shunts, which could well have been avoided if some drivers took a little more care. The Renault race had to be stopped three laps early when Noel Parkin rolled heavily at Paddock and was trapped in his car. He was released and taken to hospital with serious injuries. These incidents marred a fine afternoon's racing, in which a round of the Radio Production Saloon Car championship was top of the agenda. Class wins here were taken by Brian Rice (Chevrolet Camaro), Ivan Dutton (Capri), Jock Robertson (Mazda) and Tony Stubbs (Lada). Three of the class records were also broken. Geoff Lees took maximum points in the National Organs Formula Ford round, and he now narrows the gap to leader Kenny Gray who came second. The House of Lords trounced the House of Commons in the Shellsport Escort race, the winner being none other than Rollo Fielding, now the Earl of Denbigh. Nick Weir and Neil McGrath scored championship victories in the Escort and Renault races respectively.

The first heat of the National Organs Formula Ford qualifier didn't encounter the problems that the second heat were due to experience later on. Rick Morris' Hawke led from pole, not even Brands expert Rob Wicken with the U-Hire/Maidstone Service Station Merlyn Mk 17, now resprayed white, being able to do anything about Morris' superior Scholar power. In fact Wicken was led for the first three laps by David Kemp's Merlyn Mk 20A. Phil Dowsett's Crossle was also involved with this duo, 0.8s covering them at the end of ten laps. That promising South African, Rad Dougall only qualified half-way down the grid, and in his efforts to make up places at the start he was docked 10s for his trouble. However, he had quite a dice for fifth place with Mike Blanchet (Crossle-Minister 30F) and Fred Sigafoos' Elden. Jersey-man Blanchet got the place by 0.2s from Dougall who was demoted to ninth after his penalty. The American, Sigafoos was a similar distance behind the South African, although he was awarded sixth place.

It took three goes to start the second National Organs Formula Ford heat. In the middle of the pack just after the start, John Stevens' Ronnie Scott's Club Dulon was knocked sideways, and in the ensuing confusion Tiff Needell's Elden and Everard Potger's Merlyn as well as Stevens, were eliminated from the proceedings. The red flag was

brought out so the mess could be swept up, while Rob Newell elected not to restart his Dulon. The next time the race got as far as the bottom of Paddock before all hell broke loose again. This time Kenny Gray's Van Diemen was nudged off. Although seven cars were involved in this one, the only one which was unable to restart was Peter Lawrence's Royale RP16A. Many though, had to make emergency repairs to nosecones. Fifteen cars still managed to start for a third time, and in fact there was nearly another startline shunt, when 1974 Canadian Driver to Europe, Rod Bremner, nearly stalled his Crossle in the middle of the front row. Series leader Kenny Gray took the lead from the outside of the front row, his Van Diemen slotting in ahead of pole man Geoff Lees' Rob Roy/D J Bond Royale with Matthew Argenti's Macinnes Amcron Van Diemen third. However, Bremner soon got in his stride after his tardy start, and slipped in to third place on lap two. Argenti's race came to a spectacular end at Kidney on the sixth lap when he clipped the Royale of backmarker Phillip Gerr and flipped a couple of times before coming to rest on all four wheels. While eyes were focused on this incident, Lees took the lead, but only until Clearways on lap eight when he got on to the grass, and Gray was ahead again to take the chequered flag by 0.4s from Lees and Bremner. The noseless Eddie Cheever (Dulon) just took fourth place after a late challenge by John Bright's Merlyn Mk 11A.

After a terse warning by Clerk of the Course Peter Browning about obeying the yellow flag, for the marshals had voiced their opinion on the tactics of some drivers, the National Organs final got under way without drama. South African Kenny Gray took a marginal lead over Bremner, who in fact led briefly on the second lap. However, before that tour was over he was demoted to third place behind Gray and Lees. Lees went round the outside of Gray at Paddock on the fifth lap to take the lead which he maintained until the end of the fifteen laps, although Gray pressured him all the way, and even got alongside at the end of the eleventh lap.

There was quite a battle for the next places however, with the main protagonists being Bremner and Wicken. Wicken got by the Canadian on the fourth lap, and he used his superior Brands knowledge to fend him off for the rest of the race. Rick Morris was also with them but he came off worse after a contretemps with Bremner at Druids with a couple of laps to go. Dougall again fought his way through after a low grid position to finish fifth ahead of Kemp, both

being given the same race time while Sigafoos and Dowsett were only just behind.

My Lords, Ladies and Gentlemen, we present the House of Commons team versus the House of Lords team, or to you and me, another Shellsport Escort Celebrity race. The winner of this one received a couple of useful prizes including a case of Inver House whisky and a National SX2000R electronic organ, kindly donated by Southern Organs (never heard of them). The favourite was the Earl of Denbigh, better known to the racing enthusiast as Rollo Fielding. In fact, he was a full second quicker than anyone else in practice. The Lords in fact occupied the first five places on the grid, the quickest MP being Clement Freud who had to leave Henry at the gate. By the time the flag fell, Lord Alexander Hesketh had jumped from the second to the first row, obviously determined to win some prize money! However, it was Fielding who led comfortably from start to finish, from the Earl of Suffolk. Le Patron was demoted from third to fourth on lap three by the Earl of Normanton, while a lap later he lost several places when he was nudged in to a spin by Lord Strathcarron. I beg your pardon my Lord. Only other 'gentleman' to commit a misdemeanour was when Geoffrey Johnson-Smith spun at the foot of Paddock, restarting to finish last, thus losing his deposit.

The first of the two BBC Radio One Production Saloon car races catered for the two cheaper classes, or as it is better known now, the Mazda race. Six out of the seven fastest cars in practice were Mazdas, Tony Lanfranchi in the Ronnie Scott car being on pole, and 1.6s inside the lap record. Series leader Jock Robertson was alongside, while completing the all Mazda front row was Wendy Markey's Arian car. Robertson's better knowledge of the Mazda helped him in to the lead at flag fall with Lanfranchi in tow. They circulated like this until Lanfranchi got inside Robertson at Druids on the sixth lap, only for Robertson to do the same to Lanfranchi next time round. Robertson used the lappery to his advantage to pull out 2.6s by the end while Mrs Markey drove an accomplished race into third place.

The next places were fiercely contested between Derek Wileman's Harrington's Avenger GT, Barry Andrews' Southern Organs Mazda, and the similar car of Jean-Pierre Aux. The Avenger led the group for the first couple of laps, before he dropped a couple of places, leaving Aux to battle it out now with Andrews. Then on the tenth lap as Aux's tyres went off, he understeered off at Paddock. 'I missed the armo by a gnat's . . . ' he exclaimed afterwards. This drama left Andrews in fourth place, while Wileman and Peter Slade's Mazda also beat Aux. Tony Stubbs' Satra Motors Lada comfortably won the small class although Peter Jopp, having his second outing in the Henlys/Evering Standard BLMC 1275 GT led for the first three laps.

The goose-pimpled Penthouse Péts made a pleasant site as the full grid of Mexicos lined up for the Penthouse championship qualifier, and from the start it was a four-car battle between Mike Freeman, Nick Weir, Steve Thompson and John

Waterman, Waterman and Thompson's Opposite Lock Club car spent the first half of the race up front, but father-to-be Weir shot through on the sixth lap, as Freeman retired with a broken differential. Waterman got it back again on the next lap, but Weir got through again with two laps to go and hung on by the skin of his teeth to surprisingly score his first win in four and a half years of Mexico racing. Waterman finished alongside, with Thompson 0.4s further back in third place. Two private two-car duels contested the next four places but they all closed up on the last lap to be covered by 1.2s in the order of Graham Hollis, Dennis Bradley, Derek Speight and Geoff Evans.

The BRSCC made their only upset of the afternoon when Rob Ridgard managed to find his way on to the front row after he qualified for a second row grid position. He was in the space vacated by John Brindley, who blew up his Camaro in practice. Brian Rice's Car International Camaro stole pole, for this, the higher priced BBC Radio One Production saloon car championship race. Rice duly led comfortably from start to finish ahead of an equally lonely Ridgard. Roger Payne's similar Camaro disposed of Ivan Dutton's Capri on the second lap to run third throughout. Dutton soon came under pressure from Phil Dowsett's Industrial Control Services Capri, who was having a busy afternoon between Formula Fords and Group Ones. Dowsett pressed Dutton all the way, but Dutton used his saloon experience to his advantage, although there was only 0.2s in it at the end.

Bob Saunders's Dolomite held the next place comfortably until the sixth lap. Then as his brakes started to disappear so did his place, and he eventually called it a day on lap eleven. Thus Jeff Allam's Magnum was again the leading under 21, cruising along happily until the unlucky thirteenth lap when he suddenly pulled off along bottom straight which left Marc Smith as the top 'junior' in his Flowsheet Panels/Cheshire Insulation Services Capri. After being fined a couple of weeks ago, Mike Smith drove a subdued race in



Steve Thompson leads the Mexicos out of Druids.

the ill-handling Anchor Records Capri to finish seventh behind Marc Smith and ahead of another cub, Rod Birley with the Southern Organs Capri. Noel Edmonds took a little time to get into the race with the Team Castrol Capri, but he was obviously determined to beat the Radio Luxembourg Capri of Neil McGrath. He took him on lap eight and slipped ahead of Jon Dooley's Alfetta on the very last lap to claim ninth place.

The meeting closed with a death destruction derby - er-sorry Renault 5 Elf Challenge race. Neil

McGrath was always at the head of the Renault chain, except briefly on lap four when Noel Parkin took over. Trevor Peckham and Darrell Lord slowed up the field for a lap when the rescue vehicles attended their coming together at Paddock on lap two. Just as the dust had settled at Paddock on lap seven, Parkin had a huge accident which demolished his car and trapped him for a few minutes. He was eventually released and taken to hospital in a poor condition. The race was immediately brought to an end with the chequered flag, rendering McGrath the winner from Peter Truscott and Martin Lefevre.

## PAUL KING

**National Organ Formula Ford Championship, heat 1 (10 laps):** 1, Rich Morris (Hawke-Scholar DL12), 8m 56.4s, 83.22 mph; 2, Rob Wicken (Merlyn-Minister Mk 17A), 8m 59.2s; 3, David Kemp (Merlyn-Abbott Mk 20A), 8m 59.4s; 4, Phil Dowsett (Crosle-Minister 25F), 9m 00.0s; 5, Mike Blanchet (Crosle-Minister 30F), 9m 05.4s; 6, Fred Sigafos (Elden-Lion Mk 10X), 9m 5.8s. **Fastest lap:** Morris, 52.6s, 84.87 mph.

**House of Commons v House of Lords Shellsport Mexico race (10 laps):** 1, Earl of Denbigh, 11m 32.2s, 64.49 mph; 2, Earl of Suffolk, 11m 33.0s; 3, Earl of Northampton, 11m 40.2s; 4, Clement Freud, 11m 53.8s; 5, Earl of Cowley, 11m 55.0s; 6, Hector Munro, 11m 58.8s. **Fastest lap:** Earl of Denbigh, 1m 07.8s, 65.84 mph.

**BBC Radio One Production Saloon Car Championship £1,300 to £1,699 and up to £1,299 (15 laps). Overall and £1,300 to £1,699:** 1, Jock Robertson (1.9 Mazda RX3 Coupe), 15m 47.6s, 70.66 mph; 2, Tony Lanfranchi (1.9 Mazda RX3 Coupe), 15m 50.2s; 3, Wendy Markey (1.9 Mazda RX3 Coupe), 16m 00.0s; 4, Barry Andrews (1.9 Mazda RX3 Coupe), 16m 13.6s. **Fastest lap:** Lanfranchi, 62.2s, 71.77 mph (record). **Up to £1,299:** 1, Tony Stubbs (1.2 Lada), 66.27 mph; 2, Simon Watson (875 Hillman Imp Sport); 3, Peter Jopp (1.3 BLMC Mini GT). **Fastest lap:** Stubbs, 66.0s, 67.64 mph (record).

**National Organs Formula Ford Championship, heat 2 (10 laps):** 1, Kenny Gray (Van Diemen Scholar RF75), 8m 58.2, 82.94 mph; 2, Geoff Lees (Royale-Minister RP21), 8m 58.6s; 3, Rod Bremner (Crosle-Rowland 25F), 8m 58.8s; 4, Eddie Cheever (Dulon MP17), 9m 07.2s; 5, John Bright (Merlyn-Whitehurst Mk 11A), 9m 07.4s; 6, Rob Orford (Van Diemen-Scholar RF75), 9m 25.4s. **Fastest lap:** Lees, 52.0s, 85.85 mph.

**BRSCC Penthouse Ford Escort Championship (10 laps):** 1, Nick Weir, 10m 34.2s, 70.39 mph; 2, John Waterman, 10m 34.2s; 3, Steve Thompson, 10m 34.6s; 4, Graham Hollis, 10m 39.0s; 5, Dennis Bradley, 10m 40.0s; 6, Derek Speight 10m 40.2s. **Fastest lap:** Weir and Thompson, 62.2s, 71.77 mph.

**BBC Radio One Production Saloon Car Championship over £2,300 and £1,700 to £2,299 (15 laps): Overall and over £2,300:** 1, Brian Rice (5.7 Chevrolet Camaro Z28), 15m 23.2s, 72.63 mph; 2, Bob Ridgard (5.7 Chevrolet Camaro Z28), 15m 30.6s; 3, Roger Payne (5.7 Chevrolet Camaro Z28), 15m 33.0s; 4, Ivan Dutton (3.0 Ford Capri), 15m 56.4s. **Fastest lap:** Rice, 60.4s, 73.91 mph. **£1,700 to £2,299:** 1, Dutton, 70.01 mph; 2, Phil Dowsett (3.0 Ford Capri); 3, Marc Smith (3.0 Ford Capri). **Fastest lap:** Dowsett, 62.4s, 71.54 mph (record).

**National Organs Formula Ford Championship, final (15 laps):** 1, Geoff Lees (Royale-Minister RP21), 13m 18.18s, 83.83 mph; 2, Kenny Gray (Van Diemen-Scholar RF75), 13m 19.4s; 3, Rob Wicken (Merlyn-Minister Mk 17A), 13m 25.4s; 4, Rod Bremner (Crosle-Rowland 25F), 13m 25.6s; 5, Rad Dougall (Royal-Scholar RP21), 13m 27.2s; 6, David Kemp (Merlyn-Abbott Mk 20A), 13m 27.2s. **Fastest lap:** Dowsett and Lees, 52.0s, 85.85 mph.

**BRSCC Renault 5 Elf Challenge (7 laps):** 1, Neil McGrath, 8m 33.8s, 60.81 mph; 2, Peter Truscott, 8m 39.4s; 3, Martin Lefevre, 8m 35.0s; 4, Mick Hill, 8m 35.4s; 5, Keith Collier, 8m 36.8s; 6, Gethin Jones, 8m 37.8s. **Fastest lap:** Truscott, 70.2s, 63.59 mph (record).



Plum Tyndall holds off Ian Woods during the production saloon race.

## Better than expected Kirkistown opener

As is usual these days, the Ulster racing season got under way in a somewhat inauspicious manner with the March meeting at Kirkistown being cancelled and rumours of very small fields just a week before the April meeting. However, things turned out better than expected and in beautiful weather, some tolerably good racing was witnessed on April 26.

The Formula Ford race, which opened the programme had an excellent field of 18 runners and provided veteran Harry Acheson with his first ever Formula Ford win at Kirkistown. For the first couple of laps the pace was set by the Dublin duo, Bernard Devaney (Hawke DL12) and Derek Daly (Crosle 25F) but both retired almost at the same time, Devaney with a broken gear lever so Acheson and Brian Edgar (Van Diemen) were left battling for the lead. This battle lasted the rest of the 15 laps but at the flag it was Acheson who was in front. There was another entertaining dice for third place between Crawford Harkness (Van Diemen) and young Trevor Templeton in his venerable Lotus 69 with Harkness just getting the verdict.

A motley collection of vehicles came out for the mixed sports and special saloon race and Mike Nugent, who could surely find more enjoyable classes in which to compete, led throughout in his Elan. Rosemary Smith, driving with all her usual

fire and determination was second in the Unwins Escort FVC. Arnie Black, now with his previously very tatty Midget looking very smart, was third for a short time but then lost all the oil and his place was taken by David Hall's Imp, despite the attentions of Tony Forsyth's Mini, and what looked like a soft front tyre.

During practice for the Formula Atlantic race, the shortcomings of the Armco barrier at the Hairpin was demonstrated when the Crosle of Newcomer Don Murray went below the bottom rail and the driver was within ace of succumbing to the same horrible fate as the late Jim Sergeant some years ago. It really is time that this barrier was made fully effective and safe.

The race itself was won at a canter by Patsy McGarrity in his new Chevron B29. For nearly the whole race, Des Donnelly (March 73B) maintained station about 30 yards behind the Chevron B25 of the other McGarrity, Harold's, but on the penultimate lap the Chevron unaccountably spun wildly coming out of the Hairpin and Harold dropped well back though still finishing third. The race marked yet another comeback by that most forceful of Irish drivers, John Pollock in a Chevron B25 provided by his old buddy Gray Kinnane who has found golf even more frustrating than motor racing. Unfortunately, Pollock's race ended on lap three with a badly smoking engine.

Sixteen cars contested the production saloon

race, ranging from full Group one racers to genuine road cars. These two extremes were typified in the battle for the lead between Robert Ward's ex-John Handley Aldon Dolomite Sprint and John Hynes' standard BMW 3.0 CSI. Hynes made a fine effort on the last corner but it was Ward's race by a car's length at the flag. However, at the time of writing, it appears that Ward may be disqualified for using a limited slip differential. There was a very entertaining battle for third place between Plum Tyndall's Firenza and Ian Woods' Mazda RX3 but Plum eventually got well away on the last two laps while the best Capri was the three litre of Gordon Drew in fifth place.

David Manley has progressed considerably since his early attempts at motor racing and in his U2, had an impressive if close flag to flag win in the Clubmen's race. For a while, Eddie Regan's Gryphon and Maurice Stirling (Brabham) waged battle for second place but this ended when the Brabham clouted the Armco and Regan was left to pursue Manley.

## ESLER CRAWFORD

**Formula Ford (15 laps):** 1, Harry Acheson (Crosle 30F), 16m 28.4s, 83.44 mph; 2, Brian Edgar (Van Diemen), 16m 30.6s; 3, Crawford Harkness (Van Diemen), 16m 33.2s; 4, Trevor Templeton (Lotus 69), 16m 33.6s. **Fastest lap:** Edgar, 1m 4.6s, 85.11 mph.

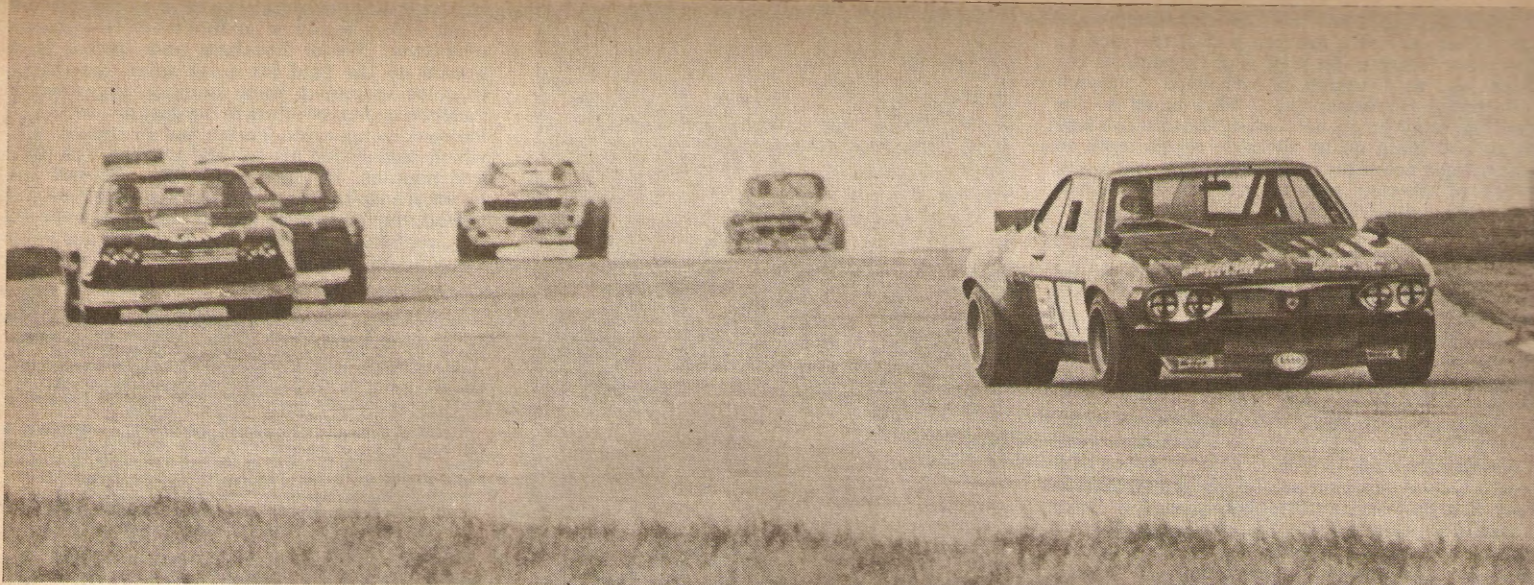
**Modsports and special saloons (10 laps):** 1, Mike Nugent (Lotus Elan), 11m 7.8s, 82.35 mph; 2, Rosemary Smith (Escort FVC), 11m 8.6s; 3, David Hall (Hillman Imp), 12m 2s; 4, John Gale (MG Midget), 12m 16.6s. **Fastest lap:** Rosemary Smith, 1m 4.8s, 84.33 mph.

**Formula Atlantic and Clubmen's (20 laps):** 1, Patsy McGarrity (Chevron b29), 19m, 96.46 mph; 2, Des Donnelly (March 73B), 19m 9.8s; 3, Harold McGarrity (Chevron B29), 19m 41.8s; 4, Bill Gowdy (Crosle 22F), 19m 49s. **Fastest lap:** Patsy and Harold McGarrity, 56s, 98.68 mph.

**Production saloons (10 laps):** 1, Robert Ward (2.0 Triumph Dolomite Sprint), 12m 42.8s, 72.08 mph; 2, John Hynes (3.0 BMW CSI), 12m 43.2s; 3, Plum Tyndall (2.3 Vauxhall Firenza), 13m 25.4s; 4, Ian Woods (2.3 Mazda RX3), 13m 33.4s. **Fastest lap:** Hynes, 1m 14.2s, 74.10 mph.

**Clubmen's and Formula Ford (10 laps):** 1, David Manley (U2), 10m 15s, 89.40 mph; 2, Eddie Regan (Gryphon), 10m 16.6s; 3, John Megaw (Crosle 20F), 11m 19.4s; 4, Greg Roberts (Crosle 20F), 11m 19.4s. **Fastest lap:** Manley and Maurice Stirling (Brabham), 1m 0.4s, 91.03 mph.

**Handicap (10 laps):** 1, Mrs Goodwin (Alfa), 12m 50.6s, 60.28 mph; 2, W. Moore (MG Midget), 12m 55.2s; 3, G. Newell (Mini), 12m 58.6s; 4, A. Moon (MG Midget), 1m 12.2s, 76.15 mph.



Ian Richardson asserts his lead from Martin Birrane and Tony Strawson in the Super Saloon round.

**SILVERSTONE**

# Richardson's litres tell

By **BOB CONSTANDUROS**

Photos by **DAVID WINTER**

Tony Brise lengthened his lead in the John Player Formula Atlantic championship on Sunday at Silverstone, to 30 points over his nearest rival. He took his works Modus to a faultless win, clearly demonstrating why Frank Williams and others are interested in giving him a career in Formula One. Brise led from start to finish of the 32 lap race, and started from pole position. Ted Wentz followed him home, some eight seconds behind, and his only challenger from the start. The only other championship race was a 20 lapper for the Tricentrol championship contesting Super Saloons. Ian Richardson ran in a new Chevrolet 8.1 litre unit during practice, and after three laps, went ahead to a 20.4s win over Martin Birrane's Adlards Capri in a race which was ruined by retirements and oil on the track. However, Richardson had the distinction of the first 100 mph saloon lap record of the club circuit. In fact the racing wasn't superlative in many of the seven races, but the final of the non-championship Formula Ford race, with over 70 entries, was a real humdinger. Jim Walsh, Mike King and Richard Wills, all fought mightily for the honours at the line, and the race kept the crowd well amused to the final corner, where Walsh narrowly took victory by 0.2s, earning himself the Allied Polymer Group's driver of the day award. So the good crowd had smiles on their faces as they left the sunny Silverstone circuit after mainly mediocre racing, but also, few car damaging incidents.

The day kicked off at 3pm with two Formula Ford heats to decide the final's runners. Jim Walsh's Hawke-Scholar DL12 quickly grabbed the lead, but Mike King (Lola-Close 342) made an excellent start from the third row, and was challenging Walsh closely at the end of lap one. But on the second of the seven laps, he overshot at Becketts, so Glenn Eagling's Circuit Travel-sponsored Van Diemen and Mark Syms' Merlyn squabbled for second for four laps until King got back in touch again. Meanwhile, Walsh had drawn out enough to keep out of trouble, and win by 2.4s. King got by Syms, but had to settle for third behind Eagling. Stuart Baird just got himself in front of Richard Dutton and Derek Warwick for fifth, although all three drivers shared their time.

Poleman Richard Wills (MRE-Oselli 73F) had Channel Islander Lee Wroe-Johnson snapping at his heels for the whole of the second heat right up to Woodcote on the last lap when Wroe-Johnson made his bid for honours in his Rostron. But like so many others before him, he came in too fast and half spun allowing Wills to take an easy victory. Wroe-Johnson recovered for second, 2.2s in front of Nick Orford's Merlyn. However, Orford was lucky to inherit the position, for Adam Smith, Falko Allers and Wally Liles had all been contesting the place until lap six when Smith spun and was hit by Allers, and Liles dropped out too. Then Orford's sparring partner Peter Krefel spun his Royale at Becketts, so Orford took his place by 4s from Chris Skellern followed by Peter Morgan.

The second round of the Tricentrol Super Saloon series had a distinctly better entry than the first, with only Alan Minshaw and Brian Cutting non-appearing of the bigger cars. Practice certainly resulted in some interesting times, and on pole was the 2.0 BDG-engined Skoda of Alec Poole. His 58.6s was 0.4s quicker than David Howes' slightly lightened AMC Javelin, which shared the time with Martin Birrane's ex-Mick Hill Capri, in which, of course, he completed 80 laps of Oulton Park the previous weekend. Nick Whiting, who had his Escort's gearbox lose fourth in practice, shared row two with Tony Strawson's 5.0 Capri on 59.4s. Ian Richardson, running in a new

8.1 Chevrolet shared that time, on row three with Gerry Marshall scheduled to be beside him, despite handling problems in the DTV Firenza, and Martin Kent's Sunbeam Rapier. This latter blew up in practice, as did Jim Evans' turbo Escort.

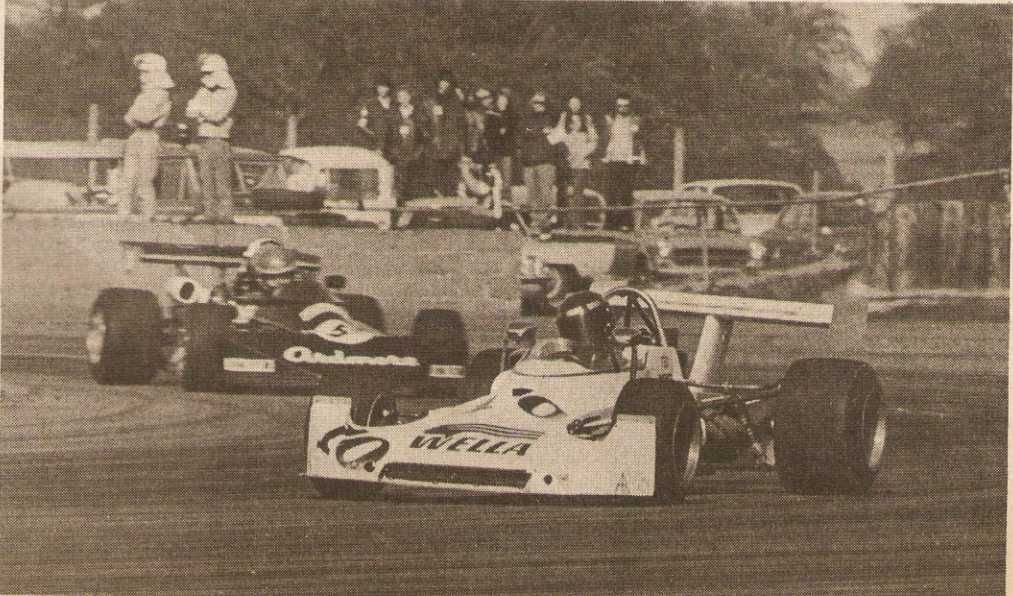
Marshall's Vauxhall had alternator problems warming up for the race, and his late arrival and no warm up lap relegated him to the back row of the grid. But at the start, it was Poole who made the best start, to be pushed down to second at Maggots on the first lap, and further relegated by Strawson at the end of the lap. Whiting led Richardson and Howes behind. Richardson got by the fleet Kent Messenger Escort on the second lap, and on the third, as Strawson challenged Birrane

for the lead, Richardson nipped by them both at Copse, and the lead was his. Poole now led the rest, but Howes caught him on lap five, and then took Strawson a lap later. But as Richardson pulled away little by little from Birrane, the next three were still tightly bunched, with Howes being harried by Strawson, who in turn had Poole behind him. Whiting was next, and then the dicing Marshall and Jo Russell's Camaro, Marshall entertaining the crowd with lots of sideways stuff, although it was a serious handling problem this time, not playing to the crowds. By lap ten, Arthur Collier had joined in the fun with his 5.0 Skoda, and Russell was at the back of the bunch.

On lap thirteen, the runners started to whittle away. First Whiting went with another broken gearbox. Just in front of him Poole started to drop back from Howes and Strawson, with an oil pipe off the cam feed and now spreading oil around the track. He just survived Howes, who picked up a puncture, and as the huge beasts tip toed around the circuit on the dropped oil, Russell dropped out with a puncture too on lap seventeen. So Richardson took the flag with ease, Birrane came next, displaying the tremendous preparation of this car after a gruelling ten days, and Strawson completed the unlapped runners. Marshall kept Collier at bay, Fred Hall's Escort was the first under 2 litre on 18 laps, as was Divina Galica, who tried hard in her ill handling Escort, the final runner.

A varied field of modsports came out next for ten laps, and it was John Evans' Elan which took an early lead from Robin Gray's Morgan + Eight. But behind them was Richard Jenvey's Elan, and by lap three, Jenvey was challenging Evans for the lead. As he took the lead, Jenvey's gearbox broke, and Evans cruised home to a 12.2s win over Gray. Brian Mills' E type led the similar car of Bryan Litherland, and Ian Clark brought his Elan home next in front of Reg Woodcock's TR3. None of

Ted Wentz relentlessly followed Tony Brise in the Atlantic race, and Ray Mallock followed Wentz. But there was no order change.



them actually changed a place.

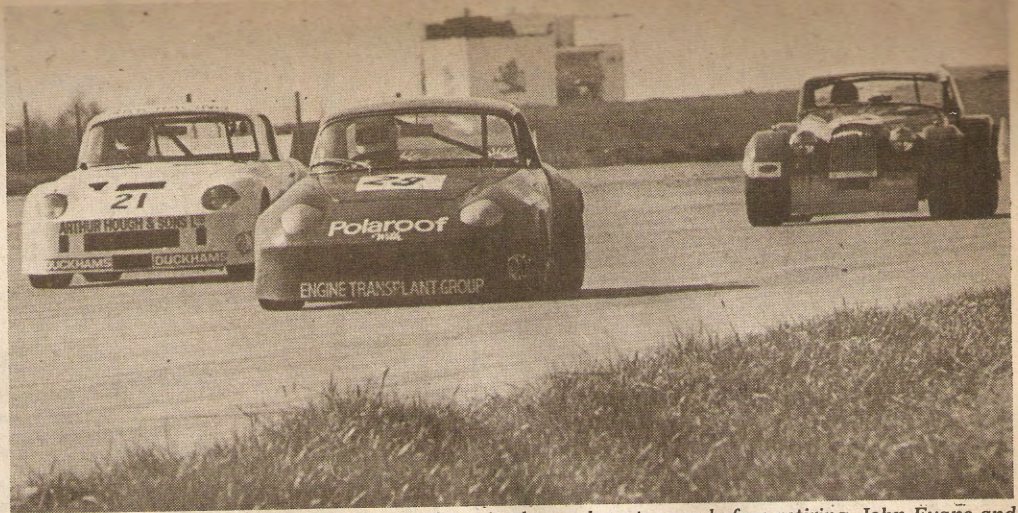
The Atlantics came out next for their John Player round, over 32 laps. Practice had been divided into two sessions over 20 and 25 minutes. Most drivers found they had much more sorting to do than normal, a reflection perhaps on the more professional teams. On pole was the most professional of teams, Modus, with Tony Brise in the driver's seat. His 53.8s, 0.4s inside the lap record, was set during both sessions, although in the former, he had to rebalance the brakes and change ratios. Sharing this time was Ted Wentz' Wella backed Lola, still with short circuit suspension, but fitted with a rather tired Swindon BDG. Ted had two spins in practice but survived for the second grid position. Beside them sat Ray Mallock sorting out an almost totally new March 75B replacing his Thruxton shunted 74½B. Ray had to fit another wing after a scrutineer objection, but was sorting the car well to record a 54s in both practices.

Cyd Williams, running the Graham Eden Brabham under the Harrison's of Birmingham banner, shared the time on row two, alongside Peter Wardle's Surtees on the same time. Derek Cook's Chevron (54.2s) Nick May's Lola (54.4s), and Matt Spitzley's Chevron (54.6s), were on row three. Both Jim Crawford and Stephen Choularton were also on 54.6s, having handling problems, and Crawford was trying out the F2 wing in an effort to sort out the defects.

The start and first corner order virtually sealed the fate of the race. Brise led, Wentz followed closely, Mallock was next up from Cyd Williams. And that's how they stayed for 32 laps. Brise opened up a gap of 5s after 15 laps, maintained it until five laps before the end, and then stretched it a bit more, set a new lap record, took 20 more John Player points and annihilated the opposition. Ted Wentz did all he knew to stay with the flying Modus, but just didn't have the power from the engine, which has done about 900 miles, and finished 8s down. Ray Mallock kept up a determined chase, but the car was slipping out of fourth gear, so he was a further 8.2s down, 6s ahead of Cyd Williams.

Following a jumped start, Crawford held fifth for some time, but came under pressure from Derek Cook and Matt Spitzley; then Choularton joined in, spun and dropped Cook a little too, so that Jim just had Spitzley to dice with for some laps. Then Cook slowly hauled them in again, and proceeded to adopt some extraordinary lines, which finally saw the three of them approaching for the last lap together. Cook nipped inside Crawford, who hadn't got much say in the matter of points anyway with a 10s penalty, and Spitzley spun away his place altogether, so that Wardle, who'd dropped right back early on, took sixth after a determined drive, and then a recovered Spitzley. Apart from Brise's drive, this was the most entertaining part of the race.

Jeff Ward looked like challenging Ray Payne's Imp in the smaller saloons race, but after one lap, Ward pulled off with his Imp engine overheating,



Richard Jenvey just got his Elan's nose in front in the modsports race before retiring. John Evans and Robin Gray follow.

so Payne was left with a flag to flag victory. Richard Long shook off Basil Dagge's Imp and John Adlard's Mini for second, although Adlard spun at Copse anyway and didn't restart. Dagge took third then, and the much superior 850 Imp of Mike Kirby was next, easily vanquishing his class rivals.

The final of the Formula Fords, over 12 laps, was the best race of the day. By lap two, Jim Walsh, Mike King and Richard Wills had got themselves away from the rest and started their race long battle. Either King or Walsh usually led, but they were all very close, so close that the weaving down the straight to try and break the tow was quite incredible. But they'd still all arrive at

Woodcote together, one would make a break, the others would take a different line, and they'd all come out together again. It was quite something to behold. But coming into the final few laps, Jim Walsh seemed to have a little bit more control over the situation, so it wasn't surprising to see his yellow Hawke nipping through Woodcote first on the last lap for a narrow win. Mike King had been his chief challenger, and he sorted out Richard Wills for second, Wills very close behind in third. With all the action at the front, it might have been missed that Wroe-Johnson caught and passed Glen Eagling for fourth after a good drive, but he went and spoilt it all at Woodcote and Eagling took his fourth back again by 1.6s. A superb finale.

**John Player Atlantic International championship, round 6  
Silverstone, May 4, 32 laps, 51.46 miles.**

- 1, Tony Brise (Modus-Nicholson M1), 29m 11.4s, 105.76 mph;
- 2, Ted Wentz (Lola-Swindon T360), 29m 19.4s;
- 3, Ray Mallock (March-Swindon 75B), 29m 27.6s;
- 4, Cyd Williams (Brabham-Eden BT40), 29m 33.6s;
- 5, Derek Cook (Chevron-Nicholson B29), 29m 47.2s;
- 6, Peter Wardle (Surtees-Swindon TS15), 29m 51.4s;
- 7, Matt Spitzley (Chevron-Hart B29), 29m 54.2s; 8, Alo Lawler (Chevron-Nicholson B29), 29m 58.8s; 9, Stephen Choularton (Chevron-Hart B29), 30m 00.2s; 10, Valentino Musetti (March-Nicholson 74B), 30m 3.6s.

**Fastest lap:** Brise, 54s, 107.20 mph (Record).  
**Formula Ford, heat one (7 laps):** 1, Jim Walsh (Hawke-Scholar DL12) 7m 39.8s, 88.12 mph; 2, Glenn Eagling (Van Diemen-Scholar RF75), 7m 42.2s; 3, Mike King (Lola-Close T342), 7m 43s; 4, Mark Syms (Merlyn-Longman Mk 20A), 7m 45.8s. **Fastest lap:** King and Walsh, 1m 4.4s, 89.89 mph.

**Formula Ford, heat two (7 laps):** 1, Richard Wills (MRE-Oselli 73F), 7m 40.8s, 87.94 mph; 2, Lee Wroe-Johnson (Rostron-Scholar, CT3), 7m 49.2s; 3, Nick Orford (Merlyn-Minister Mk20A), 7m 51.4s; 4, Chris Skellern (Crosse-Rowland 30F), 7m 55.4s. **Fastest lap:** Wills and Wroe-Johnson, 1m 4.8s, 89.33 mph.

**Tricentral Super saloons (20 laps):** 1, Ian Richardson (8.1 Chevrolet Corvaire), 19m 55.2s, 96.87 mph; 2, Martin Birrane (5.0 Ford Capri Boss), 20m 15.6s; 3, Tony Strawson (5.0 Ford Capri-Chevrolet), 20m 43.2s; 4, Gerry Marshall (2.6 Vauxhall

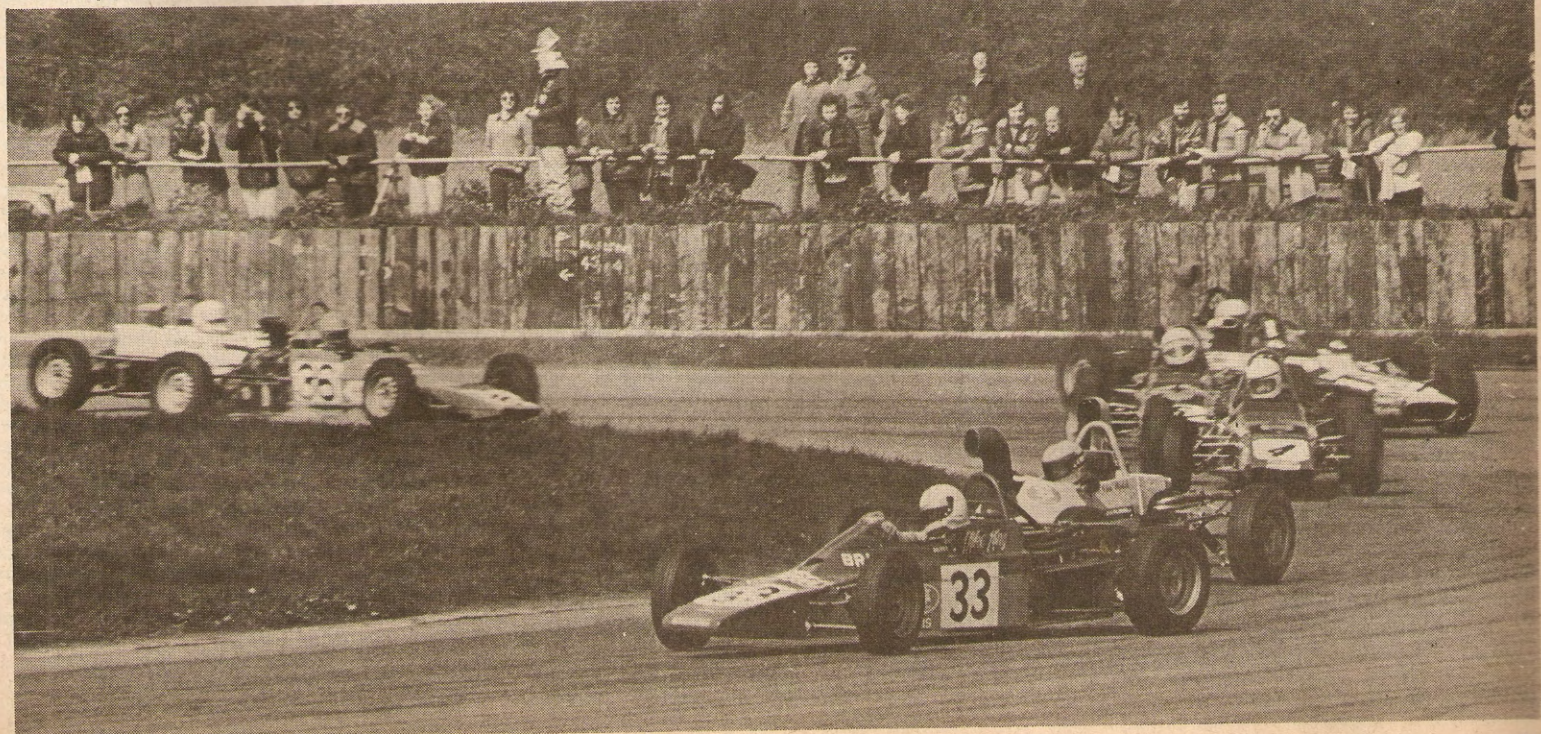
Firenza), 19 laps; 5, Arthur Collier (5.0 Skoda-Chevrolet S110R), 19 laps; 6, Fred Hall (2.1 Ford Escort), 18 laps. **Fastest lap:** Richardson, 57.2s, 101.20 mph (Record).

**Modified sports cars over 3000cc, 2001 cc to 3000cc and up to 2000cc (10 laps):** 1, John Evans (1.8 Lotus Elan), 10m 46.2s, 89.58 mph; 2, Robin Gray (3.5 Morgan Plus 8), 10m 58.4s; 3, Brian Mills (3.8 Jaguar E), 11m 19.6s; 4, Bryan Litherland (4.5 Jaguar E), 11m 20.4s. **Over 3000 cc:** 1, Gray, 87.92 mph; 2, Mills; 3, Litherland. **Fastest lap:** Gray, 1m 4.6s, 89.61 mph. **2001 to 3000 cc:** 1, Reg Woodcock (2.2 Triumph TR3), 81.64 mph; 2, Colin Blower (3.0 TVR 3000M); 3, Judy Andreason (2.4 Datsun 240Z). **Fastest lap:** Woodcock, 1m 9.2s, 83.65 mph. **Up to 2000 cc:** 1, Evans, 89.58 mph; 2, Ian Clark (1.6 Lotus Elan); 3, Graeme Dodd (1.3 MG Midget). **Fastest lap:** Richard Jenvey (1.6 Lotus Elan), 1m 3.2s, 91.59 mph.

**Special saloons up to 850 cc and 851 cc to 1000 cc (10 laps):** 1, Ray Payne (1.0 Hillman Imp), 11m 30.2s, 83.87 mph; 2, Richard Long (1.0 Ford Anglia) 11m 33.4s; 3, Basil Dagge (1.0 Hillman Imp), 11m 42.8s; 4, Mike Kirby (850 Hillman Imp), 12m 15.6s. **851 cc to 1000 cc:** 1, Payne, 83.87 mph; 2, Long; 3, Dagge. **Fastest lap:** Long, 1m 7.8s, 85.38 mph. **Up to 850 cc:** 1, Kirby, 78.69 mph; 2, Roger Springett (Hillman Imp); 3, Reg Ward (Morris Mini). **Fastest lap:** Kirby, 1m 12s, 80.40 mph.

**Formula Ford, final (12 laps):** 1, Walsh, 13m 8s, 88.15 mph; 2, King, 13m 8.2s; 3, Wills, 13m 8.4s; 4, Eagling, 13m 12s; 5, Wroe-Johnson, 13m 13.6s; 6, Richard Dutton (Titan-Neil Brown Mk 6A), 13m 14s. **Fastest lap:** King and Wills, 1m 4.2s, 90.17 mph.

Mike King gets crossed up holding back Jim Walsh in their FF heat. But his pursuers are even more crossed up.







## NORDLAND RALLY

# Ove's Toyota triumph

by JOHN DAVENPORT

photos by HUGH BISHOP

Being a team manager doesn't seem to have affected Ove Andersson's capability to drive rally cars fast. Just a few weeks ago he won the Safari Rally at the wheel of a Peugeot in time out from his Toyota Team activities, and last weekend he piloted one of his own Corollas to victory in the Nordland Rally, a counter in the European Rally Drivers' Championship. Partnered by Arne Hertz as always, he drove the original test Corolla with 1600cc sixteen valve engine which has now done four major events and several small ones without a complete rebuild. His margin of victory was quite small as he was only five seconds ahead of fellow Swede, Anders Kullang driving a Kugelfischer injected works Opel Ascona with Jochen Berger.

Third place went to Hans Schewe and Peter Petersen in their indecently fast Porsche Super Carrera who were over two minutes behind the Swedes but another two minutes clear of the best Group 3 car, another Porsche driven by Reiner Altenheimer and Hanno Menne who took fourth place. Just thirty seconds behind in fifth place was the works Alpine Renault 310 of Achim Warmbold/John Davenport which had lost a higher place on the very last test when a plug oiled up and they had to drive it on three cylinders. The same test saw Walter Smolej and Willy Pitz, current leaders in the German championship, go off the road for a short while but in any case they were destined for sixth place almost four minutes behind the Alpine with their Irmischer Tuning Opel Ascona.

Biggest disappointments of the rally had been the retirements of Walter Rohrl, the current European Rally Champion, and of Stig Blomqvist in the new competition Sabb 99. Rohrl had a unhappy rally right from the start and things were not helped through being teamed with a strange co-driver, Claes-Goran Andersson, who normally sits with Kullang, and finally gearbox failure put them out. Blomqvist went like a rocket in his new car and though it looked slow and heavy, he was going to be a challenger for the lead until the engine gave trouble and he retired. In like manner, Bror Danielsson and Per Lidstrom were going well with their Swedish prepared Opel Ascona until engine failure sidelined them, while the Dealer Opel Team Holland Ascona of Lars Carlsson/Bob de Jong was also going strongly until a particularly unfortunate puncture dropped them right out of the reckoning.

The rally had some very nice stages considering the rather undemanding nature of the terrain in Denmark and the German peninsular but the whole thing was rather spoilt by uninspired organisation. For the most part, the rally could be compressed into a much smaller time and still encompass the same amount of stages, for it took over 43 hours almost non-stop to drive round 36 stages. There was no proper rest halt and where the rally was stopped for an hour and a half, there were no facilities for a wash and brush-up and only cakes and coffee to eat and drink. One of the worst aspects was the timing which used pigeon racing clocks for the special stage timing on which it was very difficult for a competitors to immediately see his time; not to mention the delay involved in getting the cards in and out of the clocks at stage starts and finishes.

The results were non-existent during the rally and apart from their own calculations neither the competitors or the press had the slightest idea what was going on. Finally, through what could only be described as the incompetence of officials, a high proportion of the stage mileage had to be cancelled during the event which could so easily have been avoided and given a more competitive rally.

### ENTRY

For a coefficient two European Championship event, the Nordland Rally had attracted a good entry with some really high class machinery and drivers. Opel quite naturally had the largest share of the glamour and had cars entered under three banners. The works team from Russelsheim under the direction of Helle Bein had two Asconas with cross flow heads and Kugelfischer injection entered for their regular crews, Walter Rohrl and Jochen Berger and Anders Kullang and Claes Claes-Goran Andersson. The only tweak was that Berger was put in with Kullang and Andersson with Rohrl as this meant that neither of them could take any points away from Walter Smolej in the German Championship should they happen to beat him in the rally. Smolej himself was entered in the usual Irmischer Tuning Opel Ascona running on carburettors and with Willy Pitz in the hot seat. Irmischer leaves the organisation of his rally effort to Wulf Biebinger who was there with the Irmischer mechanics as a back up to the already considerable Opel service network. Next there were the Opel "foreigners." Opel Dealer Team Holland had their second best Ascona entered for Lars Carlsson and Bob de Jong and were only really in the rally because Dutch

Ove Andersson in full flight last weekend.

Television was there to film it. Their number one chat man was Rob Slotemaker who has made an excellent recovery from his injuries sustained when his Slip School caught fire some time ago. The Dealer Team from Sweden has been somewhat in eclipse since the departure from its ranks of Ragnar Eklund but it still exists and had entered a car here for Bror Danielsson who is still driving its cars in the Swedish Championship, as is Kullang when Bein doesn't have something else for him to do. Danielsson was accompanied by Per Lidstrom and they profited from the non-start yet again of Raine Hainbach in the Suhr Tuning Ford Escort (still coming from Boreham) and took the number 11 spot.

First off as they had won this rally last year were Ove Andersson and Arne Hertz in the now familiar Toyota Corolla. This car was the most ancient of the bunch and indeed was still running on the same springs and shock absorbers on which Waldegaard had finished the RAC. With the other Corollas being prepared for the Acropolis Rally, local man driving for Deutsche Toyota all season, Harald Demuth and Peter Witte had to take the ex-Andersson LHD Celica. Overseeing the whole operation was David Farquhar from Toyota GB who is now the press officer for Toyota Competitions Europe as well as his other duties chez Toyota. The organisation backing the lone entry from Trollhattan was no less impressive and Saab had a fabulous array of service cars out to look after Stig Blomqvist and Hans Sylvan in their 99. This car had not actually competed in a rally before though Stig had driven it as a double 0 car on a recent Swedish national event and recorded times that would have given him the win by more than four minutes. Despite having EMS written on the back, this rather innocuous looking grey car was not fuel injected but had a pair of twin Webers, with its engine giving something like 175 bhp at the very beginning of its development.

Ford had little presence in the rally with the non-appearance of Hainbach, but a Boreham car was there none-the-less with Fernando Leguizamon from Bilbao turning up with Coleman's old MEV 36J. KWS Autotechnik from Koblenz who now sponsor Achim Warmbold's rally activities as well as preparing and entering cars themselves had two cars running, both Escorts. One was driven by co-owner of KWS, Alex Wolff and was a Mk 1 1300 Escort going up against the AlfaSuds to try for a class win while the other was a Group 1 RS 2000 for Wolfgang Hauck whose opposition came from a horde of BMW 2002 Tiis. Completing the KWS team was the works Alpine Renault 310 of Achim Warmbold/John Davenport. This was the ex-Therier Monte Carlo car and was running with a normal eight valve engine and apart from full underbody protection and detail suspension changes was just as run in Monte Carlo.

BMW were badly represented except in numbers of private entrants. Lack of funds had



Heinz-Walter Schewe demonstrates the sideways prowess he showed briefly on the RAC. He led the early stages before being slowed by brake problems.

once more kept Ingvar Carlsson/Claes Billstam from the start line in their ex-works 2002 Schnitzer engined car while Heikki Enomaa who was entered by the Finnish Blue Rose Team with a co-driver interestingly listed as "Drews" did not appear either. One who did was Johan Wiklund from Helsinki in his well rallied BMW 2002. This car had been overturned the weekend before the rally in a club event in a sand pit and was still showing signs of its inversion. This car has now been rallying constantly for almost two years and the only thing that has been replaced in the engine was a "piston when the engine seized once." Porsche is still one of Germany's favourite rally cars and there were plenty here ranging from Schewe's three litre fully modified Super Carrera through to the more normal Group 3 versions headed by Altenheimer's nicely psychedically painted version.

The Nordland is a sort of Danish/German co-promotion though its finance and organisation is drawn mainly from Germany. Its Rally Director is a diminutive gentleman called Alfred-Max Dorfler who works most of the year for the ADAC and spends the rest of the time running the Nordland Rally with the able assistance of his son, Joachim Dorfler, a first-class co-driver in his own right. The start was this year in Copenhagen where it has often finished in the past while the finish was transferred to a very pleasant holiday resort on the German coast just to the north of Lubeck called Timmendorfer Strand. In between, there were ten stages in Denmark and a further twenty-six scheduled in Germany, all in that peninsular called Schelwig-Holstein that is to the north of Hamburg and the river Elbe. They were to range from forests to airfields, from the smoothest tarmac to the bumpiest dirt, and from the best grip to wet grass and generally speaking provided a very demanding test of a rally driver's abilities. However, not all the roads used were private roads and though practice was strictly forbidden, there was every reason to think that there had been considerable amounts of practice before the rally. Even in army areas, there was evidence that some drivers had a pretty fair idea of what was going on while on the stages that had been run on previous rallies were obviously well documented. Notes were forbidden and a few searches of cars resulted in three private owners being disqualified but it is certain that more rigorous searching would have thrown out better known crews as well. Some solution must be found for this a problem common to all German rallies and they cannot be expected to go on much longer as they are.

The rally HQ in Copenhagen was the extremely well appointed if rather expensive Scandinavia Hotel where everything was housed under one roof including documentation, scrutineering and the parc ferme. The paperwork for the rally was

only given out at the last moment – to prevent people rushing off and practising the nearby stages in Denmark – and the only official route existed in the rather small print of the road book and in a single set of marked maps pinned to one of the walls in a public room of the hotel. To see 150 service crews and 100 competitors all trying to copy out the route from that one set of maps was humorous provided that you didn't happen to be one of them. The drivers had to be up at 9.00 am to get on with scrutineering and then spent the rest of the day working out service etc which is not a good way to prepare for a rally which is to take place for forty-three hours non-stop on the crowded roads of Denmark and Germany. There was indeed one fatal accident during the event due to a driver falling asleep at the wheel and for next year the organisers will have to give due consideration to the fact that it is unwise to run a Safari type event, as far as driver, fatigue is concerned, in a European country.

## RALLY

At ten to five, the cars left for the Copenhagen Town Hall where the first car, the Andersson Corolla, left at five o'clock prompt. Poor Rohrl had to be pushed around in the parc ferme to get started and then was stopped on the autobahn out of the town trying to sort out a loose electrical connection. The first group of four stages were set in adjacent forests and the timing from the start control to the time control just after the fourth test was quite tight. Andersson had a puncture on stage two and had to stop and change it on the road section which caused him to lose a minute which was a ten-second penalty. Blomqvist was finding his engine hard to keep running and Sylvan had to push start him away from the end of stage three while Warmbold nearly became pheasant plucker when one of these birds ran in front of his Alpine and left a few feathers under the wiper blades. He was less happy to take a wrong turning when the arrowing proved less than good with few and rather small arrows. The Spanish Escort also took a couple of wrong ones and failed to get any further after an excursion while Horst Rack tore half the side out of his Group 3 Carrera on a pile of logs. The man with most trouble however was still Rohrl who had made just three hundred metres into the first stage before he was stopped. Accounts differ as to the cause but it seems that at this point, the fuel pumps were not delivering as they should. He got going just ahead of Lars Carlsson who had to suffer the dust while two stages later, Carlsson had to stop and add his fire extinguisher to that of Rohrl when a brake pipe burst and the fluid caught on fire. Kullang and Andersson were already locked in a battle for the lead with surprisingly, Schewe hard on their heels, Blomqvist and Danielsson were not far behind.

Stages five and six went off without incident except that Smolej had the handbrake lock on and then the ratchet broke under the influence of a hammer to free it. The rally then took to the ferry that was to float them over to the mainland and they were delivered there in a rainstorm which was to last most of the night. A long run took them down to two airfield tests which comprised the whole of the night's competition motoring. The first contained a well camouflaged arrow which caught many drivers including Blomqvist and Schewe but the German was at least smart enough not to reverse and just carried straight on coming to the finish by a quick route. Rohrl and Warmbold spent a lot of time investigating the Danish airforce living quarters when there was a junction missing from the road book to tell how to get off the stage. Many other drivers also reported finding lost cars that had completed the stage back in the middle of the stage. Rohrl had also lost some more time on the road when his co-driver was late getting to the clock at the previous time control which brought his total deficit on the road to thirteen minutes.

The second airfield started with a three kilometre straight which was made more interesting by starting the first five cars at fifteen second intervals or less. None of this hanging about for the Danes – just punch the clock, let them go and hang the safety. Just two more stages remained in Denmark and these were equally incredible. The first was quite nice with many unexpected corners on dirt but then in the middle of it there was a crossing with a main road which was not blocked off and it looked from the barriers as if you should turn right which many people did including Blomqvist and Warmbold. There was nothing to stop them and only a gesticulating soldier turned them back. The other test was flat out on dirt with one bend where cars were getting up to speeds of well over 100 mph for the entire test as even that bend was flat.

The border was reached and past at breakfast time but the rally kept on small roads and there was no chance of even a cup of coffee for the weary crews. At least, the organisation should be better now that it is in Germany, they thought, but the stage start timing seemed as haphazard as ever while the third stage had to be cancelled as the start marshal was still driving around the stage when the rally crews arrived and no one knew where he was. Another 14 kilometres of competitive motoring lost. But now the rally had lost Stig Blomqvist with engine failure and the entire Saab team turned and headed for Trollhattan. The KWS Escort 1300 of Wolff also went out here with a broken clutch and though they managed to get it repaired, they were too late to continue. The Miami Flip stage was quite rough and here Andersson had to change one shock absorber at the rear not because Mr Bilstein's product had failed but merely because the lock



Above: an exciting and rare sight, especially on the loose, Warmbold's Alpine A310. Below: Kullang two-wheels his works Ascona into second place. He is pictured here on the last test.



ring was so worn that it was easier to replace the whole unit. Danielsson joined the ranks of the retired when his engine expired on the road section to the next stage while further bad news for Opel was that Rohrl had lost third gear. The mechanics worked to fix it but only succeeded in losing second as well, so that within a few stages, the whole box was down to two gears and Rohrl was thankfully released from having to go further. Kullang was losing a bit of time to Andersson in the stages but with so many of them being quite fast, Schewe found himself in the actual lead with the two Swedes behind him.

The lunch halt was at the miniature circuit complex called the Traverring which is run by the ADAC and is one of Dorfler Senior's projects. It is a pity he didn't build a restaurant. The only consolation was that it was a nice day otherwise the drivers would have had to stand around in the rain or do as many did on this occasion, and sleep in their cars, gaining strength for the second night. The stages now got better and better with mixed tarmac and dirt making life interesting, especially since the rules of the rally forbade the use of winter tyres and only permitted radial tyres normally sold to the general public or racing tyres. The Alpine used special Michelin racers that looked a bit like winter tyres while Blomqvist, as one of the few Dunlop runners, had been using hand-cut rallycross-racers on the dirt stages.

On the first stage Smolej spent a half minute off the road while Demuth had one of his many excursions which led Andersson to comment at the end of the rally that he had never seen such a dented Célíca. Stage 20 was cancelled as the

arrowing was not considered to be up to standard which was another 10 kilometres lost. The rally was now almost on the East German border to the east of Lubeck and the stages were getting very slippery indeed so that later numbers were often having to get a push. Andersson nearly went out of the rally when his wiring caught fire but somehow he got it fixed and only lost his dashboard lights. The stage at Gottin was an 18-kilometre horror on grass tracks through a forest with a million junctions. If it had been dry this would have been fabulous but as it was, it sometimes became a question of getting through and Lars Carlsson was amongst those who got pushed as was Horst Rausch in his ex-works BMW 2002 Tii. Warmbold got his only fastest time here by making a clean run and using the rear engine layout to the best advantage, but he was only two seconds quicker than Andersson who took a useful 18 seconds off Kullang and 35 from Schewe. On the next very fast test, also 18 kilometres long, Carlsson had a puncture and stopped to change it only to have the jack fail and then he had to put the punctured wheel back on again and drive to the finish as he couldn't get de Jong to lift it high enough to fit the new wheel. This cost them well over four minutes which was enough to drop them right out of contention.

The next stage was to be on the army area at Putlos but it was cancelled after the crews were held at the start for one hour as the arrowing was not up to standard. This was 44 kilometers lost from the rally. Six stages followed at night in the Puttgarden peninsular which were all very nice but were badly marshalled with controllers

seemingly not knowing what had to be done with the stage cards, dropping them in the mud, printing them the wrong way round and generally looking as if they couldn't care less about a rally on a wet windy night. After these stages, it was back to Putlos for another attempt at the 44 kilometre stage which this time was on, though there was no evidence of improved arrowing and many crews made mistakes and were off route as much as on it. There was even one infamous junction where two arrows pointed in different directions — presumably one was supposed to toss a coin to decide which way to go. In general the arrows were much too small, and there were not enough of them to do a proper job on such a large expanse of this military tank training area with its open roads. Andersson and Warmbold circulated together for most of the two loops — oh, yes it was two laps of the same circuit — and nearly wrote one another off when they both overshot the lapping point and wound up sideways and together on the real finish line one lap too early. Kullang was easily fastest here, 37 seconds faster than Andersson, while Altenheimer distinguished himself with a remarkable performance 10 seconds quicker than Andersson.

Only two stages now remained but there were no fewer than nine hours before the rally was due to finish in Timmendorf. Kullang was now just 21 seconds behind Andersson and both of them had comfortably outstripped Schewe so that the nine-kilometre test at Wertorf could easily decide the rally. Kullang was easily fastest and poor Andersson got held up printing his card at the finish as he had caught Warmbold so that when they came to the last stage at the famous Traverring, there was only five seconds between them. The rally was set for its finale which, as it turned out belonged less to Hamlet, the melancholy Dane, as to Morecambe and Wise plus the Keystone Kops.

The Traverring test was five laps of a very short circuit with three cars on the test at once with ten seconds or so between them as the lap time was just over 30 seconds. The driver only was allowed in the car and this was definitely a mistake as the number of rally drivers who can be trusted to count up to five while on their own in a car is very small indeed. Warmbold, Kullang and Andersson took the field together and Warmbold succeeded in overhauling Kullang so that when the Alpine got the chequered flag, the Opel saw it and pulled in as well, not realising that he had another lap to do. He was told and immediately shot out to do his bit but had lost over a minute and 15 seconds to Andersson. Such a penalty would ensure that he could not possibly be anywhere near challenging Andersson for the lead on a recount. Then Smolej only did four laps having lost count in the middle of his spectacular display, while Schewe ran out of petrol and had to limp round, coasting to get to the finish line and losing well over a minute. With these three disasters, people in the Opel camp began to think. First Helle Bein shot over to the stewards and protested, quite legitimately, that Kullang had been flagged in a lap too early and should thus be given a re-run. The stewards decided to let him and immediately there was a run on their concession trade. Biebinger was there saying that Smolej had been waved in by a track marshal while Schewe was trying to blame the Arabs for the fuel shortage. At one point they were all going to get a re-run but then sanity prevailed and though Smolej and Kullang were allowed to go round for the crowd, the results of this test which had kept the tired rally drivers hanging around for well over three hours, was declared null and void and the whole lot repaired to Timmendorf.

During the whole rally there had not been a breath of results and now was no exception. Even 10 hours after the rally had finished and the rally ball was in full swing, there was only rumour. Andersson had it by five seconds from Kullang; no it was Kullang from Smolej with Andersson third; no Warmbold was third and it was Schewe who had won; there were six tests cancelled or was it seven; someone had protested the second Putlos test and now Andersson had won again by half a minute. One didn't really know what to believe until one saw Jochen Berger shake Ove Andersson's hand and offer his congratulations. It must be Andersson then from Kullang. . . .

**General Classification (unofficial):** 1 O. Andersson/A. Hertz (Toyota Corolla Levin 1600) 10423 points; 2 A. Kullang/J. Berger (Opel Ascona 1.9 inj) 10428; 3 Heinz-Walter Schewe/P. Petersen (Porsche Carrera 3.0 SC) 10576; 4 R. Altenheimer/H. Menne (Porsche Carrera 2.7) Group 3 winner 10713; 5 A. Warmbold/J. Davenport (Renault Alpine 310 1600) 10743; 6 W. Smolej/W. Pitz (Opel Ascona 1.9) 10966; 7 H. Hermann/K. Schmidt (Opel Ascona 1.9) 11066; 8 H. Bohne/F. Moorman (Opel Ascona 1.9) 11181; 9 F. Wittreich/W. Oliv (BMW 2002 Tii) Group 1 winner 11316; 10 H. Stuck/U. Stuck (Porsche Carrera SC) 11412.



Ronnie, the elder, (left) and Dessie (right).

## INTERVIEW

# The brothers McCartney — Ireland's all rounders

You've been in motor sport for a fair number of years — which one of you started first. Ronnie I presume?

D: Ronnie, actually started first. He's five years older than I am, therefore I had a bit of an advantage there, or a disadvantage!

How did you get started?

D: I sort of followed along in his footsteps a bit — he used to race motor bikes and went on from there. I did a bit on motor bikes as well, and then went on also. Ronnie's first rally car was an Austin 12 which, amongst other things, served as a place for our cat to have her kittens. One day Ronnie went into the garage to get the car out, and the cat was in the back seat with a family of 5 or 6 kittens! It would have been a 1938 or thereabouts car; and Ronnie had rather more fun than success with it.

R: My first event really was Syonfin way back in 1958. My father had a Singer Gazelle, which, I can't remember how I persuaded him to let me drive because I remember I got it entered, but he wouldn't let me drive it to the start. I got driving it up the hill. I'll always remember standing behind Kevin Sherry and somebody asking him how to get round the Dry Arch corner, and he said: "You just hold it flat." And me, of course, with my big ears, said to myself, "I'll be as brave as these boys, I'll hold it flat in a Singer Gazelle." I ended up in the shleigh. When I got to the top of the hill I got out my handkerchief and rubbed the scrapes off so that my father wouldn't

**"... the last mile I was travelling without any brake pedal whatsoever, and doing speeds in excess of 100 mph through the sweeping bends at the bottom of the hill ..."**

see them. Previously I used to ride motor bikes in trials, but it became too competitive, so I was put off by the expense.

The first event I ever did was in the Austin Twelve, a navigation event with a driving test in the local car park. I went down to watch the rally, and then persuaded somebody to come with me to navigate. I remember going down a hill on a rough road in that car and it suddenly got fairly noisy, and we could hear these little stones hopping. Then we realised that the bottom of the back seat had come out, and the two wheel arches were slightly perforated, and the stones were hopping off the inside of the windscreen.

How did you progress from there?

R: I then got one of the first Minis, but after abusing it in a few local rallies I thought it was going to fall apart, so I swapped it for a two-years-older Volkswagen.

by

**RICHARD  
St. J. YOUNG**

D: I started a few driving tests first of all in a Mk 1 Sprite and went on from that. My first rally was the Circuit of Donegal which was then a very small event. It was just an ordinary event and I think it happened that Ronnie was using a works Gordini on the Circuit of Ireland that year, and Terry (Harryman) was not going with him. In the Donegal, Ronnie ended up taking Mike Hart, Mike was going on the Circuit with him later in the year. I picked it up from there, and went out with Terry for the run and we happened to win it through Terry's good ability. We went out on another event the next night in that particular car and ran the bearings in it.

This was the Sprite?

D: Yes, and the next day I had to buy it as I had only borrowed the car.

**You have both driven in most forms of motor sport during your separate careers — which variety did you enjoy most?**

R: Rallying, and particularly forestry stages, which I really enjoy. I did the RAC back in 1965 in

Until quite recently, to do a full season of motor sport in Ireland was virtually impossible if a driver only wanted to compete in one type of event. Back in the sixties and before, if a driver wanted to keep motoring competitively all year, he had to do a rally one week, and an autotest the next, then an autocross followed by a hillclimb or a race-meeting.

People being the competitive animals they are produced a generation of all-round drivers, Paddy Hopkirk and Adrian Boyd being prime examples. Also in this class are the brothers McCartney. Ronnie, the elder, won the Circuit of Ireland in 1964 and has been very competitive in just about everything since then. Although he tends to retire from motorsport every couple of months, he always re-appears, and these days runs a GI Mazda RX3 to very good effect.

Younger brother Dessie has also been on the scene for quite a few years. The winner of the Northern Ireland rally championship, the Autocross championship, and a great many other things besides, he currently rallies a Porsche Carrera, and this year has a win on the International Circuit of Galway and a second on the Circuit of Ireland to his credit.

The brothers run a prosperous business in the Northern Ireland seaport of Larne where they are the purveyors of Mazdas to the local gentry. Richard St John Young recently spent a memorable morning discussing their hopes, aspirations and experiences with them.

a Gordini for Renault but burst the radiator half way round. This year Terry and I decided to try the RAC with the Mazda RX3, which proved to be very enjoyable.

D: I like autocrossing because it's so very cheap. Back in '68 and '69, if you had a good light car as we had in those days like the "bucket" (a Mini based special which won a lot of events for Dessie), it was competitive without being ultra-expensive. Nowadays I like tarmac rallying, especially the faster tarmac.

R: We went to Galway 1972 with the Triumph PI. We didn't even have new tyres on the car. Two spare wheels, no service car. We had no bumpers and no back seat in the car, it was Group 5, but we realised after scrutiny that we were in a bad class. I saw a standard PI Triumph standing outside the hotel, and I found the owner; he was having breakfast at the time, I went up to him and I said "Er sir, would you mind if I borrowed the back seat and the bumpers off your car?" He said: "What on earth do you want them for?" I

Ronnie, on his way to a fine second place on the Circuit of Ireland last year.



explained about the class and he was very good and kindly loaned us the bumpers and the seat, but it so happened we won the event outright so it didn't make any difference anyway.

**If you were starting again, would you still go rallying, or try something completely different like racing for instance?**

D: No, I had a couple of runs round Kirkistown in a relay race, and I didn't find it very enjoyable. Maybe it was a bad example for me, as I was in the Porsche and I was mixing it with much slower cars, and to my mind it was just a high speed traffic jam. I found it boring just going round and round. There's no doubt that you need a fantastic amount of skill to really get 100% efficiency on cornering to go racing, but...

**Will you be tackling more internationals this year, after your win in Galway. Perhaps some outside Ireland?**

D: No, to date, we've done the Circuit, in the same car as Galway, and then the Circuit of Donegal and possibly the Manx. I'd like to have done a few foreign events, but both time and the expense of getting a car out to Italy or Spain or France, plus a service car and crew is quite appalling!

**How do you feel about the increased competitiveness of rallying over the past couple of years?**

D: I think it's a good thing. It tends to bring out the best in everyone when they've got to go quickly.

**You don't feel that with speeds increasing the way they are, that it could become dangerous?**

D: This, of course, brings us back to the old problem of pace notes.

**Are you for or against?**

D: I'm very much for them in one way. The only way I'm against them is because one has to spend a considerable time sorting them out properly. To do a proper "recce" for a rally means that you're spending 5 or 6 days going over the route beforehand, which adds to the expense involved and the amount of time one has to take off to do it. On the other hand it gets you into thinking about the rally in advance, as opposed to stepping out of business and trying to get into the mood on the first couple of stages. I feel much safer on notes. I have fewer "moments" even though I am probably going faster than I would without notes. I find that on a strange road I'm always waiting for a bend to tighten and get difficult. On notes this doesn't happen. Although I think Ronnie likes driving into the unknown as opposed to using notes.

**What about spectators on stages?**

D: That's a problem that we're going to have to get over some way before a serious accident does occur. There were places in Donegal, especially on Knockalla where we were coming down through the hairpins near the finish and I discovered that on the last hairpin I had used up the last of my brakes, and boiled them in such a way that for the last mile I was travelling without any brake pedal whatsoever, and doing speeds in excess of 100 mph through the sweeping bends at the bottom of the hill. The people were just standing right at the

**"He said: 'you just hold it flat.' And me with my big ears, said to myself, 'I'll be as brave as these boys, I'll hold it flat in a Singer Gazelle...'"**

side of the road. If it hadn't been such a fast open road, we would never have got through without some kind of drama.

The main problem is that people tend to think of cars coming down the road. They see so few of them going off that they never think of them going off into their midst. Nor can people comprehend that that car may be coming down the road with a failure — I think this is the biggest problem — they don't realise that there could be something wrong with the car, even unknown to the driver. A wishbone may break, or a tyre burst or even the steering break. It's very frightening! I suppose if we all thought like that we wouldn't go out rallying at all!

R: I remember on the Circuit of Ireland, coming up a straight piece of road to a junction, and the road straight-on was blocked with a piece of rope and a Garda was standing there and a few spectators. The Garda was being very helpful. He was pointing up the road that I should have entered, but as I applied the brakes, a brake pipe burst and I'd no option but to go straight on, and I very nearly lifted him on the bonnet. He couldn't understand why I was coming at him, but it was either that or hit the back. I often think of what



Ronnie's current competition transport is this quick Mazda RX3 — seen here in Galway.

could have happened if there had been a large crowd of spectators standing there instead of just one Garda.

**Do you think of yourself as a serious competitor in the sense that you eat, drink and breathe an event in the weeks leading up to it, or do you tend to take things as they come?**

D: That's a hard one to answer. I like to regard myself as a not very serious competitor, but at the same time I like to think that, when the start of a rally comes along I am fairly well prepared for it without going to extremes either way. Inevitably, though, I find there's something that has been overlooked or forgotten when I'm on the starting line.

R: I always say to myself a month before an event that I must go to bed early, but it never seems to happen, things always get in the way, either in the business or at home. Problems seem to arise no matter how early you try to prepare the car.

**The Porsche Carrera seems to be almost obligatory equipment if you want to win a major rally in Ireland. Do you feel you're being forced into spending a lot of money just to be competitive?**

D: Well, the reason we use a Porsche is simply because we can't afford to run a Group 2 car on the same lines as the rest of the competitors. With Group 2 Escorts, Vauxhalls or anything in that line, you've got to either be prepared to work at it an awful lot yourself, and we just haven't got the time, or you've got to spend a lot of money to pay somebody else to do the work. So many bits and

pieces on Group 2 cars have to be replaced, and this is where the Porsche comes into its own. We

**"I said 'Er sir, would you mind if I borrowed the back seat and bumpers off your car?' He said: 'What on earth do you want them for?'"**

bought this particular car second hand before the Donegal rally last year. All we spent on it then was about £250, to buy and fit the sump guard, roll cage and lights etc. The mechanical specification was left completely standard. This is the great thing about the Porsche. To my mind it is the ultimate standard rally car.

**Can you see standard cars becoming the most important ones in rallying in the future to the extent that Group 1 cars are regularly scoring outright wins?**

D: Yes, it would be a very good thing. I think actually that the concept of Group 2 Escorts, Vivas or anything else, is wrong. They quite honestly shouldn't be used. I include the Porsche in that category as well. We're using it because it is a usable car and a very dependable car. I'd like to see Group 1 cars become outright winners certainly and the more exotic machinery, Porsches, and Group 2 "racers" being ruled out of rallying because of the expense problem. We're starting to talk now in terms of £6,000, £8,000

This year Dessie finished second on the Circuit after rally-long brake troubles.



£10,000 and upwards. A properly modified Porsche could cost something in the region of £15,000 if you really want to go haywire. I think it's silly.

At the moment the Porsche suits the type of events we're doing with it, and we don't have to spend endless hours working at it, which at least makes it a better bet than a comparable Escort.

R: This is the unfortunate bit, and I hope the manufacturers are sensible enough not to homologate too much stuff with the cars. This tends to spoil it, because many of the bits homologated are not easily available, and they cost a lot of money, and I can't see the point of having Group 1 if you're going to have to buy a lot of new bits before it becomes competitive.

I still think a good Escort, if it gets to the finish, has the beating of a Porsche, but to develop it and prepare it would cost you even more than a Porsche and much more to run. It's funny if you compare the results of our local big rallies, the Circuit, Donegal, the Manx and so on, yet if you look at the results of Continental rallies, the Porsche does not appear. This is where I'd love to be in the position to go and do some of the foreign events to see how we would get on. I went to the Firestone in Spain last year, and broke down while lying fifth, but I'd love to see how our top drivers would go against the Continentals on their own ground.

**You'd say then that in the long term, running a Porsche is cheaper than running a competitive Escort?**

D: Our experience has been without a doubt 100% better. There's no comparison to my mind. Initially the cost is higher, but I bought this car at a price which compares favourably with that of a "proper" Escort, and, as far as resale value is concerned, unless one is unfortunate enough to damage it severely, it works out much better.

**Do you not think that the Group 2 car of today will be the Group 1 car of tomorrow, so the cost problem will remain?**

D: Yes. I think Group 1 today is getting a wee bit out of hand. When one looks up AUTOSPORT and other magazines, and reads about certain Group 1 cars which are for sale at, say, £4,000, when the totally standard version of the same car costs something in the region of £2,000, I think it is definitely getting a wee bit out of hand.

**Do you feel that co-drivers are getting their due share of the glory?**

R: Some of them are very good, and a good co-driver is very important because I've had Terry Harryman, Peter Scott, Austin Frazer and more recently Lenny Weir. Ron Neely, whom I admire for his driving very much because he's doing it on a shoestring, was to do the Circuit with me.

D: At the moment, I don't think they really are. They put in an awful amount of work, and especially on rallies where there are pace notes where they have to be so efficient to make it worth while. I certainly would like to see them getting some better rewards for their work. You seldom hear about them, apart from in the results unless they happen to fall out of the car and break their legs.

R: What I dread on a stage is meeting somebody coming the other way, or finding spectators out on a corner who don't realise there's a car coming, or that the road would be blocked. I often worry about this, but I hope it never happens to me.

**Do you feel there is any future for navigation events in this day and age? Can we justify our enjoying ourselves on the public roads?**

D: I think at the moment, with cars as fast as they are, it's expecting maybe too much to be able to use them on public roads. There again you come back to Group 1. In some cases, you would be back to the speeds of yesterday, which would be a good thing, although the performances of some of the Group 1 boys have been fantastic.

**After your first win in the Sprite in Donegal, you drove several kinds of motor car. Which was your favourite?**

D: The Escort. It was very enjoyable. Initially the Sprite was very enjoyable but probably that was because it was in my early days in rallying, when just about everything would have been enjoyable. But, it was a fun car, and basically the Escort handled in the same way.

R: We get on tremendously well, and perhaps spoil each other, but we make a good team, both in the business and in motor sport. He's more technical than I am. He knows what makes cars work.

I remember going to Monaghan for a driving test meeting, and beating Paddy Hopkirk with the VW. Mind you he was driving an MGA which wasn't really very hard to beat, but I still remember being very proud of having beaten him. I also put a VW on its side in Monaghan in a crossroads test trial, and I was then told that I had

been initiated once I had done this. I had joined the club!

1963 was my first year in a Cooper, and on the Circuit I was lying second overall. I had just moved into the lead on the first forest, when the main bearings went, and we had to toddle to the finish at Larne and eventually finished tenth or eleventh overall. Then the next year was the big success. I also represented Northern Ireland seven or eight times in the Ken Wharton driving tests. I remember going over and selling a chap in Chatham the Renault Gordini I was driving, and buying a Cooper S to do the Ken Wharton the next day!

**Tarmac versus forests. Which do you prefer?**

D: I like tarmac very well. It seems more relaxing. If that's the word. One doesn't have to turn the steering wheel too much to keep the car pointing in the right direction.

R: I don't think handling is as important on the loose as it is on the tar.

I prefer forests. People have come to me in the past and said: "I think you'd be quicker if you didn't go sideways so much. But I can't be going that slow if the times are any judge, and I enjoy going sideways, I feel happier with the car moving about on the road."

**And yet you enjoyed autocross?**

D: That's true, but there again, I think there's a basic tendency for me to like to know where the road's going. In autocross I would know that, and this is where we get back to pace notes on tarmac. I enjoy that best. There are very few good forests in this country. A lot of them are sort of "squirt it and see" stages, and a lot of juice on the road, which, if you're very keen on throttle control you can probably enjoy. Ronnie likes them well because he can get the car sliding about. I don't like to slide a car too much. I get too near the hedges. Especially with a car like the Porsche, one tends to try and keep it away.

**It's been said that if you put a chimpanzee in a Porsche it could finish in the top ten on an International. Do you agree?**

D: That's true — to a certain point. But then, if you get any sort of reasonably quick car with a reasonably quick driver in it, the combination will go fairly well. But to go really quickly you've got to be able to drive it hard.

"... if you get any quick car with a reasonably quick driver, the combination will go well. But to go really quick you've got to be able to drive it hard."





Above: a substantial body for 1200 cc. Below: Corolla SR's well arranged controls.

## Corolla SR: well equipped

The Toyota Corolla of the new 30 series is quite a substantial car, and it comes as something of a surprise to find that its engine is of only 1166cc capacity. Even the SR Hardtop, the sports model of the range, is a full four-seater, in spite of its sweeping tail treatment. It is lavishly equipped by any standards, most of the usual extras being contained in the package. These include an exceptionally effective radio with an electrically controlled pop-up aerial, a rev-counter, fully reclining seats with a "walk out" pedal, to allow the rear passengers to alight easily, tinted glass, a heated rear window, and so on.

Best of all, the SR has a 5-speed gearbox, while the little engine is tuned to make the utmost use of that facility. Quite elaborate manifolding, incorporating tuned pipe lengths for induction and exhaust, carries two twin-choke downdraught carburetters. The unit peaks at 6000 rpm and the red mark on the rev-counter starts at 6700 rpm. As is usual with Japanese cars, only a gross power output figure is quoted at 83 bhp SAE, probably equivalent to 75 bhp DIN, at a guess.

The chassis design is entirely orthodox, with MacPherson front suspension geometry and a live rear axle on semi-elliptic springs, plus a recirculating ball steering gear. The servo-assisted brakes have a tandem master cylinder and a control valve to prevent locking of the rear wheels.

On entering the car, one finds that the driving position is comfortable and the controls are well arranged, with plenty of window area and a good all-round view. The rear windows wind down and all four occupants are well seated for a long

journey. The heater may be set to recirculate among diesel fumes and it has a 3-speed fan which is quiet at the slower settings; this may be used for additional ventilation when heat is not required, to supplement the cool breathing air by ram effect that is available at all times.

The engine starts easily but the choke must then be released gradually. The car will accelerate smoothly from 20 mph in fourth gear and the flexibility is satisfactory at town speeds. Further up the range, a flat spot may be found if the accelerator is used clumsily, which is not surprising with such a large choke area, but one soon gets the knack of avoiding this.

The car is slightly faster on the overdrive fifth gear than on direct fourth. I timed it at 92 mph in fourth, with the rev-counter just short of the red mark, but this is well over peak revs, so I was not surprised to achieve 94 mph in fifth. The difference in speed was not great, but the contrast in sound level was enormous. The engine is by no means noisy in normal use, but it makes itself heard when pressed to its limit. The absence of road noise is praiseworthy and the wind is only heard around the window seals as the maximum speed is approached.

It's easy to forget that the car has only a 1200cc engine and it is quite lively on the road when the gears are used to advantage. The SR is a moderate under-steerer and gets round corners pretty smartly without too much roll. The steering is quite light, in spite of having strong self-centring action, and though it perhaps has a slightly rubbery feel, the controllability is satisfactory.

The wooden steering wheel rim may never have come from a forest, but is just like the real thing to hold.

On bad roads, the ride is rather choppy, with some sharp up-and-over movement and pitching. At high cruising speeds on motorways, the car is very comfortable, but some of our roads are now being neglected and every bump can be felt. All Japanese cars seem to have good gearboxes and this 5-speed example is superb; the gearchange is light and precise and a joy to handle. As this box comes from a Toyota model with a larger engine, it should last a long time with only this gay little 1200 cc unit to contend with, though it gives plenty of torque for its size. The brakes are well up to the weight and performance of the car and show no sign of distress during hard driving; the wheels do not tend to lock in emergency stops, while the hand brake lever is well placed and effective.

In these hard times, petrol consumption must be mentioned sooner or later and the fuel economy of the Corolla SR is certainly praiseworthy. The driver who pays some attention to speed limits should be rewarded by a 35 mpg average, and faster driving does not greatly increase the thirst of the efficient little engine. Yet, the car is quite large and heavy for the size of the power unit and one can only assume that the 5-speed gearbox is beneficial to the consumption figures.

The test car was finished in a metallic silver-grey, which is attractive and may be specified at no extra charge. There is plenty of space in the luggage boot and a useful dashboard locker is provided, while the tool kit is more comprehensive and of better quality than is usually the case these days. The headlights might be a little more powerful with advantage.

This Toyota is a coupé of sporting appearance which is unusual in being a full four-seater. In the past, one might have asked for a larger engine, but with fuel economy very much in mind, the present choice seems most sensible. Similarly, the delightful 5-speed gearbox will perhaps be valued less for its performance advantages than for petrol saving and noise reduction. In view of its exceptionally complete equipment, the Corolla SR is not an expensive car.

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Toyota Corolla 1200 2-door SR Hardtop, price £1727 including car tax and VAT.

**Engine:** Four-cylinder 75 x 66 mm (1166cc). Compression ratio 10 to 1. 83 bhp (gross) at 6000 rpm. Pushrod-operated overhead-valves. Two twin-choke downdraught carburetters.

**Transmission:** Single dry plate clutch. 5-speed synchromesh gearbox with central change, ratios 0.861, 1.0, 1.384, 2.022, and 3.587 to 1. Hypoid rear axle, ratio 4.556 to 1.

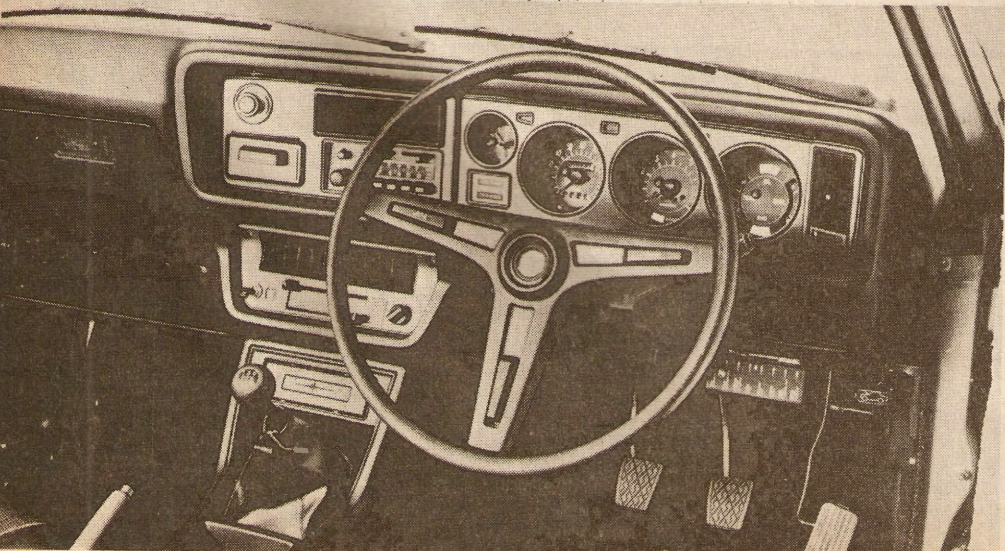
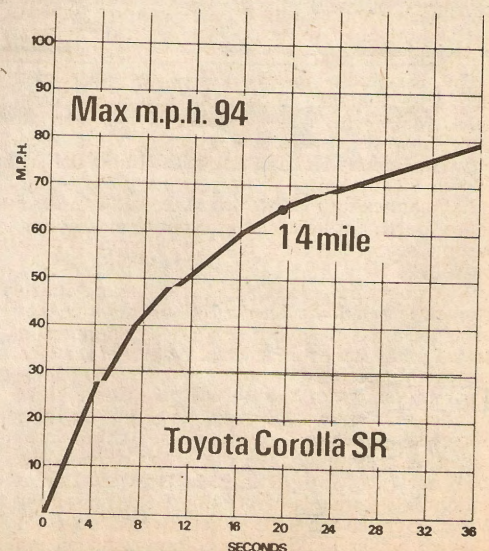
**Chassis:** Combined steel body and chassis. MacPherson front suspension with anti-roll bar. Recirculating ball steering gear. Live rear axle on semi-elliptic springs with telescopic dampers. Servo-assisted dual-circuit disc/drum brakes. Bolt-on ventilated steel wheels, fitted 155SR 13 tyres.

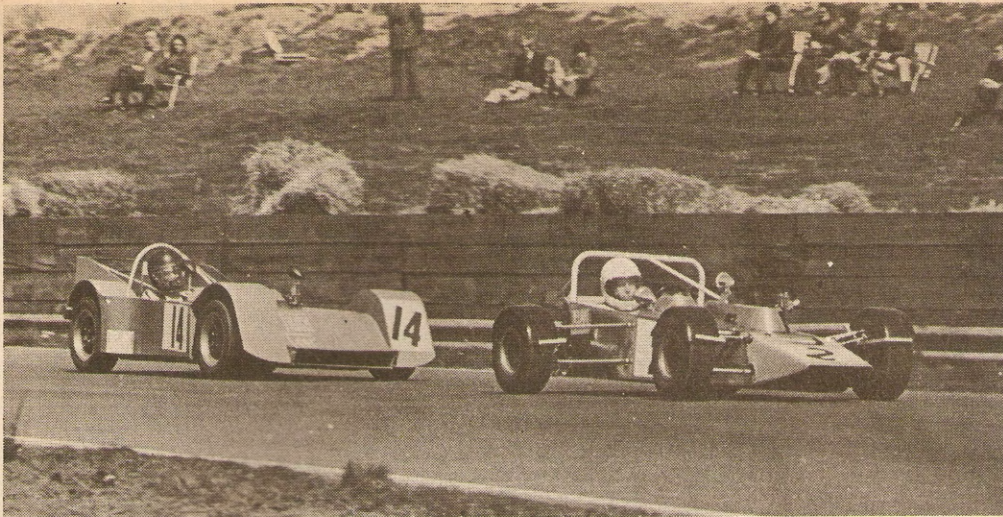
**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Clock. Radio. Heating, demisting, and ventilation system, with heated rear window. 2-speed windshield wipers and washers. Flashing direction indicators. Cigar lighter. Reversing lights.

**Dimensions:** Wheelbase 7ft 9.3 ins. Track 4ft 3ins/4ft 2.6ins. Overall length 13ft 1.3ins. Width 5ft 1.8in. Weight 1915lbs.

**Performance:** Maximum speed 94 mph. Speeds in gears: Fourth 92 mph, third 69 mph, second 48 mph, first 27 mph. Standing quarter-mile 19.9s. Acceleration: 0-30 mph 4.8s, 0-50 mph 10.8s, 0-60 mph 16.4s, 0-80 mph 37.6s.

**Fuel consumption:** 32 to 38 mpg.





John Giles leads eventual winner Rob Wells in the first 750 event.

## MALLORY PARK

# Scarratt wins humdinger

In glorious summery weather, the 750 MC held their annual short circuit Mallory meeting, witnessed by a rather small crowd. The main events saw Fergus Tait and Trevor Scarratt victorious. The meeting underlined the strength of the true grass roots of motor sport with full grids being the order of the day.

Opening the proceedings was one of the Reliant 750 Formula races, two being necessary due to the grid limit of twelve cars. John Giles (JGS Reliant Mk 5) started as he meant to finish but by lap three Tim Green's Time led, closely followed by Giles with Rob Wells' Reliant Trick Fore and Chris Hague's Wessex DNC disputing third. This remained the situation until a fraught final lap when Giles was pushed down to fourth, the next two places being the property of the duelling duo of Keith Cooper (Condor) and Dick Harvey (Darvi). Unfortunately Green's restrictor was found to be too large and he was subsequently disqualified.

The first F1300 race featured a very close dice for the lead between the Delapena of Paul Webb and Mike Roberts' Navajo, although the latter only had his nose in front once. Philip Lloyd (Nomad) occupied a lonely third place while an extremely close bunch dived behind, the position first being held by Angelo Farina's Dison. Farina, Adrian Lindley and Alan McBeath then had a fracas round Gerards losing Farina two places while Lindley visited the bank two laps later; Farina finally finished fifth.

Before an audience of Dutch Mini 7 enthusiasts, Graham Wenham (Micktune Mini) led the Mini Seven event from the second row but Richard Williams powered past before the Castrol chicane. Williams was never again headed although Wenham pressed him hard during the first five laps, until Chris Tyrrell's Libspeed Mini (with a self-modified head) overtook down Stebbe straight. Williams then clipped a chicane marker, slightly delaying Tyrrell and causing Wenham to take evasive action onto the grass. Andy Devine and Jim Mancey followed Wenham home into fourth and fifth places.

The Kilspindie Twinsock Trophy Race, the second for Reliant 750 cars provided Kim Perry (DNC Mk3) with a flag-to-flag victory. Second place however, saw an extremely close dice between Rodney Hill's Mystic and John Village's Village V2, the latter finishing very close. After initially annexing second, Stuart Gerrell's Condor fell to fourth but kept well clear of a huge bunch battling over fifth, finally taken by Michael Harris' Darvi 2C.

With pole winner Ian Briggs non-starting due to a practice accident, Fergus Tait in his "works" Delta IRF4 led all fifteen laps of the Shepperson Bros. Trophy Race for F4. The first half of the race saw the Monsieur Rochas Chevron B9/15 of John Webb pressing him hard with Bruce Coate-Bond in Nick Crossley's Ensign, entered by The Horseless Carriage Co Ltd, close behind until falling oil pressure forced the driver (in only his third car race) into retirement, and let Lorina Boughton's Roman's of Woking GRD pressurise Webb. Each lap the GRD pulled alongside the old Chevron wider braking for Gerards and on lap

twelve as the pair lapped a backmarker, Lorina dived for the gap between Webb and the pit barrier to make it three abreast into Gerards; it was close! A try at the outside line for the final time around Gerards was blocked and a last ditch effort at Castrol saw her unluckily clip a marker and fly off (literally), after an extremely tenacious drive.

The second F1300 race for the Robert Dutton trophy, saw a dice between the Navajo of Bill Cowlings and Brian Cocks' Elva 8s, the latter taking the lead when Cowlings took a fancy to a marker cone and displayed it on his car for part of a lap. The cone rejected, Cowlings repassed to take a three second victory. In the rather processional race, the only other dicing occurred between Martyn Lane (Spook) and Mike Brett (Centaur) for sixth place.

The qualifying round for the somewhat anomalously named Mini Miglia championship provided Russell Dell's Ripspeed Mini with an extremely close victory over Alan Curnow's Longman car. Curnow was originally involved in a four-cornered

battle for second place with Phil Spurling, John Hazell and Steven Harris. By half distance Curnow led this group and almost caught the leader, while the other three could be covered by the proverbial handkerchief in the order Harris, Hazell and Spurling.

The Varley Batteries Monoposto race proved to be a fitting end to a good day's racing with the first three places always in doubt. From the flag fall, poleman Nigel Howard-Jones in his Lion engined RTW74/5M, Trevor Scarratt's Brabham BR21B and Alan Baillie's Viking left the rest behind. Baillie took five laps to hit the front, but he was then balked allowing Scarratt past, but the speed of Jones' car through Gerards told and he led into the final lap. This lap again saw everything happen when the leader's engine blew allowing Scarratt and Baillie past. Joe Applegarth and Jim Yardley were followed by a dicing bunch for sixth, headed by John Lancaster.

## PHIL BLAND

**Reliant 750 Formula National Championship round (10 laps):** 1, Rob Wells (Trick Fore), 7m 18.6s; 2, Chris Hague (Wessex DNC), 7m 19s; 3, John Giles (JGS Mk 5), 7m 19.2s; 4, Keith Cooper (Condor), 7m 46.2s; 5, Dick Harvey (Darvi), 7m 46.6s; 6, Ray Wilson (Onagon). **Fastest lap:** Hague, 42.0s, 85.72 mph. (Record).

**Formula 1300 National Championship round (10 laps):** 1, Paul Webb (Delapena), 6m 40.2s, 89.96 mph; 2, Mike Roberts (Navajo), 6m 41s; 3, Philip Lloyd (Nomad Mk 1), 6m 48.4ms; 4, Alan McBeath (Gopher), 7m 13.2s; 5, Angelo Farina (Dison), 7m 18.4s; 6, Ian Addelee (Kevdar), 9 laps. **Fastest lap:** Roberts, 38.8s, 92.98 mph.

**Mini 7 National Championship round (10 laps):** 1, Dick Williams (Austin Mini), 7m 26.8s, 80.57 mph; 2, Chris Tyrrell (Calbrook Mini), 7m 28s; 3, Graham Wenham (Micktune Mini), 7m 32.6s; 4, Andy Devine (Morris Mini), 7m 40.8s; 5, Jim Mancey (Jimini), 7m 42.4s; 6, Ron Cuthbert (Libspeed Mini), 7m 43.4s. **Fastest lap:** Williams and Wenham, 43.6s, 82.57 mph (Record).

**Kilspindie Twinsock Trophy Race/750 National Championship (10 laps):** 1, Kim Perry (DNC Mk 3), 7m 23.2s, 81.23 mph; 2, Rodney Hill (Mystic), 7m 33.4s; 3, John Village (Village V2), 7m 33.8s; 4, Stuart Gerrell (Condor), 7m 56.8s; 5, Michael Harris (Darvi 2C), 8m 3.4s; 6, Mike Chittenden (Trick Fore), 8m 5s. **Fastest lap:** Perry, 43.0s, 83.72 mph.

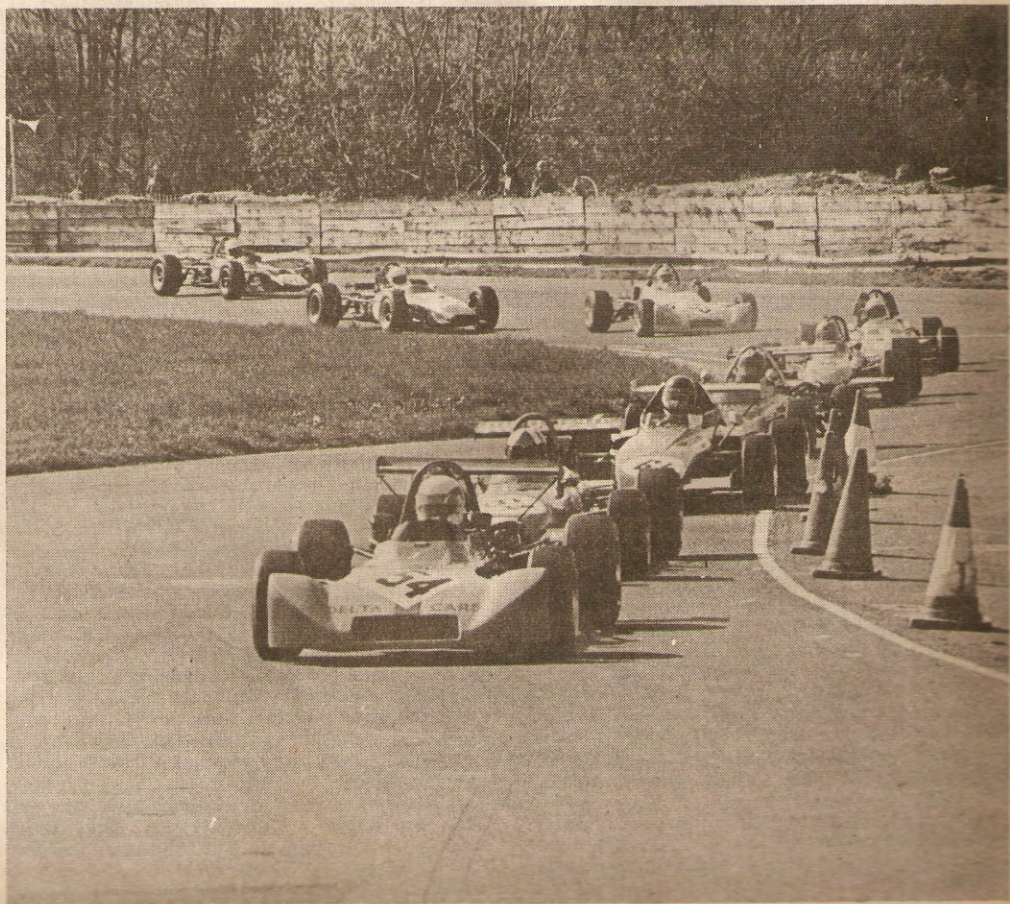
**Shepperson Bros Trophy Race/F4 National Championship (15 laps):** 1, Fergus Tait (Delta IRF4), 9m 32.2s, 94.54 mph; 2, John Webb (Chevron B9/15), 9m 37.4s; 3, Alex Lowe (Chevron B15C), 9m 45.6s; 4, Bob Laughton (Delta MRE 7A), 9m 47.4s; 5, Mike Whatley (Brabham BT21), 10m 1.2s; 6, John Richardson (Merlyn Mk 14A), 14 laps. **Fastest lap:** Tait, 36.8s, 97.83 mph.

**Robert Dutton Trophy Race/F1300 National Championship (10 laps):** 1, Bill Cowlings (Navajo), 6m 40.4s; 89.91 mph; 2, Brian Cocks (Elva 8s), 6m 43.2s; 3, Bob Davis (Davis), 6m 53.6s; 4, Dick Millar (Centaur Mk 14), 6m 55.6s; 5, Barry Webb (Delapena), 7m 3.2s; 6, Martyn Lane (Spook), 7m 13.6s. **Fastest lap:** Cowlings, 38.4s, 93.75 mph.

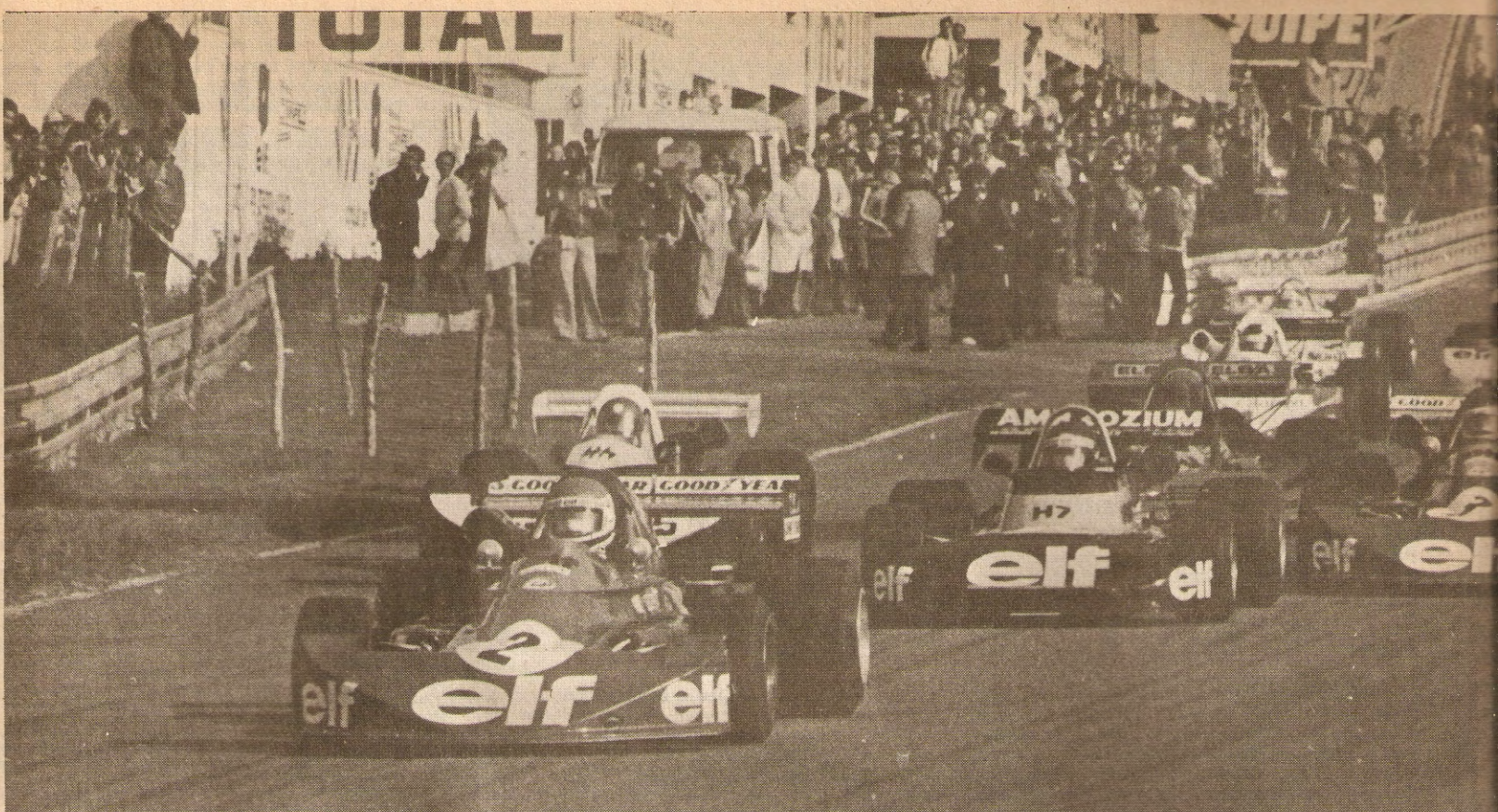
**Mini Miglia Championship round (10 laps):** 1, Russell Dell (Ripspeed Mini), 7m 02.4s, 85.23 mph; 2, Alan Curnow (Longman Mini), 7m 3.4s; 3, Steven Harris (Austin Mini), 7m 7.8s; 4, John Hazell (Interpart Mini), 7m 8.2s; 5, Phil Spurling (Oselli Mini), 7m 8.6s; 6, Paul Perara (French Revolution Mini), 7m 18.6s. **Fastest lap:** Curnow, 40.6s, 88.67 mph.

**Varley Batteries Monoposto Championship round (15 laps):** 1, Trevor Scarratt (Brabham BT21c), 9m 22.8s, 95.95 mph; 2, Alan Baillie (Viking), 9m 23.2s; 3, Nigel Howard Jones (RTW 74/5M), 9m 27.8s; 4, Joe Applegarth (Brabham BT23C), 9m 40.6s; 5, Jim Yardley (Beagle Mk 3), 9m 49.8s; 6, John Lancaster (JCM 6 plus), 14 laps. **Fastest lap:** Scarratt, Baillie and Jones, 36.2s, 99.45 mph.

Fergus Tait and John Webb head a crowded F4 field through the Esses.







## MAGNY-COURS

# Now Jabouille strikes

Story and photos by CHRIS WITTY

It wasn't Jacques Laffite who won at Magny-Cours last weekend as many had expected. A faulty transistorised ignition box played up soon after the start and the Frenchman's works Martini came rushing into the pits to have it fixed. He restarted a couple of laps behind and soon became the fastest man on the track.

Despite Laffite starting from pole position, he was headed by both the works Marches of Michel Leclere and Patrick Tambay at the start and, from the way Leclere pulled out an early lead, it looked as if the Frenchman's ill-luck would be broken for the first time this season. But it was not to be.

Having lost Tambay following an incident while lapping Brimbilla, Leclere's engine suddenly let go at half-distance allowing Jean-Pierre Jabouille's superb little Elf 2J into the lead. Having had a torrid time during practice, everything came right for him in the race and he cruised home to victory, easing off in the latter stages which allowed Patrick Depailler, driving Brian Henton's Ford-powered March 752, to close to within 2s.

Jabouille's victory, the second this year for the Elf-Switzerland equipe, was also the fifth straight F2 win for one of Josef Schnitzer's BMW engines while the works have still to score.

Built by the Bernigand family back in 1961, the circuit of Magny-Cours has been very much part of French motor racing during its existence. It is situated just south of Nevers and is now known as the Circuit Jean Behra in memory of the great French Grand Prix ace. The track itself is 3.8kms long and within that distance, features nearly every type of corner from tight 2nd gear hairpins to almost flat out curves. Such a circuit must therefore make an ideal training ground, both for drivers and car alike, and that is why Magny-Cours is the home of the Winfield Racing Drivers School and also the base for race car designer Tico Martini.

## ENTRY AND PRACTICE

With the Jarama race cancelled, quite a few teams decided, after the Nurburgring the week before, to travel across to take in this, the first non-championship race of the season. It did however count for the French F2 series and so this meant that all the prominent French F2 drivers would be present.

As Magny-Cours is his home circuit, Jacques Laffite headed the entry in his regular Martini Mk16 which has served him so well this season. Here he was, on home ground. Perhaps defeat here would be worse than losing the European championship?

Many of Laffite's competitors have said he has a tremendous advantage with the circuit just ten yards from his garage door. Tico Martini, who was naturally present, although this was his first F2

meeting this year, didn't necessarily agree that this was their secret for success although he did admit to it being advantageous.

Laffite's car was unchanged after its Ring victory except that the team were trying a slightly reprofiled nose rather like the type Jacques used on his Matra-modified BP March last year. Although official practice took place on Saturday, there was an unofficial session late on Friday which most teams took advantage of.

Laffite had a new Schnitzer BMW installed and was soon whistling around very quickly. He switched from Goodyear's G51 rubber to the slightly softer G50 and knocked 0.5s off his times to post an unofficial 1m 19.2s before the clutch blew yet again. The damage was enough to harm the flywheel so out came the engine and the rather tired Ring unit installed for the following day.

The first session was wet, a far cry from the glorious day before, and Jacques found himself pipped initially for pole by Patrick Depailler who, as reigning European F2 champion, was making his first F2 appearance of the season in Brian Henton's Ford-powered March 752, suitably decked with Elf decals. Depailler replaced Jose Chateaubriand who, as an original choice, failed to come up with the finance. Henton was competing in the Japanese GP at the time.

Depailler really was looking forward to F2 again, especially if it rained. He'd last driven a Hart-propelled car (his Alpine) back at Salzburg in 1973 "just before I broke my leg." The Tyrrell Grand Prix star explained why he preferred the Ford car in the wet: "The throttle is lighter and the power is more responsive. The BMW has a much

Leclere gets the jump on Laffite and the rest soon after the

heavier pedal and the power is more sudden."

Depailler quick time in the wet (1m 36.7s) beat Laffite by 0.3s but this may have been down to the older 25in diameter G46 wets that Patrick was running. Laffite and the works Marches used the latest 23in G45 wet tyres, but didn't really like them because of their slightly harder compound.

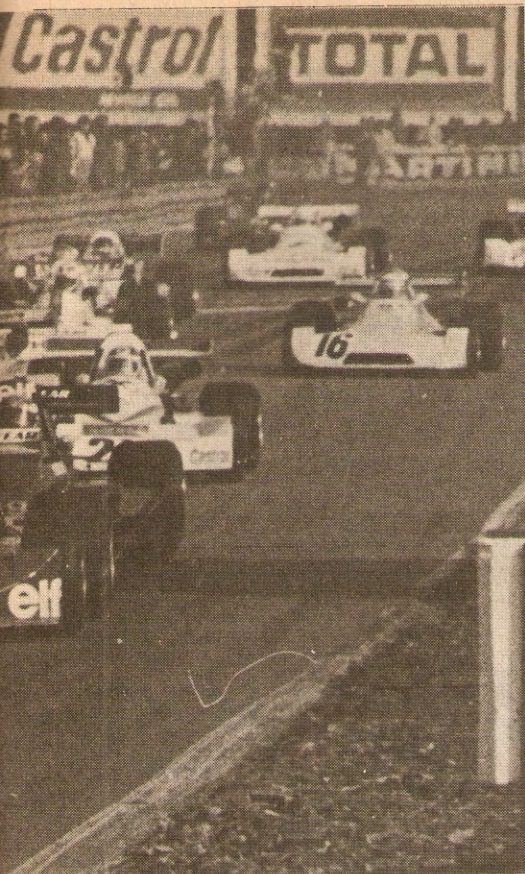
The blustery wind soon dried the track and this allowed Laffite to try his utmost for pole. He made it, just. The final time was slower than the day before but the circuit surface is notorious for sudden changes as the locals told us. Laffite wasn't that happy, expecting to be quicker, and even he couldn't manage the 5th gear right hand curve behind the pits flat. "Just once, on Friday, and that was difficult," said a thoughtful Jacques. The latest engine, its flywheel repaired, was refitted for the race.

Pushing hard for that vital position on the grid, especially with the tight right-hander so soon after the start, was Michel Leclere in the first of the works Elf-Marches. Leclere has had rotten luck so far this season and has yet to finish a race without a pitstop. He was anxious to do well here.

Like his team-mate Patrick Tambay, both had had new engines fitted after the Ring and despite the time shortage, Munich had still managed to produce three of the latest spec units.

Jean-Pierre Jabouille drove his self-designed Elf 2J quickly benefitting from their retirements to score a good win.





Leclere was close to Lffite on the Friday even on G51s, those being the only pair below 1m 20s, but on Saturday spent much time trying to adjust the brake balance. The team eventually managed to give him something near to his liking and despite his pit clocking him on 19.8s, to within 0.1s from taking pole.

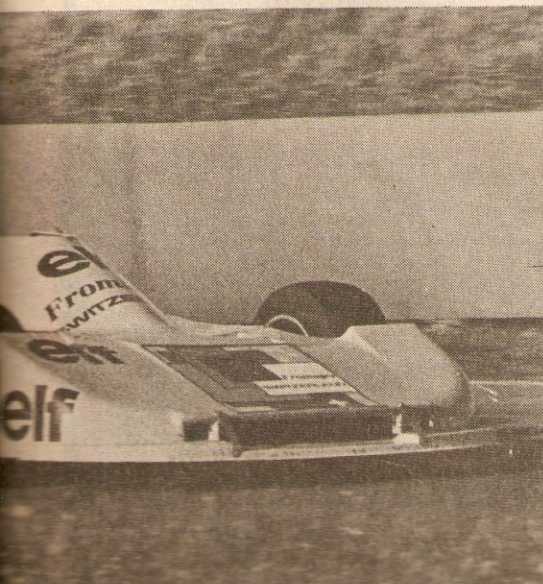
Tambay too spent time adjusting his car and tailoring it to his liking, despite a lurid visit to a ploughed field when front brake locked up. The problem really surround the brakes which were subject to two particularly hard stabs at this track. During the wet morning session, the team were reluctant to change both cars over to full wet, settings as it might have been dry in the afternoon and it would save time and effort.

Tambay's best came on his last lap, although 0.2s better than his pit had caught him at.

In attendance this week from March to oversee the effort was Ray Wardell while Robin Herd just popped over on the Saturday "to look at our Formule Renault."

Originally it had been thought that Vittorio Brambilla would be racing a 3-litre Lola at Spa but an F1 testing commitment for March at Silverstone on Friday, meant that the Italian decided to do F2 after all and he turned up on Saturday to drive the Ron Dennis Scaini March 752 Schnitzer

to press the works Marches in the early stages, eventually



BMW. It was just as well Vittorio didn't make it on Friday for the team were still waiting for their engine which arrived in Hans Binder's truck overnight.

Brambilla, who had raced at Magny-Cours before in F3, had no problems throughout practice, except that the car was far too stiffly sprung at the rear for the circuit which, with its large camber changes, weren't helping the March put its power down. Josef Schnitzer had also installed a new type of fuel injection pump to try and aid the lack in throttle response. Laffite, Jabouille and Binder also had these items.

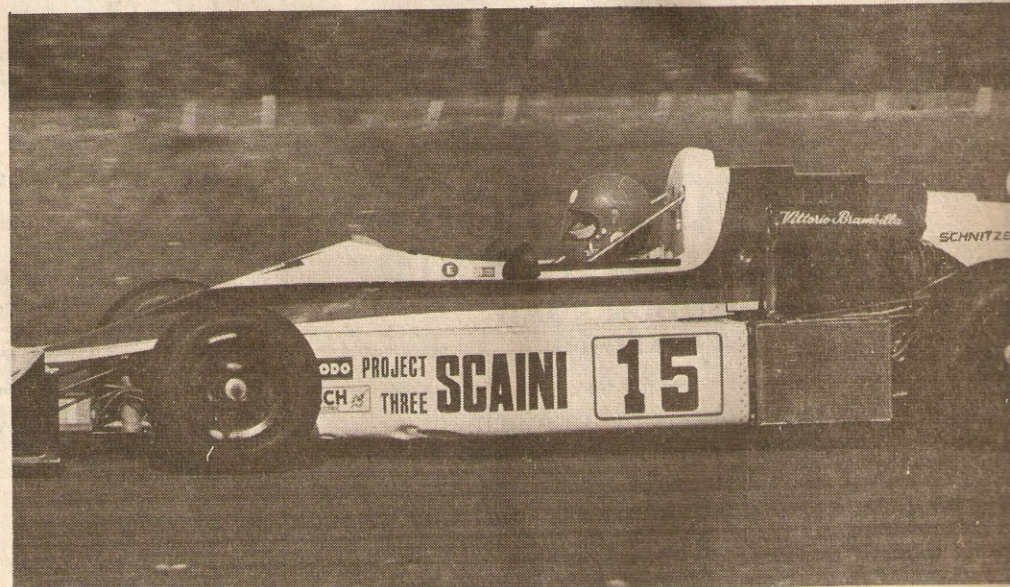
After learning the circuit in the wet, Binder's progress was hampered in the afternoon when his car kept jumping out of 2nd gear. A new cup was installed later on in the hope that this would cure it.

Depailler's expected progress in the dry was first hindered on Friday when a newly fitted clutch failed to produce any clearance and then mid-way through the final period when the engine died out on the track. Although Canadian mechanic Lynn Ostergaard was able to refit a new spare box and battery at the trackside, time ran out after Patrick had only completed a handful of laps. This mysterious electrical problem has affected the car all season. Maybe Brian Hart knows a cure but the engine wizard can't be found at F2 races these days.

Another to be stranded out on the track early on was Hector Rebaque. After his Chevron B29 had suffered clutch failure in the morning, the Fred Opert team decided to fit a new Hart Ford at the same time. Unfortunately the belt that drives the mechanical fuel pump broke and as this also drives the water pump, Hector knew better than to drive back on the electric pump and risk blowing a head gasket.

This would be the young Mexican's final F2 race for several months.

Following his huge shunt at the 'Ring, it was surprising to find Gabriele Serblin sitting in his road car upon arrival at the circuit. A large plaster



Vittorio Brambilla had another F2 outing but has still to bring home a worthy overall result.

on his forehead told the story but it would take more than that to put the press-on Italian out of his stride. Although his car had been written off, the team had brought along Serblin's 742 from last year and which Francesco Cerulli had raced at the 'Ring.

Apart from being his usual untidy, wheel locking, kerb hopping, late braking self, Serblin seemed happy, until he ran out of petrol near the end of the final session.

Brian Lewis and his Belgian B&O team had been working quite hard during the week. Although Claude Bourgoignie retained his regular 752, Bernard de Dryver had asked for the team's older test 742 to be prepared for him as he thought he might progress a little further.

Bourgoignie went quite well in both the wet and dry sessions improving considerably on the softer G50 tyres and the only major problem encountered was Bernard losing his car keys!

Making the Magny-Cours entry comprise of no less than four recognised Grand Prix drivers was Jean-Pierre Beltoise who was making his first appearance in the ROC-Motul-Le Pierre du Nord equipe. Jean-Pierre told us that he had in fact

driven a Chevron before, albeit Jimmy Muesset's sports car in a French hillclimb, but this would be his first public single-seater outing this year.

His car was in fact the Chevron B29 used by Christian Ethuin at Nurburgring. With the Funda-developed Chrysler-Simca engine installed, it would be interesting to note Beltoise's reflections upon the engine. Unfortunately the engine was running a little too rich on both Friday and Saturday and a new unit was installed for the race. Beltoise's official time on Saturday failed to better his unofficial time on Friday, his progress hampered a little by an off-course excursion which damaged the nose.

Team-mate Xavier Lapeyre (who has supposedly bought the drive) had clutch failure on Friday and then during the wet session, the head gasket blew. A new unit was installed for the afternoon but because the team had still to clean out the oil radiator, Xavier ran a few qualifying laps without it before the oil temperature predictably rose.

Despite what he'd said in Germany, Jean-Pierre Jabouille appeared with his Elf 2J. Gerard Larrousse was also present, but only as a spectator. Jabouille was using the meeting, certainly practice, as a test session. The car had been fitted with different (softer) springs and altered geometry in the Frenchman's quest for the optimum. He was "a little more 'appier" now. However, Jabouille suffered yet another Schnitzer clutch failure after just a couple of laps during the final all important session.

It was one helluva rush for Loris Kessel's team to get their Swiss driver into shape. Following the 'Ring incident, team manager Jean-Claude Favre had flown over to March on Thursday in a private plane and purchased Hans Stuck's works 742 from last year. It was a rush to prepare the chassis and the team arrived overnight with Loris driving the truck. Even though he was very tired, Kessel managed both sessions, although it was taking time for him to the new mount.

Completing the entry were three further Marches, all with various histories. Jorg Siegrist appeared again with his ex-Laffite 742 while

former French Coupes de Simca sports car champion Max Mamers appeared with his ex-Jean-Pierre Paoli/BP March 742 which he is using in national hillclimbs this year.

After showing up well in the wet session (fifth quickest) Mamers suffered driveshaft failure early on in the second session.

Finally there was Max Bonnin who appeared once again with his self-built March 732 which last appeared at Enna. The former F3 driver had transistorised ignition and tyre problems to hinder his weekend.

## RACE

In keeping with the general attitude of the organisers, the pre-race warm-up ran late. As far as Laffite was concerned, it proved a lucky omen for yet again the Frenchman was plagued with ill-fortune moments before the start. This time the oil filter gasket blew and stranded him out on the circuit.

The bottom end of the BMW was whipped off, the bearings checked and reassembled. But just prior to the start, the ignition started to play up a

Michel Leclere March-BMW 752 1m 20.3s.	Jacques Laffite Martini-BMW Mk 16 1m 20.2s.
Patrick Tambay March-BMW 752 1m 20.9s.	Vittorio Brambilla March-BMW 752 1m 20.8s.
Patrick Depailler March-Ford 752 1m 21.8s.	Gabriele Serblin March-BMW 742 1m 21.4s.
Hans Binder March-BMW 752 1m 22.2s.	Claude Bourgoignie March-BMW 752 1m 22.1s.
Jean-Pierre Jabouille Elf-BMW 2J 1m 23.2s.	Jean-Pierre Beltoise Chevron-Chrysler B29 1m 22.3s.
Hector Rebaque Chevron-Ford B29 1m 23.9s.	Loris Kessel March-BMW 742 1m 23.6s.
Jorg Siegriest March-BMW 742 1m 25.4s.	Bernard de Dryver March-BMW 752 1m 24.8s.
Max Mamers March-Chrysler 742 1m 27.0s.	Xavier Lapeyre Chevron-Chrysler B29 1m 26.2s.
	Max Bonnin March-BMW 732 1m 28.1s.

little. It didn't stop him from taking his place on the grid however.

Jabouille got his Elf going better and was lapping as quick as Leclere in the mid 21s while Brambilla split the sump which was changed. Jean Claude Fauvre briefly tried out Kessel's car as Loris was unwell while Beltoise failed to go out because he was having an engine changed.

Forty minutes after the scheduled start time, the tricolour caught the air and Leclere lunged forward with his March, neatly cutting across to head off Laffite while Tambay also pushed up hard against the Martini as they scuttled into the first corner. Tambay very quickly demoted Laffite a further place by sweeping through on the inside of the next left hander and as the field completed the first lap, the two works Elf Marches were heading the field.

Serblin headed the rest chased hard by Jabouille (who had shot through), Brambilla (who had a slow puncture changed on the grid), Depailler Bourgoignie, Binder, Beltoise, Rebaque and the rest.

The second lap saw Brambilla virtually stall in the middle of the tight 2nd gear right hander before the pits and as the others scrambled around him, the Italian brought the March into the pits with a broken metering unit rose joint. It was fixed but he'd lost two laps.

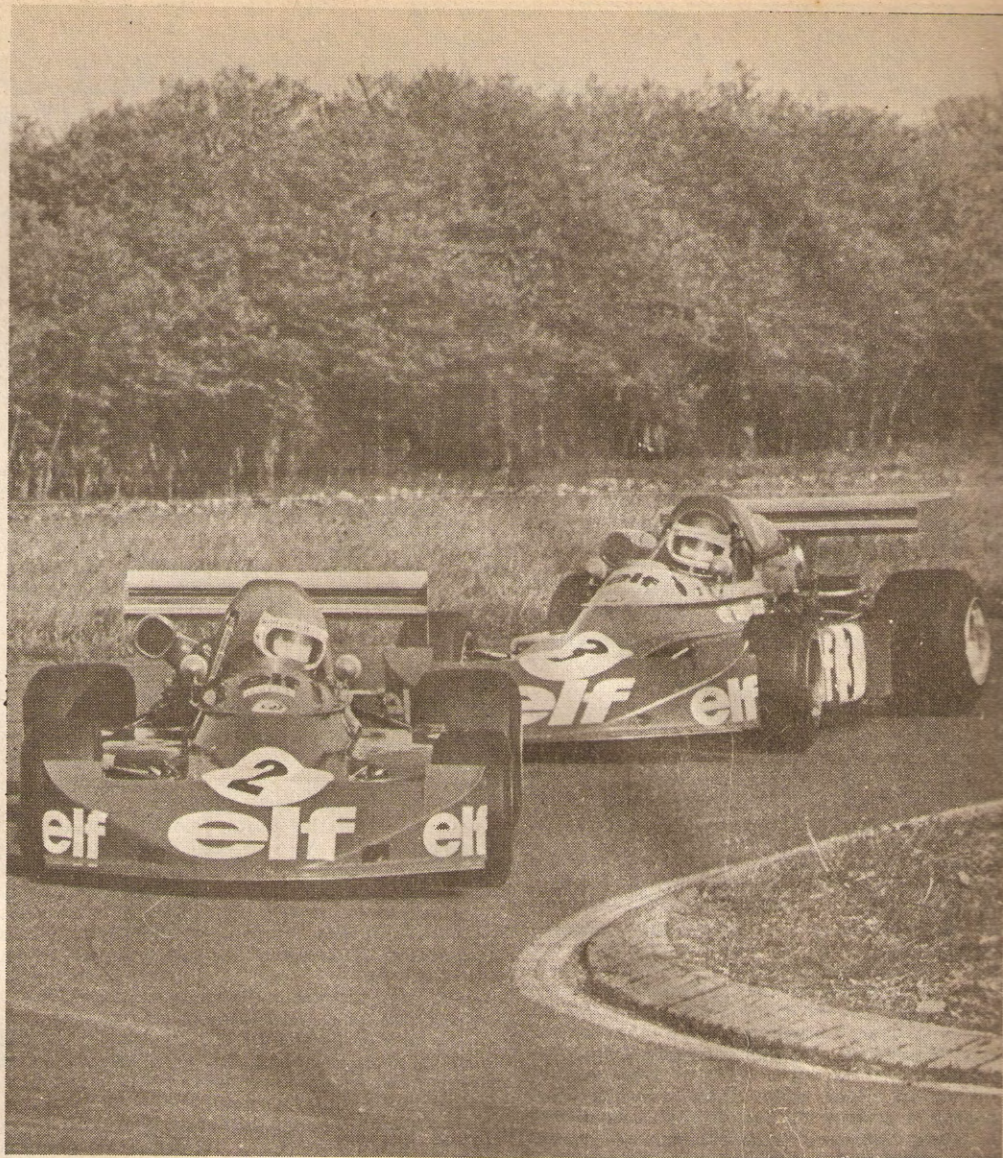
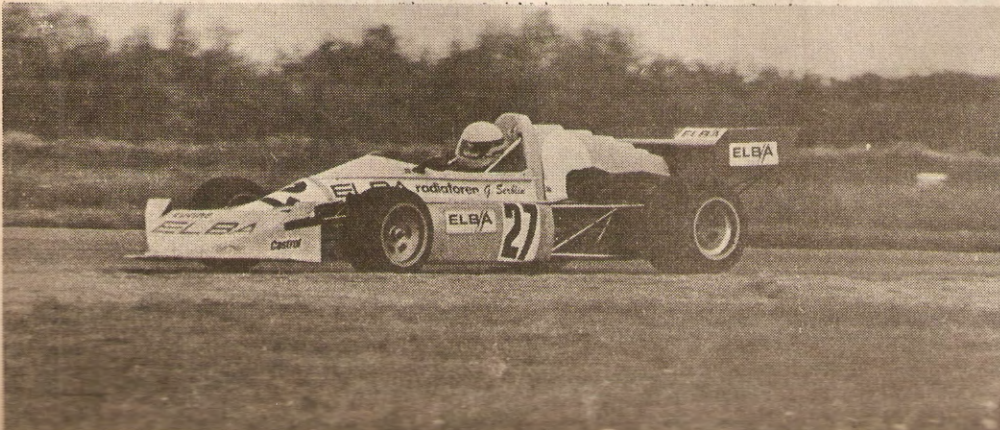
Laffite was the next pits visitor, the Martini having a recurrence of its ignition problem as early as lap 4. It may well have cost him the race although the way Leclere was pulling clear up front, one wonders whether Jacques would have been able to match the works March.

Tambay now found his brake balance still not quite to his liking and Jabouille was closing.

By quarter distance, a pattern had been set. Leclere was around 6s in front of his team-mate and 8s clear of Jabouille. Depailler was now fourth, having dropped behind the Elf but he was beginning to ease clear of Serblin who was just ahead of a tight knit trio comprising Binder, Rebaque and Bourgoignie. Beltoise came next, but his progress was hampered by the loss of 2nd gear.

The Frenchman's race eventually ended when he came upon Kessel, who had stopped after the throttle linkage had broken. It was rectified by jamming open the throttle slides but this gave him half power. He cruised around slowly but when JPB arrived, the Chevron couldn't find a way

*Gabriele Serblin finished well up in his last year's March 742.*



*The works Marches of Michel Leclere and Patrick Tambay led the early stages before they retired.*

passed. All attempts in the slow corners were futile because of his gear handicap. They eventually collided, the ROC car retiring with a broken nose and bent suspension and the crowd weren't happy about it all. Kessel continued.

Retirements at this stage were Mamers with a blown Chrysler, Bonnin with a broken driveshaft and Lapeyre, who was starting a succession of stops to rectify oil and water leaks.

Then just as it began to look as if Tambay was preparing to fend off an attack from Jabouille, his race was over. The young Frenchman came screaming into the tricky double apex right hander at the end of the back straight and dived inside Brambilla, who had restarted after his stop. The two cars touched and Tambay spun over the kerbs and came to rest on the infield with a broken bottom link, albeit on the opposite side to his collision.

Depailler was slowly dropping back, coping with worsening understeer and an engine that, having already done the 'Ring, was beginning to feel rather tired. As Jabouille eased off towards the

blue March rushed onto the main straight, the engine note suddenly changed to a low drawl. A plume of white smoke signified the end of Leclere's great show and it was left to the Elf to reel off the remaining 21 laps.

Depailler was slowly dropping back, coping with worsening understeer and an engine that, having already done the 'Ring, was beginning to feel rather tired. As Jabouille eased off toward the end, the Ford car closed in, but despite the gap being 1.8s at the end, it gave was a false impression.

Serblin drove really well throughout, keeping himself well restrained and tidy. Maybe his 'Ring knock had done something for him. A little further back, Rebaque succeeded in passing Binder on lap 11 and although the Austrian tried to redress the situation, his engine went off song around half distance. A desperate effort here and there saw him lose valuable tenths to the smooth driving Mexican who held him off successfully to the flag.

Bourgoignie lost these two as company when his spark box fell off and he had to stop to have it fixed while his team-mate de Dryver blew his engine near the engine when in convoy with Siegriest.

Laffite's lightening progress after his stop saw him lapping impressively in a bid to make up lost ground, but all he could really go for was the lap record, and successfully too.

But we must finally spare a thought for Michel Leclere who must seriously be wondering whether his luck's going to change... and March for that matter.

#### 15th Grand Prix de Magny-Cours May 4

40 laps — 154.00kms

1. Jean-Pierre Jabouille (Elf-Schnitzer BMW 2J), 55m 02.5s. 165.518 kph;
  2. Patrick Depailler (March-Hart Ford BDA 752) 55m 04.3s.
  3. Gabriele Serblin (March-BMW 742), 55m 44.7s.
  4. Hector Rebaque (Chevron-Hart Ford BDA B29), 55m 48.2s.
  5. Hans Binder (March-Schnitzer BMW 752), 55m 48.7s.
  6. Jorg Siegriest (March-BMW 742), 39 laps.
  7. Jacques Laffite (Martini-Schnitzer BMW Mk16); 38 laps.
  8. Vittorio Brambilla (March-Schnitzer BMW 752); 38 laps.
  9. Claude Bourgoignie (March-BMW 752), 37 laps.
  10. Loris Kessel (March-BMW 742), 35 laps.
- Fastest lap: Laffite, 1m 20.2s. 170.394 kph (record)



## Jury of whores...

The Spanish Grand Prix is an event that I'd like to forget. It was a weekend that started badly, got worse and ended tragically in disaster.

Sadly it is now part of motor racing history that a car crashed into the crowd killing spectators. It is also sad that we, the drivers, tried desperately for nearly two days to convince the organisers and the governing body, the CSI, that the track was unsafe for both drivers and spectators. Even more sad is the fact that had we not been blackmailed by the organisers we would not have raced at all. Part of the story has been written by the National paper men, but I think that what hasn't been told is important.

There were four parties involved in this rather unpleasant melodrama over the weekend. I'd like to explain who they were and what action and attitude they took.

### The Drivers

Inspected the circuit and found that safety precautions did not match up with the regulations prescribed by the CSI. Refused to practice or race until the circuit was made to meet the regulations.

### The Organisers

Made half-hearted efforts to bring the circuit up to the required standards — but without success. Finally when it was obvious that the circuit was not acceptable to the drivers they issued the ultimatum that if the drivers didn't race all the cars and transporters would be impounded.

### The CSI

The world governing body of motor sport represented by its professional full-time secretary and a committee of three sat through the whole proceedings abdicating all responsibility and after admitting to the drivers that the circuit was not safe refused to cancel the event.

### The Constructors

Who were really not involved until the organisers issued their ultimatum, at which point several of them made it more than abundantly clear to their drivers that they must race. In their favour it should be said that they, with their mechanics, physically went out and worked on the circuit erecting the Armco according to the regulations.

The drivers at one point emerged as the "bad guys" of the piece because we asked for the event to be cancelled. But it's important to know just why we didn't want to race. It wasn't because we felt the circuit was unsafe, it was because we knew it was unsafe for both us and spectators. Both Jackie Stewart and I are on record with radio

and the press on Friday having said this. Pieces of Armco rail came away in our hands as we tugged them. Bolts were loose and missing all round the track.

The CSI write rules for the cars and the constructors stick by them. They write rules governing the behaviour of drivers we stick by them. They write rules for circuit safety, and specifically the use and method of application of Armco, and stand by and watch the rules being flagrantly broken. For sure if we'd turned up with unsafe cars with wheels and bits of body hanging off the organisers would have stopped us from running. But they were happy to insist on us running on their track that had bits hanging off it.

It is, I think, significant, that the CSI is made up of representatives of National bodies each of whom runs its own countries' Grand Prix. It's a bit like having a jury of whores pass judgement on an adulterer.

It's interesting that the drivers with most to lose were the strongest supporters of the decision to ask for cancellation of the event. We get paid for driving in races, not for cancelling them.

The sequence of the events was that with the exception of Ickx and Brambilla none of us practised on the Friday. The arguments continued all through Saturday and right up until 4 o'clock we were firm in our decision not to race. Then came the ultimatum from the race organisers. And they weren't very subtle about it either; adding that if they did impound the cars that it could take between one and three months to process the matter through the courts. That's about as subtle as a poke in the eye with a telegraph pole.

We weakened, with a little added pressure from some of the constructors, not Ken I should add, and agreed to practice. The strong man amongst us was Emerson who had said right from the beginning that he was not going to race on an unsafe track.

Once the decision had been taken to race I knew that I was going to get into the car and have a go. Only because there's no way I could get into the car and do a half-hearted job. With only two hours of practice I was busy for I'd never raced at Montjuich before, so I'd got a learning job to do. After 30 minutes I had the fastest time and came in to make adjustments to the car. From then on things didn't go right. The adjustments we made

seemed to make me slower for in the rest of the session I never equalled or bettered my time. Others improved and in the end the two Ferraris were on the front row and I was 13th on the grid.

On the first lap of the race at the hairpin Andretti rammed Niki from behind and launched him across the track to t-bone his team mate Regazzoni against the Armco. That seemed to set the tone for the race. In the first two laps I got busy and got past Mass on one bend, Reutemann on another and then Jarier which put me into 8th place on the third lap. The car felt good and I was quite pleased with it and myself because getting past people on this track is very difficult. Those first two laps were just like playing squash. The essence of good squash is to place your opponent in the most disadvantageous place on the court. By using the same techniques I was able to make places on the track. Then on lap four my engine gave a death rattle and a bang and for me the Spanish GP was over. Normally when I go out of a race like that I'm disappointed. But this day I was relieved to be out of it all.

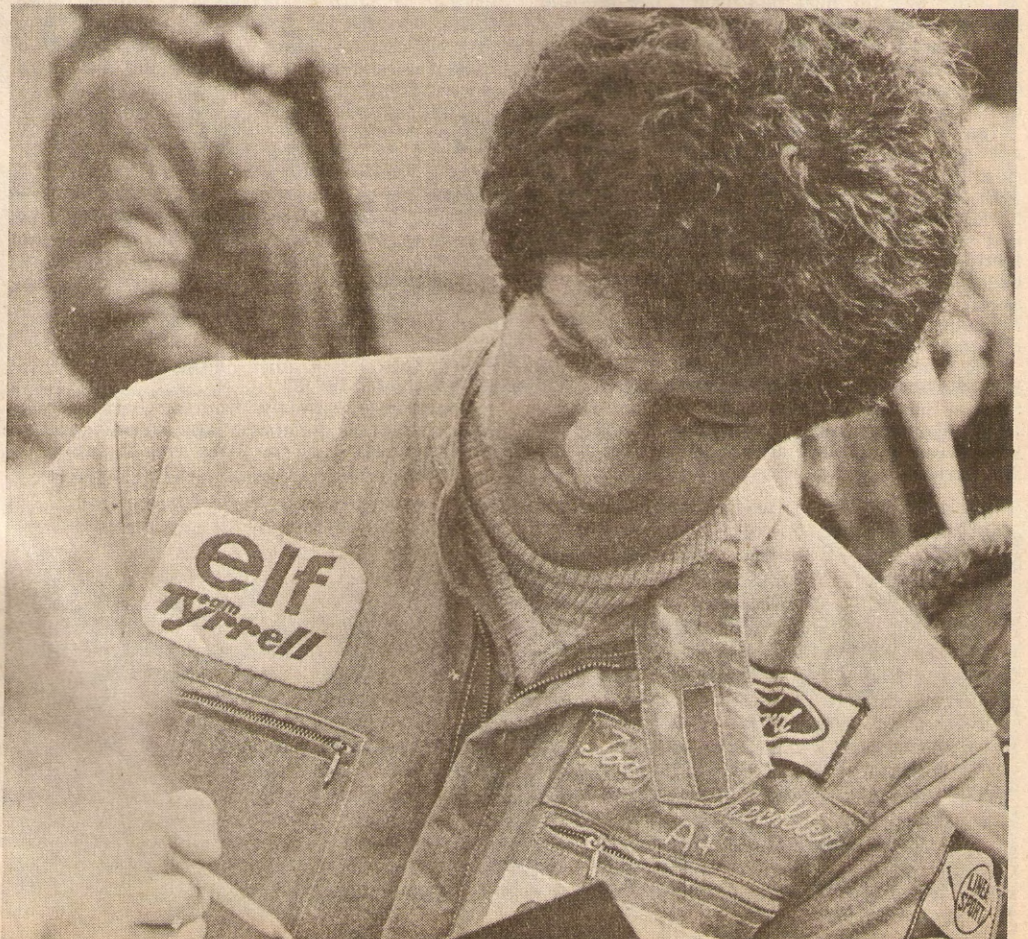
With an Armco-lined track you're in trouble when this happens but I knew where there was a gap just for this purpose and was able to coast to it and tuck the car away in safety. I climbed out just in time to act as a traffic cop for the cars that were spinning and restarting on my oil slick. James Hunt led for a bit until he spun and clouted the rail. Then Andretti crashed while he was leading, seemingly when a suspension part damaged in his tangle with Niki gave way. John Watson, going very well in the Surtees, pit stopped from a good second place with a flat spot on his front tyre. Donohue crashed the Penske and there seemed to be people retiring and shunting all round the circuit.

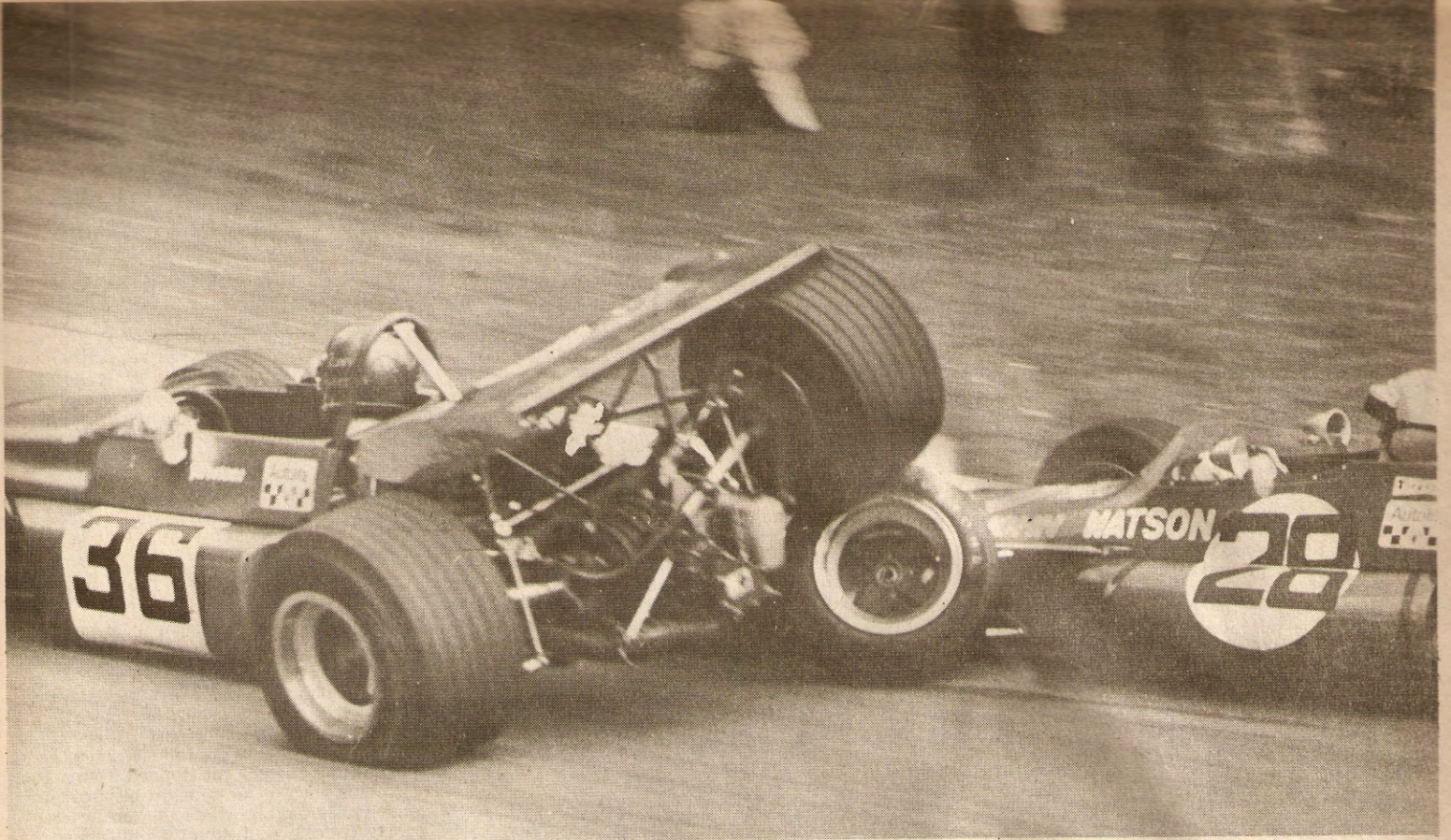
I really wonder if all the wrangling and arguments and tension over the two days had effected the concentration and general attitudes of some of the drivers.

Jochen Mass was declared the winner when the race stopped just after half distance. But it's not a victory he's in any way proud of.

If there are repercussions from this sad affair then the CSI must shoulder the blame. Their actions over the weekend must seriously have jeopardised their right to continue as the government of world wide motor sport.

*Happier moments for Scheckter as he signs autographs for admiring fans.*





In open wheel racing, racing drivers are particularly vulnerable to incidents like that illustrated above and the consequences can often result in broken limbs.

## The cost of the metal is trivial...

**BARRY BOARDMAN explains a unique method employed by surgeons in healing broken limbs.**

In recent years, high-speed racing accidents have caused serious damage to the limbs of many racing drivers including those of Mike Hailwood, John Watson, John Surtees, Howden Ganley, Carlos Reutemann and, of course, Graham Hill. In each case, orthopaedic surgeons have performed delicate operations to repair the damage.

The injuries these drivers sustained, however, are no different to those suffered by ordinary motorists when involved in highspeed crashes so the processes used in mending the damage are the same.

While the idea of an accident in motor racing, or indeed anywhere, is something we would prefer to forget, they happen and will probably continue to do so.

The orthopaedic surgeon, therefore, plays an enormous part in the careers of racing drivers unlucky enough to break bones.

The encyclopaedias of motor sport tell us that the world's first motoring event was in 1894 but in the early 1880s, at Guy's Hospital, an august gentleman, Sir William Arbuthnot Lane (seriously!) was formulating ideas on bone surgery than enabled seriously fractured limbs to be mended. Thus, Sir William, dubbed eccentric by his contemporaries, should have a place in the annals of motor sport.

Serious bone fractures take time to mend and whilst an average person can wait for the injuries to mend, a racing driver can be losing his drive and his living. The racing driver is also someone who his highly motivated and in most cases, remarkably fit so a long period of hospitalisation and inactivity would not suit him. Speed in healing is impossible but Sir William Arbuthnot Lane cut down the period of inactivity with his idea of internal fixation.

Bone is a fantastic material. It lives and grows, mends and heals like most other parts of the human frame, but it also supports us and gives us mobility. It is immensely strong. Ounce for ounce it is stronger than reinforced concrete, but unlike concrete, it has strength without weight. In fact it is six to seven times lighter than reinforced concrete of the same strength.

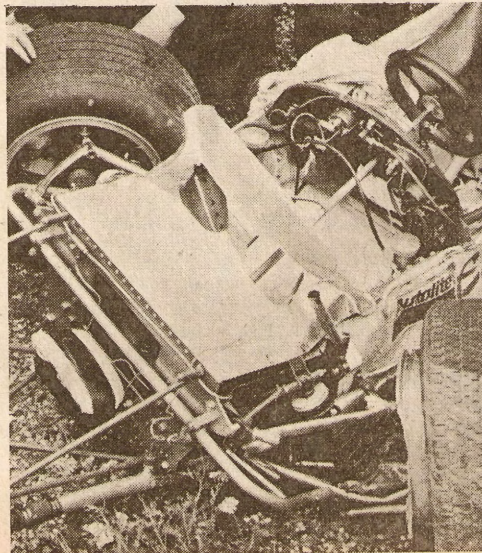
Bone is also hollow giving tubular rigidity. So when a bone breaks or fractures enormous forces are employed and released. Consequently the damage, particularly to the surrounding soft tissue, can be very severe. On top of this the soft tissues can only heal if the fracture itself heals soundly.

Motor racing accidents produce serious frac-

tures, often more than one in a bone, so highly technical and involved processes are employed to correct the damage.

Bone will heal whether it is set or not so the first process is to re-align the limb. After that, the

*The footwells on most single-seaters are a common source for leg and foot injuries under heavy impact.*



surgeon has a choice of methods to ensure that the bone heals in the correct position. The external splint (usually the plaster cast) is the most common method used for straight-forward breaks. Rigid pieces of hardware are bound to the limb keeping it in position while the healing takes place. Now this is a perfectly adequate and commonly used method of setting bone fractures but it creates one major problem - immobility.

The patient is required to keep the splint in place for a long period which means that any joints, muscles, sinews and tendons within the splinted area cannot be used.

The result is a perfectly healed bone, but weakness and stiffness in other parts of the limb which require further lengthy treatment. For a racing driver, this could mean a year to 18 months out of action.

The other methods of supporting fractures while they mend, traction and internal fixation, are designed to allow the bone to heal but to keep mobility in the surrounding joints.

Balanced traction, the simplest and most effective form and pioneered in this country at St Thomas' Hospital, London, works on a simple principle. Put tension on the muscles and sinews surrounding the broken bones and they will be kept in place by the meaty part of the limb. In the case of a leg injury, the patient is placed in a special bed, tilted slightly backwards. Weights are attached to the limb over the foot of the bed to balance the force of the patient's own body weight. A stretching of the muscles and sinews of the injured limb in thus achieved and the bone is held in place. Depending on the type of fracture the weights are attached by pinning or strapping, below the knee for femur (thigh) fracture or to the heel for tibia (shin) fracture.

No plaster cast is needed nor is the leg splinted in any other way so that the patient can move ankle, knee and hip joints without disturbing the healing process.

This method is widely applicable and is regularly used but it still involves a long period of hospitalisation although it does allow movement.

Sir William Arbuthnot Lane pioneered internal fixation which uses smaller less bulky splints, allowing mobility of the limb during the healing but keeping the broken part rigidly fixed mechanically until the bone had joined biologically. His answer was to place the splint as close as possible to the bone giving the support required to keep the fractured bones rigid. He believed that the only way to achieve this was to pin the splint directly on to the bone.

The thought was radical, perhaps one of the reasons for his label of eccentric, but nevertheless

he went ahead. This was just one part of his brilliant work, others included early surgery on cleft palates and facial plastic surgery during world war one.

In itself, the idea was an achievement, but when one considers the extent of knowledge of bone healing, anaesthetics, the lack of modern hygiene and the fact that antibiotics had not even been invented at that time... one immediately becomes grateful for modern-day standards and achievements in medicine and surgery! Sir William had to open the limb, bare the bone, fix metal plates to the bone with existing hand tools and use screws that were probably bought from the local iron monger. Sepses (infection) was a common occurrence in those days and the commercially bought materials had no protection against corrosion. But, in those early days of medicine, it was a start.

The process of internal fixation lay almost dormant throughout the first world war and it wasn't until the second world war that reports came to England that a certain Dr Kuntscher was working with an internal fixation technique in Germany. His method, the Kuntscher "nail," was to use the hollow property of bone and to sleeve in a metal rod or tube to act as the splint. This seemed to be effective and undoubtedly was in many cases, but, it wasn't a complete solution. St Thomas' Hospital retained their original philosophy of keeping the limb working whilst the bone healed. Obviously if the technique of internal fixation could be improved and made safe then it could be employed to make even better use of the St Thomas' philosophy.

Their philosophy and Sir William's idea provided fuel for much research in many centres, but it was a Swiss group, the Association for the Study of Internal Fixation, which overcame many of the mechanical problems, and introduced in 1965 the AI system which is now used in several centres in the UK. Using the most modern bio-chemical technology, they developed from their own research and that from other groups, techniques, instruments and metals suitable for use in human tissue. They designed screws suitable for bone, nails similar to those used by Dr Kuntscher and plates tailored to the job they were expected to do. In effect, "an orthopaedic surgeon's tool kit." A blasé description for the expertise involved but what else can you call screwdrivers, plates and the hardware necessary to hold them in place?

The basics of the kit are the splints or plates, straps of shiny metal pre-drilled and countersunk for the screws or nails. The screws have a special thread design with the top surfaces of the thread at right angles to the centre line. The screw head is driven by a hexagonal tool so that nothing has to be touched by hand during the fixing.

An orthopaedic surgeon today has to be a highly-skilled mechanic as well as a specialist in human biology. It takes from 12 to 15 years to learn all the tricks of the trade and even then they never stop learning.

Even now with all the latest developments in hygiene and sterilisation the surgeon can never

*Marshals attempt to slow down other competitors thereby allowing other members of their team to extract a driver from his totalled racing car.*



*James Hunt was lucky to survive this F3 shunt at Zandvoort back in 1971 with nothing more than grazed knuckles. Others aren't always so fortunate.*



really be sure that the exposed bone will not become infected and should this happen the bone will not heal. The decision or whether to take this risk for the patient is one of the most difficult and responsible that the surgeon has to take.

He cannot use the internal fixation method unless he is 100 per cent sure that the bone can be exactly aligned and that the fixation is 100 per cent effective. Thus it is not always possible to use this method to repair bones.

For those where the system is used correctly, after a lengthy operation - every screw hole is

tapped first to ensure easy removal - the healing process is remarkably rapid.

In fact, the only sign of the break is the wound from the operation which takes 10 days to heal.

Then the patient is allowed up but not to put any weight on the damaged leg with the exception of special exercises designed to give mobility and strength.

After six weeks the bone has usually healed sufficiently for walking and the patient can continue normal life.

The broken limb will continue to heal to its full strength but only after the plate is removed.

This involves a minor operation some 12 to 18 months later. Nevertheless this operation is vital to the bone regaining its full strength. If you sprain an ankle and use a support bandage, the sprain heals but then relies on the bandage for a percentage of its original strength. The same with bone, the internal splint acting like a bandage.

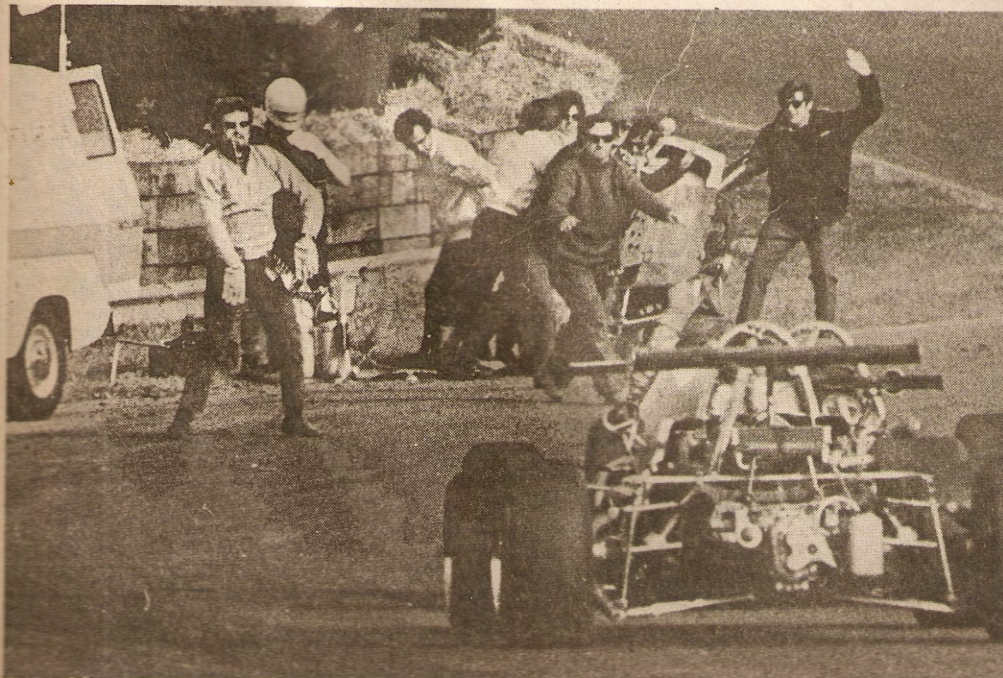
The significance of this development is the speed in which a patient can be back to normal.

Instead of a year to 18 months, a simple uncomplicated fracture healed by internal fixation needs just three to four months. Inside a season's motor racing.

Motor racing is expensive, as everyone knows, and so is the medical treatment we receive under the National Health Service. An AO mechanic's tool kit cost from £1,000 to £1,500 and the actual hardware costs from £1 to £1.50 for a screw and from £10 to £20 for a plate. Thus not every hospital has a set of equipment, National Health Service finances being what they are at present!

But, as the surgeon said: "It costs approximately £120 per week to keep a person in an NHS bed and in the case of serious fractures that means three or four months. If internal fixation can do the job in three weeks, the cost of the metal is trivial." To the racing driver and indeed anyone who is unfortunate enough to sustain fractures requiring this type of treatment, the primitive mechanics of Sir William Arbuthnot Lane has meant a saving of perhaps a year's inactivity. To the racing driver it could mean a career.

Mind you, in Sir William's day they probably thought racing drivers were eccentric too!



# PRIVATE EAR



**NICK BRITTAN**

## Legal question

Who was really to blame for the pathetic and tragic bungle at Barcelona? All last week fingers were pointed in various single directions by various people and organisations. But the sad truth of it is that the blame must be shared by the four parties involved. But it's not an equal sharing.

The organising Club — The Real Automobile Club de Catalunya — must accept 40% of the blame. It was they who sparked off the whole drama by trying to foist onto the drivers a shoddily prepared illegal circuit. Yes, illegal.

The CSI (represented there by Messrs Ugeux, von Hanstein, Saliti and Le Guezec) must stand in for 40% of the blame as well. As the world governing body of motor sport they made no effort to govern and condoned the flagrant breaking of their regulations by the Spanish club.

The F1 Constructors could have remained blameless had not certain of their members applied unfair commercial pressure on their drivers in the latter stages of the proceedings, forcing them to race. In this action they sided with the Organisers and must accept 10% of the blame.

The drivers were legally within their right in refusing to race on an illegal circuit. But 10% of the blame must be attributed to them for the sloppy, emotional and unprofessional way in which they handled their argument with the organisers.

Let us first look at the regulations which govern Formula 1 racing and the circuits. The CSI publish rules which govern the cars, the conduct of the drivers and the construction and use of Armco on circuits. All these regulations are contained in a yellow book, rightly regarded as the Bible for drivers, constructors and organisers.

One look at the book was sufficient to assure the drivers (the GPDA) that the circuit did not conform to the regulations. At this point they knew that they had an open and shut case. The circuit was illegal.

It was at this point on the Friday that they should have taken proper professional action as befits an exclusive professional organisation. Their's was a problem of legal interpretation of the regulations. They should have quickly retained the services of the best firm of lawyers that Barcelona could offer. They should have briefed the two best English-speaking lawyers they could find to act on their behalf. They should have presented their lawyers with the CSI book of regulations, shown them which aspects of the circuit failed to comply and then left them to deal with the organisers. Their submission should simply have been; this circuit is not within the law therefore we must not race on it.

At that point they should have retired and left it to be sorted out on a point of law. But instead they chose to sit as a committee of 23 to argue amongst themselves and with the organisers matters of morality, emotions, interpretation, duty to the

public, duty to the constructors and various other red herrings. They became divided and lost in the confusion of their own unbusinesslike emotions. It was at this point that the affair degenerated into an international fiasco.

Mythology reveals that it was a committee that sat down with the brief to design a perfect horse and emerged with the camel.

It is, to me, amazing and disturbing, that a so-called professional body of 20-plus men whose combined annual income is in excess of one and a half million pounds can fail to maintain a professional organisation to look after their collective interests. Individually none of them would dream of signing a piece of paper without having their retained legal advisers approve every word and comma. Collectively, they handle themselves little better than a gaggle of sixth form school girls.

Let us look at the regulations from another aspect. If one of the cars had appeared with a 4-litre engine (ie illegal) would there have been the same emotional arguments? Of course not. The organisers would have applied the rules and thrown it out.

If one of the drivers had tried to go onto the circuit without the regulation safety fuel tanks what would have happened? Right; the organisers would have declared it illegal and refused permission to race.

Would a driver who failed to meet the medical requirements of physical fitness have been allowed to drive? Of course not.

Then why should the organisers and the CSI insist that the drivers should race on a circuit that, patently did not conform to the regulations?

More important, perhaps, is the question, how long can a government that is derelict in its duties survive? And the answer to that is it will survive just as long as it is supported and financed by the people it governs.

Is it therefore time for the government of top league World Championship racing to be separated from the more mundane non-professional and non-commercial forms of racing? Should the governing body for this sector of the sport being a specialised, separate and highly professional democratic autonomous operation?

Certainly it needs to be something better and more efficient than it is at the moment for it amounts to little more than a group of amateurs who side-step decisions with Secretary General Le Guezec who emerges, by his own admission, as merely a messenger.

## Fresh Breeze

Arrogant was the word I used earlier in the season to describe Tony Brise as he swept all before him in Formula Atlantic. It wasn't so much what he said that gave this impression, it was just that he managed to step out of his winning Modus time after time with that bored it-was-a-doddle look on his face.

He gave the impression that he really ought to be doing something a little more challenging, something a little more equal to his talents. But how many young drivers have you seen trying to convince themselves and others that this is the case.

In Barcelona, Brise convinced me. For arrogant you may now read, confident and competent. He managed to look just as much at home at the wheel of the 450 horsepower Williams as he does in his orange Modus with less than half the power. I have the feeling that Frank was impressed too.

There aren't too many youngsters who can climb out of their first F1 car at a circuit like Barcelona and describe a set of chassis conditions accurately. Frank was impressed at the diagnosis (something he already knew) but was even more impressed when Brise produced his list of recommendations to improve the condition.

And Brise's own reactions to his first drive in F1. "The extra power wasn't a problem but what did surprise me was the G forces. I've got bruises on my knee and over my chest, not from knocks but from the pressure of being forced against the knee pad and the safety belts. The biggest problem was the strain on the neck."

While just about everyone else was having accidents at Barcelona, Brise drove through them and kept out of trouble. "At one point", he says, "there seemed to be a new accident at every corner". He saw the Shecker oil slick and along with Ickx steered a course to avoid it. Alan Jones seeing a spare piece of track open to him dived in and skated himself into the Armco. "I think if I hadn't been on the apex of the corner when Tom Pryce hit me he'd have overshot by miles. He seemed to be going extraordinarily quickly at that

point," said Brise.

A pit stop repaired the damage and he finished seventh in his first F1 effort. He emerged from the car not with his it's-a-doddle look but still with an expression of tired confidence. After that he's entitled to look confident — even arrogant if he wishes.

## Press gang

The eliteists and rather precious members of the press corps at Barcelona could visibly be divided into three groups; the sensation seekers, the tired blase I've-seen-all-this-before brigade and those who failed miserably to do their job objectively by taking sides and arguing with drivers and other journalists.

Standing removed from these groups was the man from the *Daily Mail*, Jeff Powell. He produced an honest, factual, well rounded, objective story for his Monday editions which claimed most of the front and back pages.

While most of the other Fleet Street men majored on the easier, more sensational, and somewhat truth-stretching "Will Graham Hill be jailed" story, Powell was there with a powerful piece that had been beavered in honest old fashioned Fleet Street style. He interviewed and quoted seven people, drivers, organisers, CSI members and spectators and found out what was really happening. For a paper that usually flim-flams its way through motor racing coverage, it was an outstanding piece. It was an outstanding piece of journalism by any standard.

Will we see more of Jeff Powell? Unlikely because he was their football reporter staying on to cover the GP after the match there. But don't be surprised if the standard of GP reporting in your favourite Daily improves as the result of this young standard-setter's one-off and first-ever visit to a Grand Prix.

## Controlled leak!

The PR person from Durex rang and, speaking in as near as he could get to a conspiratorial whisper, confided that he had a scoop for me. "Richard Scott, you know him he's our driver, well, his wife Allie is pregnant", said the man from the infallible rubber sheath company.

Was this a case of the driver not having any faith in the sponsor's product, or was it a case of product failure, I asked? He humphhhd and mumbled and said please, would it make a column piece.

Seems to me it's not so much of a news story; more a controlled leak.

## The Italian Job

Niki Lauda, tight lipped and black as thunder, strides down the pit lane having walked back from the scene of his first corner accident where he's been helped off (and into his team mate) by a hard charging Andretti. Moments later Andretti walks in from the other end of the pits. It had all the makings of a verbal gunfight at the OK corral.

Niki opened the conversation with, "Jesus you really did thump me up the back Mario". And without so much as a pause for breath the hard-charging USAC dirt track ace came back with, "Yeah, but I'd been hit from the back myself and that's why I hit you."

At which point there was little left for a bitterly disappointed Lauda to say. Cynical observers at the first corner saw it differently. On the warm up lap Andretti made an essay to dive inside Niki. One observer was heard to ask out loud if he'd try to do the same in the race. Sure enough he did and with wheel-tangling results. All of which lead some observers to observe that on that particular day Mr Andretti was better talking himself out of tight corners than he was driving into them.

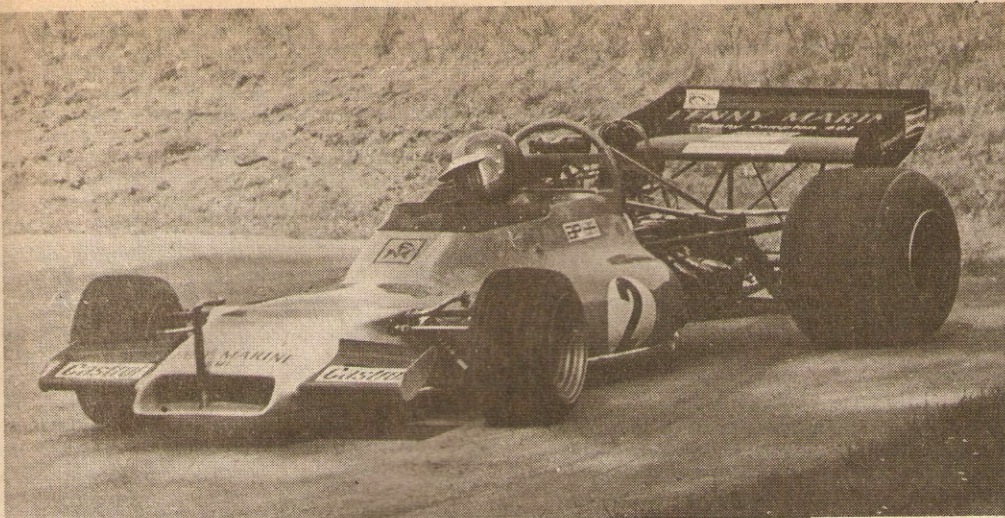
## Catholic humour

Conversation overheard between your strong and faithful Formula 2 reporter, Chris Witty and motor racing travel agent Rod Sawyer.

Witty: "Can you get me a flight out of Pau on the Sunday?"

Sawyer: "Umm, the only flight out of Pau is in the morning to Lourdes. Fifteen minutes flying time and six quid".

Witty: "Not much use to me but I'll mention it to some of the drivers. They might like to whip over and dip their monocoques after practice."



Roy Lane climbed his Fenny Marine GM1 Chevrolet (McRae) to BTD at 44.98s.

## PRESCOTT

# Roy Lane takes the lead

The second round of the RAC hill climb championship took place at Prescott last weekend and Roy Lane again took the opportunity to show that he is the King of the Gloucestershire hill. He recovered from a slight mistake at Ettores on his first championship run to power the Fenny Marine GM1 to yet another victory just pipping the very much on form Huntsman Ensign of David Franklin by a quarter of a second. Although the course record remained unscathed, both the 500cc single seater records fell with Peter Voigt taking the modern record to pieces with the Voigt-Renwick Special and Barry Brant also handsomely trimming the historic mark with his Cooper Triumph. Despite not featuring amongst the class winners, Di MacMaster again turned in a fine performance in her Clan Crusader and now heads the Woking Motors Leaders championship by three clear points, probably being the first lady to ever lead a national hill climb championship.

The classes opened with Russ Ward really demonstrating the worth of his new supercharger on the John Brown Motors Sprite getting down to within a fifth of a second of the class record after a typically busy climb at 51.85s which gave him just over a half second in hand over the Cooper S of Patrick Walker who held Rich Fry's similar car at bay by a third of a second. Robert Mortimore continued his successful season by taking his 1310cc Cooper S to victory in the next class his time of 53.68s giving him nearly a second to spare over the Turner of Jim Gathercole.

In the next class, despite a second run moment, Ray Meredith's first near class record breaking climb of 52.22s in the BDA-engined Morgan proved good enough to establish a lead of well over a second over his co-driver Andrew Duncan who just pipped the Porsche Carrera of Peter Jackson. Rallyman Brian Evans also acquitted himself well for after a first run spin in his Carrera he recovered to take fifth place just behind the similar car of Michael White. The large touring and sports car class saw yet another one-two for the shared AC Cobra of Malcolm Maycroft and John Wilson with Maycroft coming out on top this week with a climb of 51.7s leaving his co-driver

0.9s down.

The up to 1300cc sports racing car class fell to the FTB of Bunny Kydd who improves week by week and tied up the class at 54.60s, just under 0.4s ahead of the Landar of Derek Lloyd who would almost certainly have taken the class but for some autocrossing at Ettores. The up to 1600cc sports racing car class was almost totally dominated by Welshmen with Brian Wilson taking a fine victory in his Mk11B U2 after a spirited climb of 48.92s leaving him just over a second ahead of brother John. Having led the large sports racing car class with his BDA engine U2 at the end of the first runs, John Stuart failed to improve on his time of 48.03s but Richard Brown really wound up the Martin to take a fine win and qualify for the top ten at 47.54s while his co-driver for the day, the car's previous owner, David Good, motored well for third place a second and a quarter astern of Stuart.

Just to slow the pace down slightly the Bugatti and Ferrari handicaps followed with the Type 43 of John Horton easily clipping his bogey to take the former class and the target time for the Ferrari 330 GTC of Elizabeth Thomas proved to be far too generous and she found little difficulty in taking her class.

At the end of the first runs in the historic 500cc racing car class, Barry Brant and Tim Cameron were exactly equal on 53.63s but whereas Cameron could not improve with the Joe Potts Special, Brant really hurled his Cooper Triumph to the top in a record breaking 52.37s to leave Cameron second ahead of John Turner and Brands Hatch race winner Richard White. Tommy Elton showed all his skill to take the 1100cc air cooled class with his Cooper JAP, his time of 51.36s pipping Barry Oddy by a quarter of a second, with Terry Smith only managing third spot with his Cooper JAP.

On the first runs in the modern 500cc class, Dud Moseley with his Motus KART had ripped the class record wide open with a superb run in the 250cc engine device at 51.33s and he trimmed this by a further 0.07s on the second climb but even this did not nett him the class for Peter Voigt,

having a drive in his last year's championship winning car, really gave his all and what a run it was for a 500cc car: 50.41s, nearly two seconds off his own record. The up to 1100cc racing car class proved a doddle for the Cheltenham Cameras Gryphon of Alan Richards, for despite a fractionally off song motor his best climb of 49.79s left him well over a second clear of the Ginetta G17 of Sandy Hutcheon. Although he suffered a sick motor on his first run, David Franklin and the Huntsman Ensign still dominated the up to 1600cc class, both climbs being quicker than the opposition, his best at 46.12s leaving him over a second and a half clear of the B & W Motors Brabham BT35 of Rob Turnbull. David Morris managed fourth place in the Ensign fractionally behind brother Billy, a satisfying result after a hasty rebuild following the Pontypool accident.

The large racing car class was just another Roy Lane benefit for he turned in two very controlled runs with the Fenny Marine GM1 culminating in a best of 45.31s which held at bay Chris Cramers' Grunhulle Lager March by 0.41s. Ken MacMaster with his Modus and Geoff Rollason with the Brabham BT37 DFV surprised many people by taking third and fourth places respectively ahead of such people as Richard Shardlow and John Cussins. Championship leader Alister Douglas-Osborn could only manage seventh place ahead of the Waring & Gillow Brabham Repco of Malcolm Dungworth.

Although both David Good and Sir Nicholas Williamson were driving Robert Cooper's Lola Mk1 in the classic car handicap, neither could quite overcome the push on Ian Preston who took victory with his Bugatti Type 35 ahead of Jack Perkins twin wheeled model and the incredible Caesar Special of Doc Taylor.

With the course improving as the day progressed, the fastest runs in the top ten all came from the second efforts and tenth qualifier Malcolm Dungworth with the Waring and Gillow Brabham came down to 47.35s. This was to nett him ninth place just ahead of the Martin BM8 of Richard Brown who did extremely well to even make the run-off. Eighth place was taken by the Waring & Gillow Chevron of John Cussins who could not repeat his practice form and settled for 46.61s. Richard Shardlow, with the Chevron at last running properly, really seemed to be in the groove and fought a good battle with Geoff Rollason for sixth place, the Brabham driver finally emerging on top by just 0.04s with a second run climb of 46.14s.

Alister Douglas-Osborn really gave everything on the second run with the Pilbeam and found a nice improvement to 46.04s only to see Ken MacMaster pip this time by 0.04s to snatch fourth place. David Franklin ran third from last and after a first run moment at Ettores, really came good the second time with a flyer in the 1600cc Huntsman Ensign, 45.23s. Not even a ten tenths effort from Chris Cramer in the Gunhulle Lager March could match that time, Cramer's effort of 45.39s leaving him in third place. So once more it was all up to Roy Lane who had made a mistake at Ettores on the first run. The second time however the lesson was learnt and the Fenny Marine was very nicely under control; it looked a winner and so it was on 44.98s, a quarter of a second up on Franklin. He perhaps might be forgiven for thinking that he had almost pulled off the impossible with his second run. So with Wiscombe in a fortnight, the battle is on, Lane one point ahead of Cramer in the championship with Franklin and Douglas-Osborn only a further point adrift.

## ROBIN BOUCHER

**BTD:** Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 44.98s.

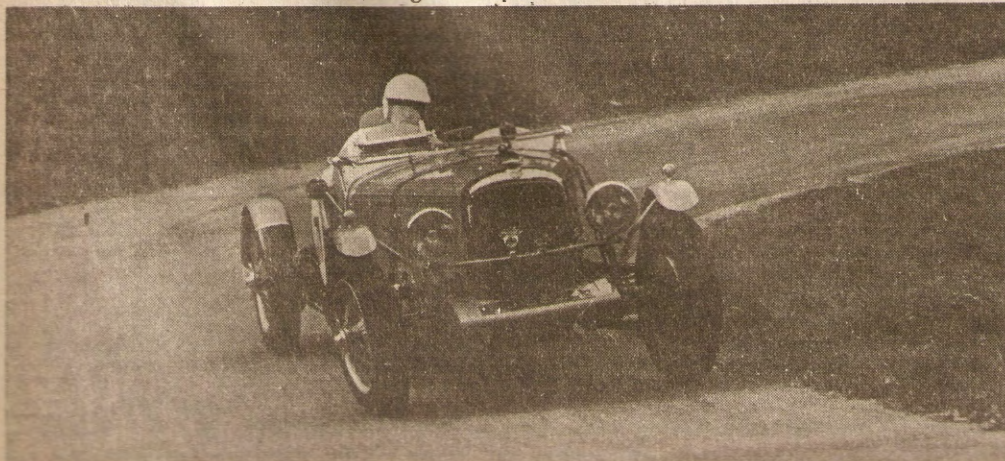
**RAC Hill Climb Championship, round 2, Prescott:** 1, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 44.98; 2, David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 45.23s; 3, Chris Cramer (2.2 Grunhulle Lager March 74B Hart), 45.39s; 4, Ken MacMaster (2.0 Modus M4 Hart), 46.00s; 5, Alister Douglas-Osborn (2.2 Pilbeam R15 BDG), 46.04s; 6, Geoff Rollason (3.0 Brabham BT37 DFV), 46.14s; 7, Richard Shardlow (2.0 Chevron B25/27 BDE), 46.18s; 8, John Cussins (5.7 Waring & Gillow Chevron B32 Chevrolet), 46.61s; 9, Malcolm Dungworth (5.0 Waring & Gillow Brabham BT35X Repco), 47.35s; 10, Richard Brown (1.8 Martin BM8 BDA), 47.46s.

**Class Winners:** Russ Ward (1.3 Allard Healey Sprite), 51.83s; Robert Mortimore (1.3 Mini Cooper S), 53.68s; Ray Meredith (1.7 Morgan BDA), 52.22s; Malcolm Maycroft (4.7 A. C. Cobra), 51.7s; Bunny Kydd (1.3 FTB Ford), 54.60s; Brian Wilson (1.6 Mallock U2 Mk11B Ford), 48.92s; Richard Brown (1.8 Martin BM8 BDA), 47.54s; John Horton (2.2 Bugatti T43), 64.5s; Elizabeth Thomas (4.0 Ferrari 330 GTC), 74.8s; Barry Brant (0.5 Cooper MkX Triumph) 52.37s (**Record**); Tom Elton (1.1 Cooper MkX JAP), 51.36s; Peter Voigt (0.5 Voigt Renwick Special Konig), 50.41s (**Record**); Alan Richards (1.0 Chelcam Gryphon 3AR Ford), 49.79s; David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 46.12s; Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 45.31s; Ian Preston (2.3 Bugatti T35B), 54.77s.

**RAC Hill Climb Championship Positions:** 1, Roy Lane, 18pts; 2, Chris Cramer, 17pts; 3 = David Franklin and Alister Douglas-Osborne, 16pts; 5, Ken MacMaster, 12pts; 6, John Cussins, 9pts.

**Woking Motors Leaders Hill Climb Championship Positions:** 1, Di MacMaster, 15pts; 2, Alan Richards, 12pts; 3, John Stuart and John Turner, 10pts; 5, David Fyfe, Patrick Walker, Russ Ward and Alan Cox, 9pts.

A. F. Rivers-Fletcher climbs his 1938 vintage alvis Speed 25.





## Rideau Lakes: no way in '75?

There currently appears little likelihood that the 1975 Rally of the Rideau Lakes, the Canadian round in the World Championship, set for mid-October, will be held.

Organiser Doug Woods has revealed that the organising group has been unable to obtain a sponsor for the event despite the guarantee of one hour national television coverage of the rally. "We talked to everyone but no one was interested," a disappointed Woods stated.

The event was run on a minuscule budget of less than \$10,000 last year but the organisers, feeling that they should do a professional job this year, reckoned that a \$50,000 budget would be needed to stage the event properly in 1975. Even with this larger financial figure, the rally would still be dependent on the many volunteers who helped man controls, etc.

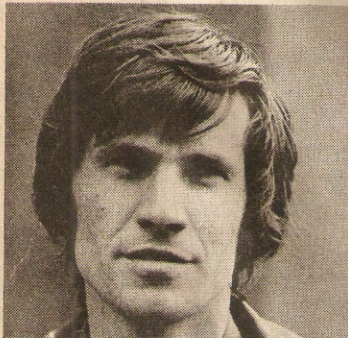
"We wanted to prove that we could run a World Championship event, and we did that in 1974," Woods said. "I guess we thought that once we had done that we would be able to find a sponsor fairly easily, but we were wrong."

The organising group will have to tell the FIA whether the rally will be held by mid-May, but currently Woods admits that there appears very little hope of finding a sponsor before that date.

## Mr. Smith is Ford's man

The air was leaden with tension and pregnant with expectation last week as Ford's potential Rally men of the Month hung in the balance while the divided panel cast around in desperation to resolve their differences and stand, if not unanimous, at least decided. In the harsh, uncompromising atmosphere of a downtown Knightsbridge eating house, the war of words ebbed and flowed late into the long hot afternoon before all were satisfied.

Malcolm Smith emerged as the choice at last, after a battle with John Taylor which started with the gateaux and was not wound up until the last of the coffee was drunk. For



Malcolm Smith — gets the verdict.

the benefit of those not yet familiar with this man, Malcolm comes from Little Baddow, near Chelmsford in Essex, a mere stone's throw from Boreham, and he is a branch

## Andersson's Eastern invasion

Ove Andersson is now poised to step up Toyota's rally activities in Europe. Two or three new cars left Japan last week, and although this is somewhat later than hoped, these cars are all reported to be 2-litre Corollas (Levins). After casting around for a suitable engine builder to look after the 16-valve motors, Ove has now engaged the Schnitzer brothers' services, after an initial interest with Brian Hart faded owing to the latter's commitments to Ford.

## Bjorn defects

Bjorn Waldegaard will be driving for Lancia in a Stratos on the Acropolis. Full details are not yet known, but he has signed a six rally deal for the Italian team and has in consequence virtually left Toyota, although he hopes to drive a Corolla on the Portuguese in July. All this must be great news for British rally spectators who are now likely to see Munari, Waldegaard and possibly Per Inge Walfridsson in 'Strati' on the RAC in November. The dates for the Portuguese Rally at last seem to be settled at July 17-20 according to a letter circulated by Cesar Torres, the director of the rally.

● Ianto Roberts informs us that Ford will be most welcome to carry out their servicing in the West Wales Garage (Ford main dealers) at Aberystwyth as indicated in a folder attached to the road book. Similarly Meirion Motors of Cambrian Place, Aberystwyth, will be delighted to play host to Leyland's service arrangements. Mr Roberts also stresses that the delights of the Caprice Restaurant should be enjoyed by service crews as well as by drivers and co-drivers on Friday evening.

manager with Jonas-Woodhead, whose shock absorbers are a household word. His first rally was in 1969 at the wheel of a Cortina GT. After two years in the merchant navy, he entered local night events in a Mexico — mainly LCAMC events — before driving his first stage rally in at the end of 1973. An accident on the Bruern MC Cotswold Stages put paid to the bodyshell, so he acquired a 1100 shell and re-equipped the car for '74. Last year went quite well, and he won the Suffolk Stages and the Grasshopper, as well as gaining a good fifth placing on the Lancia Pointer. This year has so far served to extend the success story with a win on the Chieftain, and a fourth overall on the Tour of Lincs two weeks ago.

Currently Malcolm's Escort is fitted with a 1760 pushrod engine and twin 40 DCOE induction. There is a standard Mexico gearbox and 4.4 lsd to handle the power. The car is "group five" with glass fibre bonnet, boot, and perspex side windows, and Malcolm makes do without a service crew as he reckons that it's "cheaper to wear out knobbles on airfield stages than to pay their expenses." He was 361 autocross champion last year in the same car, and his next outing will be the Shellsport Cumbria stages on May 18th.

In making this award, the panel all felt that John Taylor should be awarded a special commendation for his efforts in the South West recently.

Ove hopes to debut the 2-litre cars in the Portuguese Rally which is now scheduled to take place in mid-July. The team will be making do with the 1600 units until then and will compete on the Acropolis in this form. The tie up with Schnitzer is highly significant in that the 2-litre Toyota unit bears rather more than a passing resemblance to the powerful 16-valve BMW 2-litre units, which, in G2 rally trim turn out a reliable and formidable 240 bhp.

## Swedish sortie spells trouble

The Chequered Flag had a rather less than happy time in Sweden as the Stratos V6 again decided not to fit into the scheme of things and attempted to machine its piston rings after Per Inge Walfridsson had completed just 63km of testing; bringing the proposed extended session to a very premature close.

Nevertheless in that time Per became very enthusiastic about the car and was reliably reported to have been driving it as though he had been in it all his life. Apparently the first thing he asked the mechanics to do was to remove the steering lock stops!

The problem with the engine was traced to dust being sucked in through the air filters, and the team have now installed another factory-built unit for the Welsh. Meanwhile the 'rogue' unit is lying in pieces on the floor of Richard Longman's workshop, and he will in future be preparing the V6 engines for the Chequered Flag. Audetto, Lancia's team boss, was over at the weekend and went over the newly rebuilt car with Ron Pellatt, and everything appears to be ready for the Welsh. The works cars now have new Bilsteins which will be available for the Flag's car in time for the Scottish, but not for the Welsh as the pick-up points have to be altered. The team are however equipped with different body sections to run at differing stages this weekend to enable them to run with vastly differing sizes of tyres, and without excess batteries of lights during the daylight hours. The car went down to Cardiff yesterday, and Per is flying in from Sweden to join the team on Thursday night.

● Rotten luck for British Leyland's Public Relations maestro, Simon Pearson... he's broken his leg. How this catastrophe occurred has so far eluded us, but we are sure that everyone who knows Simon will want to join with us in wishing him a speedy recovery. Those wishing to console the unfortunate gentleman can do so in the Allcroft Ward of St Mary's Hospital in Paddington, as he will be there for one or two more days yet.

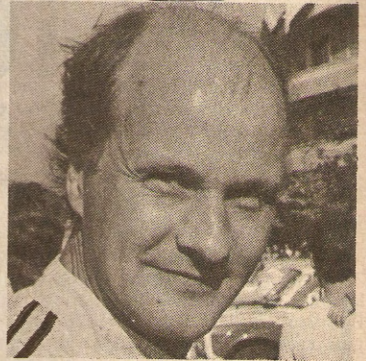
● Informed sources indicate that Simo Lampinen will be driving a V8 Morris Marina on the Total rally in South Africa entered by Leyland South Africa.

● Rumour has it that Rauno Aaltonen will be at the wheel of a works Opel Ascona for the Acropolis Rally.

## Can politics oust Haggbom?

Despite receiving rave reviews, the Safari looks as if it may be on the point of losing its organiser, Gunner Haggbom. Exactly what is happening is at present unclear. Originally he had a contract extending over a period of years to stay out in East Africa and run the Safari. Now it seems as if political manoeuvring is taking place to terminate his contract. This could well prove disastrous to the Safari, which has only re-established itself in the eyes of the international rally world after the 1974 debacle, by having had such a successful event this year.

Gunnar Haggbom — irreplaceable?



## Oswestry fun

The ETC Group supported Welsh Border Stages, a Castrol/AUTOSPORT round to be held on July 26th is well advanced in the planning stage. There will be 31 miles of superior forest stages plus 28 miles of private roads and tracks, making up the competitive part of the event. These will be split up into 20 stages based on the town of Oswestry. Computerised results are being handled by the Tynemouth and District MC and regulations will be available in mid-May. They will however only be sent to those who apply with an SAE. The Entries secretary is Mrs Sue Thompson, "Frondeg," 42 Walford Road, Oswestry, Shropshire SY11 2LE.

Sponsorship for the event comes from the Ellesmere Timber Company, Shropshire-based manufacturers of steel-framed buildings, and processors of home-grown timber. Entry fee is £18 and the start and finish will be in Oswestry. Concessionary rates have been arranged at local hotels. The presentations are to be held at one of these, the Pedigree, in New Smithfield market.

## Russek back Chris

In addition to welcome support from Janspeed for the Welsh this weekend, Chris Sclater has secured the sponsorship of Peter Russek Publications Ltd, who are publishers of DIY workshop manuals. Apparently the firm hope that this association will lead to further events later in the year. One imagines that Chris hopes so too.

## Heggie out

Last minute news concerning the Welsh is that Donald Heggie/George Dean will not be competing in the Idem Broadspeed Escort. The car, which has been undergoing a complete rebuild at Southam in an attempt to cure the gremlins, will not be ready in time. The rebuild which is of a very comprehensive nature, includes modifications to the rear turrets and back axle. Although this is a great loss to spectators on the Welsh; for the Scottish pair it is something of a blessing in disguise as they are both heavily involved in their respective jobs at present. George at least will be around on Saturday however, and should be in the vicinity of the rally HQ at the finish.

## Welsh scene

The Welsh Association of Motor Club's competition secretary, Colin Francis, currently leads the Welsh road rally championship for navigators, and the MN navigators championship. On eight events so far, he has amassed 102 points. In second place is John McKerrill with 81 points and third is Philip Jones with 53. The drivers section is led by Jeff James with 87, Mick Briant on 82, and Howard Davies with 53.

The Welsh special stage championship is currently led by Terry Brown with 25 points. Second is Frank Pierson with 24, and third is Bob Bennett with 23. Ednyfed Morgan leads the co-drivers side with 25, followed by David Stephenson with 24, and Stuart Harold on 23.

The AGM of the Welsh Association of Motor Clubs is to be held this Sunday in Llandrindod Wells. Richard Davies has recently retired from his post as chairman and David Lewis has been elected in his place.

## Records straight

Our apologies to Terry Nicholas; apparently we have been maligning him with the alleged possession of a BDA, an item of equipment he only wishes he had. To put matters straight, the car was first built in 1973 with road rallies and reliability in mind, and fitted with a twin cam engine bored out to 1690 cc. To approximately the same specification as the Lotus "Sprint" unit, the engine gives between 140 and 150 bhp. There is a Rocket box, Atlas axle and 4.7 differential to handle the power. The head gasket started leaking during the second half of the Tavern and the cylinder head will now have to come off after 12 road and five stage events.

So far this year, Terry and co-driver Rich Winter have had an encouraging season with a 7th overall on the Tavern (Terry's first national event), 6th on the Chieftain, an "almost" 6th on the South West Stages, but for an alleged jump start.

● The formidable Skoda team look set for another G2 1300 class win this weekend with their two talented Scandinavian drivers, Haugland and Saaristo. A third car will be running under the Dealer Team Skoda banner however which is to be driven by Tony Didlick and Howard Moore, and the car comes from SK Distributors of Brackley.

## PREVIEW

# Western Mail Welsh Rally

### Friday

The first car will start the event at 8.00 am from Sophia Gardens and there will be a run out to the first stage in West Wales via Bridgend, Port Talbot and Camarthen. After three stages the event will slowly travel eastwards taking in stages as it proceeds to the lunchtime halt at Greystones Restaurant, Llwyel.

The rally continues moving northwards to Llandrindod where there is a petrol halt, after which several stages are attempted in the mid-Wales block before the rally stops for the Friday night halt at approximately 18.30 hours. The halt lasts approximately 2½ hours at Aberystwyth before continuing northwards to stages on the west coast culminating in a petrol halt at Bettws-y-Coed in the early hours of Saturday morning.

## Richards' rave-up

David Richards, who will be in the company of Andrew Dawson for the Welsh, has been back at home lately. However, he has not been allowing the firs to grow under his feet since he has been casting a shrewd eye around the potential local sponsorship parlours. He has come up with an interesting combination for Andy's Datsun at the weekend; on the one hand a gourmet quasi-mediaeval extravaganza based at Ruthin Castle entitled simply "Mediaeval Banquets"; and on the other a local trendy frolic emporium and nightclub called "The Stables" which can be found in the town of St Asaph. In addition to co-sponsoring the entry, these two swinging establishments have agreed to underwrite a competition for the best photograph taken of the car on the rally. The winner of this will get a free weekend in North Wales at the tender mercies of the liberal hospitality of "Mediaeval Banquets" and the "far-out" merry-making of "The Stables." This weekend will incorporate a stay at Ruthin Castle itself. Runners-up will receive life membership to this ravers' club and there are likely to be other pleasant surprises. Photographic entries should be made by post to "Mediaeval Banquets." Ruthin Castle, North Wales. On the night of Tuesday, May 27th, there will be a massive shindig at "The Stables" and all those marshalling on the Welsh are apparently to get free invitations. In addition further invitations are to go out to prominent Welsh motor club members. It seems that David has struck a very enthusiastic nerve here and it is possible that "Mediaeval Banquets" may follow the progress of Mr Richards in the future.

● Allan Cadogan's Alpine will not be repaired in time for the Welsh following its accident on the Chieftain. Allan has however bought a David Agnew-built BMW 2002 Tii from a gentleman in Llancombe whose name escapes us. Sponsorship for this venture is supplied by Red Rovers Car Recovery Services, and the car will be entered by Allan's "Flying Spanners" garage.

### Saturday

The rally moves eastward to take in six stages before the breakfast halt at Corwen. At this point the route starts to return to the south and three stages are completed before lunch at the Metropole at Llandrindod Wells.

The stages in the mid-Wales block are again attempted before a late afternoon petrol halt at Lampeter before continuing south east towards north Glamorganshire.

The first car should arrive back in Cardiff at approximately 21.30 hours

where Parc Fermé will once again operate in Sophia Gardens.

### Sunday

The usual Llandow "Special Stage" will take place on this morning, the first cars will be on the circuit at approximately 09.45 and the stage will close at approximately 13.00 hours. At 15.00 hours the results will be provisionally announced at the Centre Hotel, Cardiff, and the prize distribution will take place in the Banqueting Suite after the results are made final.

## The crews, the cars, the countries: 1-50

Ireland: PL—Poland: S—Sweden: GB—Great Britain: SF—Finland: N—Norway: NZ—New Zealand

Driver	Co-Driver	Nat.	Car	Reg. No.	Cap. Class
R. Clark	J. Porter	GB	Ford Escort RS	HHK700N	1977
P. I. Walfridsson	J. Jensen	S/GB	Lancia Stratos		1998
B. Coleman	J. Davenport	EIR/GB	Ford Escort RS		2279
P. Airikkala	R. Crellin	SF/GB	Vauxhall Magnum	YJO5K	1984
N. Rocky	R. Channon	GB	Ford Escort RS	YEV208L	1589
J. C. Pradera	J. M. Bueno	E	Alpine Renault		1925
T. Fowkes	B. Harris	GB	Ford Escort RS	FGU374J	1930
A. J. Pond	M. J. Broad	GB	Opel Ascona		1298
M. Saaristo	C. Francis	SF	Skoda 120S		2279
W. Sparrow	N. Raeburn	GB	Vauxhall Magnum	TJE535K	1998
E. Aaby	D. Halvorsen	N	Ford Escort RS	PMC831L	2000
R. Brookes	J. Brown	GB	Ford Escort RS		1977
J. M. Wiklund	J. F. Kappler	SF/GB	BMW 2002 Alpina	UAC545	1897
A. Vatanen	J. W. Thomas	SF/GB	Opel Ascona	TBV400	2279
G. Hill	P. Short	GB	Vauxhall Magnum	JBU700L	1298
J. Haugland	J. Chitty	N/GB	Skoda S120S	DA65818	1998
B. Culcheth	J. Syer	GB	Triumph Dolomite Sprint	FRW812L	1600
K. Mollé	E. Lahtinen	SF	Sunbeam Avenger	NL6771	1770
A. Dawson	D. Richards	GB	Datsun Violet	TKS56NA8353	1889
C. Sclater	M. Holmes	GB	Datsun Violet	TKS56NI8638	1955
H. H. Hungerberg	K. D. Pleiser	D	Ford Escort RS	71414	1850
B. Bean	A. Greenwood	GB	Ford Escort RS		1577
F-K Tuschy	Gaupp	D	Audi 80GT	W-AU 380	2279
P. Faulkner	M. Peters	GB	Vauxhall Magnum	RBUB38M	1598
B. Lungstrom	F. Gallagher	S/GB	Toyota Celica ST		2000
T. Drummond	M. Nicholson	GB	Ford Escort RS	ARE200M	2000
I. Peters	K. Meditz	D	Alfa Romeo		1700
D. Lang	R. Saunders	AUS/GB	Ford Escort RS	XGD666J	1598
J. R. Eyre-Maunsell	N. Wilson	GB	Hillman Avenger GT	HOI 4992	1800
D. Thompson	M. Greasley	GB	Ford Escort RS	CVN950L	1756
L. B. L. de Boer	N. P. N. A. Wetzels	N	Fiat 124 Sport Spider	60 50 JG	1950
D. Fitzgerald	S. Hawkins	EIR	Ford Escort RS	FZF593	1598
I. Gemmell	J. Eyres	GB	Hillman Avenger GT	OKV571M	1998
J. Churchill	R. Jones	GB	Ford Escort RS	ONY2L	1293
P. Ryan	J. Gittens	GB	Morris Marina	NBL782M	1990
I. Wilson	P. Anderson	GB	Opel Manta	ADT789M	1975
M. Patrick	D. Stephenson	GB	Opel Ascona	SWX7M	1598
B. Banning	R. Parrott	GB	Chrysler Avenger	QDD419M	1300
K. Billows	J. Bevan	GB	Ford Escort RS	RTU2L	1598
R. A. Jeffs	D. Davidson	GB	Hillman Avenger	2CWT	1800
G. Elsmore	R. Matthews	GB	Ford Escort RS	JEP785J	1594
R. Woolridge	D. Spence	GB	Ford Escort TC	HJB3K	1998
R. Close	C. Wilson	GB	Ford Escort RS	UUP50N	1900
C. Grewer	R. D. S. Pilcher	GB	Opel Ascona	TDN581N	1598
G. Waugh	P. Handy	GB	Chrysler Avenger GT	FRW730L	1790
R. Iliffe	T. McMahon	GB	Ford Escort RS	FUT3L	2000
R. Badham	B. Faykes-Underwood	GB	Ford Escort	XWC564L	

## Where to see the competitors in action

### Schedule of Spectator Stages

Stage	Reference of Spectator Point	Standard Time	Date
A.		13.39	Friday, 9th May
Halfway	160/834327	19.27	Saturday, 10th May
The reference given is the entry point to the spectator car park. Access to the stage spectator car park is via a bridge which has two-way traffic. Traffic coming in the other direction will be rally traffic, so please keep to the left of the bridge. Park as directed by the spectator marshals. Approach in either direction along the A.40.			
B.		00.04	Saturday, 10th May
Dovey	124/721269		
The reference given is the entry point to the spectator car park. Approach from the east via the short length of yellow road from 124/848096, via A.4084.			
C.		03.47	Saturday, 10th May
Penmachno	115/789504		
The reference given is the entry point to the spectator car park. Be careful approaching this point as rally traffic will be travelling in both directions on the B.4406 at this point.			
C.		04.51	Saturday, 10th May
Clocaenog	116/009497 to 116/060520		
The references given are between two points on the B.5105, between these points are directional signs for spectator car parks which have been erected by the forestry commission. Please follow these signs and park where directed. Leading from the car parks will be signs indicating the various stages.			
D.		09.59	Saturday, 10th May
Radnor	148/189683		
The reference given is the entry point to the spectator car park. Approach from either direction on the A.488. Once in the forest follow the directional signs and keep to low speed (e.g. 10 M.P.H.).			
E.		15.10	Saturday, 10th May
Ystwyth	135/718720		
The reference given is entry point to spectator car park. Approach with extreme caution since rally traffic will be using the same road!			
F.		09.00	Sunday, 11th May
Llandow	178/981716		
Final special stage with cars starting in grids in class order.			

## Barcelona post bag: Drivers, responsibility

I have recently heard James Hunt commenting on the horrific accident in the Spanish G.P., and placing the responsibility for the accident "on the shoulders of the CSI." Surely, though, this is not where the blame lies. The responsibility for the deaths and injuries lies on the shoulders of every driver who started the race. They are the people who pilot the cars, and if they had stood firm and refused to race, then the tragedy could have been averted. They knew the circuit was unsafe, and they knew that people could easily be killed, yet still they raced. Ken Tyrrell said "I shall have my cars ready, but I shan't insist that my drivers go out." But the drivers *did* choose to go out. Of course the CSI is gravely at fault, they should have backed the drivers' action on Friday, and so are the race organisers who should have built a safe circuit. But, in the end, it comes back to the drivers. If the track was unsafe, they should have said "NO."

Perhaps thousands of pounds would have been lost, and perhaps the following Monaco GP would have been affected had the cars been impounded, but is money more important than human life? Emerson Fittipaldi spelt out the possible dangers and made his own position very clear. "The organisers think only of the money they will lose, but I think of life and living — not money." It is regrettable that his colleagues do not share Emerson's concern. Also, maybe the spectators who booed Emerson's 2min 10.20sec lap on Saturday, can now see what he was talking about.

With the oil crisis still prevalent, it will not be long before steps are taken to try to stop motor-racing, on the grounds that it wastes a valuable resource. When they start their campaign, today's accident in Barcelona will lend much to their argument that racing should be stopped.

The drivers' action was rather like that of a free-fall parachutist jumping from a plane knowing that there was a 20% chance that his chute would not open. There was a strong chance someone would die, and die they did.

J. V. ANDREWS OXFORD

## Misleading reports

With regard to the sad events at the Spanish Grand Prix, several press and radio reports have suggested that the unsafe condition of the circuit barriers and Stommelen's twenty sixth lap accident were two unconnected situations. This is both misleading and incorrect.

If the circuit barriers had been safely installed, normal practice would have taken place and it is more than likely that the failure of the rear wing supports on Stommelen's car would have occurred during one of the two cancelled sessions.

The circuit was not in an acceptably safe condition to allow full practice, preparation and testing to take place and for allowing the event to go beyond this stage, the CSI bear a dreadful responsibility.

LONDON SW15 P. LINCOLN

## Disgusting rape

Not a person to put pen to paper lightly, I feel I must write to someone who is as fanatical about motor racing as myself. I have now been an avid follower of all classes of motor racing for 22 years (I am 27). I have watched many changes, seen many great things. However I now feel I am watching a sport slowly kill itself. I am referring, of course, to the disgusting rape of our beloved professional Formula One drivers by the Spanish and CSI authorities. What made it even more disgusting was the gay abandonment taken in reporting the debacle of the Spanish Grand Prix by our "Press" (ie. *Daily Mirror*, *Mail*, *Sun* etc).

The only good thing to come out of the shambles they called a Grand Prix was the fact that now the drivers must be listened to by the Governing Body. They (the drivers) know where

danger lies. They (the drivers) know how professional their sport has become. Puppets on strings must not be allowed to dictate (we'll confiscate their lollies) to a band of men, some supermen, as though they were children.

Action must be taken soon, mustn't it, to stop even a hint of this kind of thing happening again? Many, many times I have tried to become involved in Motor Sport in any way, it is in my blood, even though I am an outsider. I feel, no, believe, that if people so fanatical about this magnificent sport as myself, yourselves and Pete Lyons were in charge of it, any mess the like we have just witnessed, would never occur.

Tragedy, we know is, alas, part of this sport. My list of Great Men I have been privileged to see includes many which have now left our earth. However this does not mean it has to be invited to attend every Grand Prix, by a band of men who don't seem to give a damn. Will things now change? Only time will tell. I do know that if anything like Spain happens again this year Motor Sport will have the longest "Ban It" brigade it has ever had to fight off. Perhaps then dedicated men to Motor Sport like ourselves will come to the fore and fight them off. The present band of "dudes" will be lost in the panic.

SHEPPEN, KENT T. HORN

## Emotional outbursts

Since Sunday's accident at Barcelona we have heard many emotional outbursts by journalists with all their various brands of sensationalism. We have also heard suggestions that as motor racing is dangerous it should be banned (Radio 4, Monday, 28, 1.00-1.30 news programme).

Any attempt to ban motor racing should be countered by ideological arguments and not practical ones interspersed with appeasement. The dangers of motor racing are blatantly obvious to those who participate and those who spectate and it is our business how we chose to lead our lives and not that of the bunch of emotional paternalists we elect to our governments who purport to represent our interests.

No one is forced to race or spectate so by attending those persons are implied by giving their consent to run the risk of accidental harm.

Whilst safety precautions are necessary unreasonable requests should be met with the answer No. The driver's trade union should be prevented from bullying as the unions do in England.

It is for the CSI, FIA, GPDA and the rest of the bureaucracy to sort out the problems with the circuit owners and on circuits like Barcelona and Monte Carlo to ensure all safety arrangements are in position for example one week before the race is to take place to ensure all last-minute alterations can be made and the enthusiast will not drive miles to find a race cancelled or abandoned.

Perhaps the bureaucracy should consider refusing to race in countries with stupid laws such as Italy (re Lotus) and Spain, concerning manslaughter and impounding.

I am further amazed by the unprincipled and cowardly action of Fittipaldi E. He did not champion the drivers' cause in Spain, he merely found a way for himself to crawl out of the problem (I'm all right, Jack), and leave it on the shoulders of the other drivers. Suppose everyone drove a slow lap to attempt not to qualify — a cheap ploy; his supposed "principles" were still compromised by the lap he drove.

BRISTOL 6 C. L. CLEWU

## Fittipaldi right

IT is with great sadness that once again we have to acknowledge deaths in or around motor racing. At the time of writing this letter I have only just heard the first reports on the radio of the tragic Spanish Grand Prix, and the condition of Rolf Stommelen is as of yet uncertain. The Grand Prix Drivers' Association has proved that its safety machine is functioning properly, they found the faults, so why was nothing done about it.

In such circumstances as last weekend's Spanish Grand Prix why should organizers be able to threaten sanctions against entrants and drivers where safety is concerned. Motor racing is a sport

before a spectacle and the lives of drivers and spectators must be protected before anything else can be achieved.

My admiration goes to Emerson Fittipaldi and any others who may have done as I know he did, in not racing because he felt strongly enough about the lack of safety; and had the presence of mind to possibly forego championship points, money and glory which could undoubtedly have been his.

People used to laugh at Jackie Stewart when he first began talking of safety, those who laughed at Fittipaldi, here's your proof, in blood.

Finally, as for the organisers of the Spanish Grand Prix, they have shown themselves to be quite obviously incapable and irresponsible, and as a result lives have unnecessarily been lost. They must not be allowed to profit again from a sport they have blatantly shown disregard for.

RICHARD GORDON, LONDON, ECI

## Emerson's action

May I say through your magazine how right I feel Emerson Fittipaldi was to take the action he did. Surely it was not just a question of having the courage of his convictions. I now know what a true professional he is and what a deep love he must have for Motor Sport.

The tragic consequences of Stommelen's accident would have been the same even if the crash barriers had been erected properly.

As a motor racing fan and truly appreciative of the job the Grand Prix drivers do, I have every sincere wish for their safety but surely the main reason Emerson made his stand and quite rightly refused to race was a question of spectator safety.

Yet how 25 fellow drivers' and friends of Fittipaldi can start a race on a track where crash barriers were not even bolted together properly, I do not know.

Starting the Spanish Grand Prix was complete madness but then didn't I read that the CSI had passed the circuit as safe? It seems too many people were worried about money. What the hell does it matter if a race is cancelled? How much harm does that do to the sport?

All credit to the World Champion who adopted a wholly adult and responsible attitude which nobody can dispute and I'm sure 98 per cent of the other drivers were right behind him.

MIDHURST, Sussex BRIAN T. TURNER

## Pathetic BBC

I must say I think the BBC's attitude to Richard Scott's sponsorship is downright pathetic, perhaps on the next occasion Auntie Beeb come to televise a meeting, and they put forward the same attitude, perhaps you would please tell them to go and get stuffed, using of course the appropriate *Rubber*.

Thanks for great reading in Autosport.  
SHEFFIELD HAROLD A. HILL

## Waning respect

I have a great deal of respect for Graham Hill, who has been driving racing cars for several decades, and therefore could be said to be very experienced.

However, having read his letter in your columns, I find my respect almost to have disappeared. How can anyone drive in a race (at whatever level) for more than a hundred miles, with another car up his gearbox for just about the whole distance, without recognising who its driver was? By the end of the race, there were fourteen cars in the field. One of them was a March. If Graham Hill could recognise neither the car nor the driver's helmet, then it's a wonder that he managed to see the leaders coming up to lap him, because he must have had his mirrors adjusted to look in a very strange place indeed!

Quite honestly, I cannot see how Pete Lyons' race report could be described as being prejudiced by gender, and as for codswallop never!

Come off it, Graham, there's no way you couldn't have known that it was Lella in the car behind.

CAMBRIDGE J. D. MORRISON



Brian Whiting's Escort leads the ill-fated Firenza of Graeme Walker early in the Special Saloons race.

## CROFT

# ASM Team are victorious

The second NSCC meeting at Croft was held on a bright sunny day last Sunday. The only things which marred a good meeting were a smallish entry, the normal Croft wind which sneaks across the circuit on most days and the attack of the Croft gremlins on Graeme Walker's Firenza. This latter event caused as nasty an accident as any seen at Croft for a while now and resulted in a written off car but thankfully no injury to the driver. In the other races, the FFs gave George Franchitti two wins in the absence of some regulars; the ModSports event saw the ASM team take first and second places with Andy Smith winning and Kenny Allen as runner-up; Andy Barton won the Libre event by nearly a minute while in the saloons, Brian Whiting came home victorious.

First on the agenda were the FFs for Race A. It was the Hawke of George Franchitti in the lead at first hotly pursued by Nigel Haywood's Merlyn which had to have a rear suspension rebuilt after a practice accident. Pressure from Haywood told on the third lap and he went past Franchitti into the lead; Franchitti was not happy with this state of affairs and retook the front spot on lap nine, a position which he then held to the flag. Any further challenge from Haywood ended at Tower on lap nine when he spun but he fought back to take fourth place behind Richard Philip (Crossle) and David Kerr (Elden). Behind the leading cars various battles were in progress to fill the lower places, the most notable of these being the tussle for the fifth place between Alan Stringer (Crossle) and David Morgan (Merlyn) which was resolved in favour of the Crossle driver by 0.2s.

Next up was the saloon race, one of a series to be run this year by the NSCC under the sponsorship of the Alan Pond garage group. After working on the car until the early hours it was Brian Whiting in the Escort on pole with Graeme Walker (Firenza) and Keith Bowmaker (Escort) alongside him.

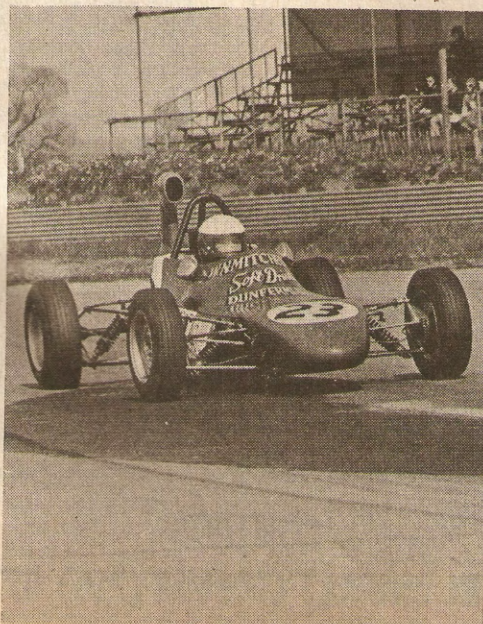
There were four non-starters in the race which saw Whiting first away never to be headed. Behind Whiting, Graeme Walker made a slow start to be in third place, chasing Keith Bowmaker who he passed to be in second place on the second lap. This order stayed until on lap four, when coming out of the Chicane in the lead, Walker was

a little too fast and put the Firenza on to the grass, the car went sideways and then flipped over a number of times to come to rest underneath the footbridge. Although in its aerobatics the car had bounced off the top of the sleeper wall Walker was unhurt though badly shaken: the Firenza, however, looks like being a write-off.

After Walker's departure from the race, Whiting was chased hard by Bowmaker who was only 2.4s behind at the flag. In the smaller classes, Gerald Clark had come through to take Class B and third overall while Class C went to Chris Lawson's 999cc Cooper S which managed a fine fifth overall in the process.

The second FF race differed little in content to the first one, the main difference being that Bruce MacMichael was driving the Crossle he shares

George Franchitti's race-winning Hawke DL12.



with Richard Philip (who came second in the first race). Away into the lead when the flag fell was Nigel Haywood (Merlyn), but this did not last long and George Franchitti, all fired up by his win in the first race, soon took over at the front. Up to the third lap all the cars were in close formation but then the leading four began to pull away, this leaving two pairs of cars fighting behind them.

Except for the leader the other three, Haywood, MacMichael and David Kerr in the Elden swapped places for a number of laps until Haywood went broadside into the Chicane and was hit by Kerr: this caused no good at all to the Merlyn or the Chicane but Kerr was able to continue with a loose nose on the Elden. This fracas left second place to MacMichael, third place went to Alan Stringer, fourth to David Morgan and the battle for fifth and sixth was resolved in favour of Barry Pigot (Merlyn) from Bob Styles (Hawke).

A decently large field of ModSports cars lined up for the day's fourth event with John MacDonald in the supercharged Morgan +8 in pole position after the non-appearance in practice of Richard Sutherland in the Ginetta of John Absalom. But as competition MacDonald had the ASM Elan of Andy Smith and the ASM Clan driven by Kenny Allen and these two chased him hard as he went into a seemingly safe lead. As the Morgan drew away from its pursuers, battles developed down the field with Stuart Turner (Elan) and John Bury (Midget) having a good go at each other for fourth place while similarly disputing sixth were Garry Wilson (Sprite) and the MGB of Anthony Palmer.

The Morgan and the Elan drew ever further ahead of the Clan who had a secure third place until the Morgan began to drop back into the Elan's sights once again with engine problems. With flames shooting out of the bonnet on the over-run, the Morgan was retired by MacDonald on the last lap and the ASM cars went through to a team one-two, followed at various distances by Turner, Bury, Wilson and Palmer.

The short programme of races was as usual rounded off by a Libre event which this time had a Clubmans class as well. Only nine cars started this race and Andy Barton had pole position in the March 73/74B first seen last weekend at Croft. Bill Wood had come along in the Trojan to make a race of it but he stalled as the flag fell and got away after the others, leaving Andy out on his own. In second place to start with was Barry Joel but this was for one lap only before Bill Wood got going properly and settled down to chase Andy. On lap six the rear wing of the Trojan lost a stay and Bill Wood took the car into the pits on lap seven to have it seen to, he came out again for one more lap before deciding that all was not well and retired for good on his eighth lap.

Peter Dugdale (March 733) took over second place and had to defend it from a determined assault by Tim Wood (Magnum) who was only 0.2s down at the flag. All the other finishers only managed 11 laps.

## PAUL BOOTHROYD

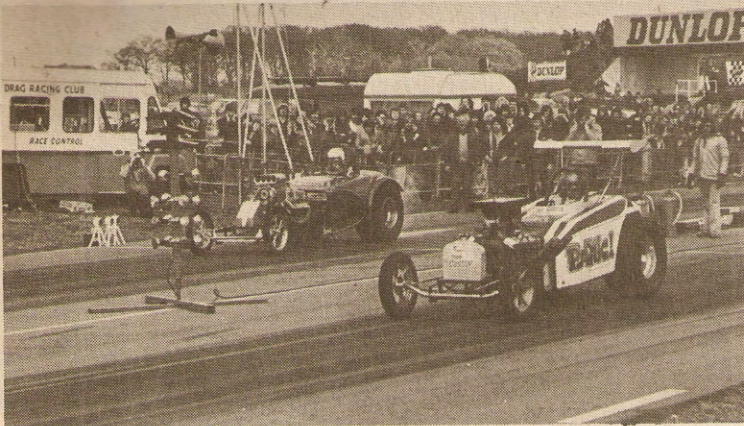
**Formula Ford (12 laps):** 1. George Franchitti (Hawke DL12), 15m 24.0s, 81.82mph; 2. Richard Philip (Crossle 20F), 15m 24.6s; 3. David Kerr (Elden 10A), 15m 30.0s; 4. Nigel Haywood (Merlyn 20/24), 15m 34.4s; 5. Alan Stringer (Crossle 16F), 15m 37.2s; 6. David Morgan (Merlyn 11A/17), 15m 37.4s. **Fastest Lap:** Franchitti, 1m 15.2s, 83.78mph.

**Alan Pond Special Saloon Car Championship Round (Up to 1000cc, 1001-1300cc and over 1300cc) (12 Laps):** 1. Brian Whiting (Ford Escort), 15m 27.6s, 81.50mph; 2. Keith Bowmaker (4.7 Ford Escort), 15m 31.0s; 3. Gerald Clark (1.3 Mini), 16m 18.4s; 4. Dave Horsley (1.3 Cooper S), 11 laps. **Over 1300cc:** 1. Whiting; 2. Bowmaker. **Fastest Lap:** Whiting, 1m 15.4s, 83.55mph. **1001-1300cc:** 1. Clark; 2. Horsley; 3. Norman Hinds (1.3 Cooper S). **Fastest lap:** Clark, 1m 19.4s, 79.35mph. **Up to 1000cc:** 1. Chris Lawson (1.0 Cooper S); No other finishers. **Fastest lap:** Lawson, 1m 23.2s, 75.72mph.

**Formula Ford (12 Laps):** 1. George Franchitti (Hawke DL12), 15m 18.0s, 82.35mph; 2. Bruce MacMichael (Crossle 20F), 15m 29.6s; 3. Alan Stringer (Crossle 16F), 15m 40.0s; 4. David Morgan (Merlyn 20A), 15m 40.6s; 5. Barry Pigot (Merlyn 11A/17), 15m 41.2s; 6. Bob Styles (Hawke DL12), 15m 42.0s. **Fastest Lap:** MacMichael, 1m 15.0s, 84.00mph.

**Northern Sports Cars (Scorton), Players No. 6 Modified Sports Car Championship round. Up to 1150cc, 1151-1300cc and over 1300cc (12 Laps):** 1. Andy Smith (ASM Elan), 15m 16.2s, 82.51mph; 2. Kenny Allen (ASM Clan), 16m 02.2s; 3. Stuart Turner (Lotus Elan), 16m 08.4s; 4. John Bury (MG Midget), 16m 09.8s; 5. Garry Wilson (Sprite), 16m 31.8s; 6. Tony Palmer (MGB), 16m 33.4s. **Fastest Lap:** Smith, 1m 14.2s, 84.91mph. **Over 1300cc:** 1. Smith, 82.51mph; 2. Turner; 3. Palmer. **Fastest Lap:** Smith, 1m 14.2s, 84.91mph. **1151-1300cc:** 1. Bury, 77.95mph; 2. Wilson; 3. Mike Taylor (Sprite). **Fastest Lap:** Bury, 1m 18.4s, 80.36mph. **Up to 1150cc:** 1. Allen, 78.57mph; 2. Ron Kirkman (Ginetta G4); 3. Anthony Wood (Sprite). **Fastest lap:** Allen, 1m 17.2s, 81.61mph.

**Formula Libre and Clubmans Supersports (12 Laps):** 1. Andy Barton (March 73/74B), 13m 15.0s, 95.09mph; 2. Peter Dugdale (March 733), 14m 19.2s; 3. Tim Wood (Magnum C75A), 14m 19.4s; 4. Barry Joell (Gryphon C4A), 11 laps; 5. Warren Booth (Lotus 69), 11 laps; 6. Bruce MacMichael (Crossle 20F), 11 laps. **Formula Libre:** 1. Barton, 95.05mph; 2. Dugdale; 3. Booth. **Fastest lap:** Barton, 1m 05.2s, 96.63mph. **Clubmans Supersports:** 1. Wood, 87.97mph; 2. Joell; No other finishers. **Fastest lap:** Wood, 1m 09.0s, 91.30mph.



Clive Page gets the jump on Mike Hall, but a gear shift robbed the former of victory in the run.

## Ladies provide variety

The two day event at Snetterton was a most enjoyable drag meet, with plenty of exciting racing right down the field, and some impressive times were turned in by many entrants.

For once Top Fuel was not really the highlight of the meeting, for although Priddle qualified with an easy 7.5 on Saturday, and Roz Prior improved on this with a 7.3s on Sunday, neither Trevor Young nor Liz Burn were at their best. The first round of the elimination saw Dennis clocking an improved 6.72s at 200 mph, with Liz Burn slow to start but catching up with a strong 204 mph top end. Unfortunately, her parachute failed to open, and after hitting the brakes a little too hard she hit Priddle, breaking his right rear wheel and slewing him round before she went on, throttle stuck wide open to disappear into the field for some distance — writing the car off completely. Liz was bruised but unharmed following a check-up, and when Roz Prior had a walk-over against Young with a 7.14s at 196

mph, it looked like the end of the day as far as Top Fuel went. But she went out once more to lay down her best run to date, a really immaculate 6.98s at 213 mph, Roz handling the car with great skill as it snaked up the strip.

Priddle's car was essentially undamaged, but doubtless picked up some dents under the chassis as well as the wheel and tyre.

In Funny Car, Clive Skilton started as favourite with his new Vauxhall, but when he found that the bodywork was deforming rather alarmingly at high speed, elected not to go all-out until some reinforcing could be done. Nonetheless, he dropped into the sevens with a 7.8s on Sunday morning to show the potential. With three cars running, a round-robin was organised, with Liam Churchill defeating Roland Pratt in the first round after some spectacular burn-outs from both. Skilton then beat Pratt with a 7.54s, at 171 mph to 8.2s at 149 mph, Pratt having temporarily lost the form he

showed a few weeks before.

But Skilton damaged a few valves in the run and was unable to make the final, which saw Liam Churchill laying claim to the title of "Burn-out King" as he laid down two stupendous boiling white smoke screens. Coming off the line on the run it looked stronger than ever and well on the way to a respectable time, but suddenly the car got violently out of shape and looked to be on the point of rolling. But somehow Liam gathered it all up on the grass, and amid clouds of mud, grass and then smoke, brought the Capri to a halt in the other lane. A chassis member had apparently given way at the front, grounding the big fuel tank and other parts, but luckily nothing caught fire as Liam vaulted out before the car had stopped rolling.

In Pro Comp, the DB Motors car started as favourite, but a dark horse outsider was Clive Page, with the only carburetted, petrol burning car in the field in the absence of any opposition in his own class, Senior Comp. He started off by beating Peter Barnett in the rear engine Vauxhall funny, and then faced Mike Hall in his blown 392 altered. Making a tremendous start, Page looked to have done it, but a worn band in his Clutchflite trans let him down with a lazy 2-3 shift, giving Hall the chance to catch up at the top end with a 171 mph charge in 9.2s to a slower than usual 9.7s/139 mph for the Chevy Senior Comp car. Pat Cuss showed great promise with his injected 354 hemi dragster with several mid-nine runs in its first outing this year, but fell to Bob Spence in the DB rear-engine Chevy with a 9.5s to 8.5s as Spence opened his 'chute prematurely.

In the final run, Hall and Spence came off the line together, but about fifty yards out the Chevy took off to its best yet at 8.12s/179 mph to 9.3/168 mph for the altered, an impressive performance for the car after so few runs this year.

## Ingliston actions

Scotcircuits have taken commendable and immediate action following Doug Niven's accident there a few weeks ago when a number of spectators were injured after his Boss Escort's throttle jammed open. Circuit alterations are already in hand, and the circuit will take on a new aspect when competitors arrive there this weekend.

Firstly, the Armco barrier in front of the South Grandstand is being extended to the west of the stand towards the lavatory and this will channel cars away from the spectator areas. Secondly, the barrier which Niven hit will be extended and repaired, and to make doubly sure, the path leading from the South stand to the hairpin is being relocated so that the public will no longer be able to stand at the lavatory and spectate. The path now becomes an access path to the hairpin from the east of the circuit. The lavatory will not be used during racing.

Scotcircuits are to be congratulated in taking this prompt course, without waiting for an even worse occurrence.

## Strawson keeps cool



Tony Strawson — cracked block.

In front of Tony Strawson's massive 5.0 litre engine in his Car Accessory Shops Capri, was a massive radiator affair, much too much, one would have thought for even a big Chevrolet. But the reason lies in the engine that Tony has virtually sitting in his lap. It has a cracked block which usually overheats, so an enormous radiator set up has been erected to cool the engine.

However, Strawson seriously considered temporarily retiring while he saved up for another engine, but as is characteristic of the man, he couldn't just leave the car at home and do nothing, so out it trundled on Sunday, and duly finished third in the Tricentrol championship Super Saloon race. However, the prize money doesn't buy a new block, so Strawson will persevere with the cracked one for a few more races.

● John Stewart's March 718 Formula Ford run by Solar Enterprises, will be carrying advertising for Matelot, the Jeanmakers for the next few races on an exploratory basis.

## Tough route

Using some whites in Somerset and Wiltshire previously unused, Salisbury and Shaftesbury MC produced a tough route last Saturday night for their Palladwr rally which produced a line-up of more than 100 crews. Four selectives, all counting, were incorporated into the 200 mile route, much of which cars and crews found pretty tough following the recent dry spell. By half distance a third of the entry had disappeared, about a dozen of them having run out of time.

Winners, losing 58m 7s, were the Craven MC crew of M. Harrington and J. Dixon in an RS2000. They finished nearly four minutes up on the Bognor Regis team of P. Syrett and G. Willis in a Cooper S while the Dolomite Sprint of R. Chapple and M. Gray, was another eight minutes behind.

Both the semi expert and novice class winners did extremely well, J. Summerfield and J. Chalke (Mexico) finishing fifth to take the semi-experts while M. Steel and G. Sparkes (Toyota Celica) were ninth.

1. M. Harrington/J. Dixon (RS2000), 58m 7s; 2. P. Syrett/G. Willis (Cooper), 61m 50s; 3. R. Chapple/M. Gray (Dolomite Sprint), 69m 23s; 4. M. Nixon/P. Davis (Anglia), 71m 54s; 5. J. Summerfield/J. Chalke (Mexico), 72m 14s; 6. S. Kirkby/P. Snell (Escort TC), 82m 22s. **Novice:** M. Steel/G. Sparkes (Toyota Celica), 90m 11s.

## Locals come through

After being behind at the petrol halt, Derek Holloway and Paul Caswell from Newtown put their local knowledge to good use to come from third to win the Kidderminster CC Carpetbaggers Rally last Saturday night in central Wales.

Driving a Mexico, Holloway and Caswell beat Peter Gerbez and Dave Hurds driving an RS 1600 for the first time, by only 26s. Jim Bothwell and John Furniss brought their Imp through to third but nearly two minutes down on the two leaders.

Eighty-four crews finally took part in the event the first such rally to be run by the Kidderminster club who obtained sponsorship from one of the largest local carpet makers, Brintons Ltd.

In the first half — a selective was run in each period — Jim Corner and Brian Goff opened up a lead of just over a minute in their Cortina GT from the steady Gerbez with Holloway nearly a minute and a half from the leaders. However Corner was in great trouble with his brakes and in the second half really had to give way without a fight and hope that something might happen to prevent his lead being eaten away.

On the first selective, a Toyota Corolla driven by Gilbert Bennett and John Spillar was fastest by eight

seconds and in the second half they were heading for another BTD when they had an almighty avoidance which all but ended in complete annihilation. However they finished.

1. D. Holloway/P. Caswell (Mexico), 35m 27s; 2. P. Gerbez/D. Hurds (RS 1600), 35m 53s; 3. J. Bothwell/J. Furniss (Imp), 37m 44s; J. Corner/B. Goff (Cortina GT), 38m 43s; 5. D. McIntyre/L. Vincent (Datsun 100AEst), 38m 48s; 6. P. Taylor/B. Anson (Cooper), 39m 35s. **Semi-experts:** M. Cakebread/A. Roberts (Escort), 40m 25s. **Novice:** C. & A. Young (Escort GT), 1F 77m 51s. **Best Kidderminster:** M. Talbot/M. Benjamin (Cooper), 42m 34s.

## Power quest

Not content with having 5.2 litres of Aston Martin power under the bonnet of his "John Pope Special," John Pope has had the engine turbocharged, with a separate unit for each bank of the V8. However, a basic problem has been encountered, for after burning a piston in testing on Friday, the same thing happened on Sunday during practice, and one might assume that some serious rethought will now take place.

One point that arose on Sunday was whether the John Pope Special was a homologated saloon. As the Viva that it really is, yes; but as the Special of the car's originator?

## Stephens conquers errors

Deep in the heart of Snowdonia last Sunday, Mike Stephens scored his second triumph of the season when he collected the Cymru Trial, a round in both the RAC and BT&RDA Production Car Trials Championship. Although he was the first to confess he made an error or two — like the 6 he collected after getting stuck in a bog — he gained a narrow win on an event which sadly lacked entries.

The North Wales CC laid on some eight sections high in the foothills near Llanrwst and conditions were tricky for much of the day although the weather was nigh on perfect.

In Class 1, the dozen or so Minis were led throughout by Geoff Spencer yet again. Kevin Caley held him to nine marks at lunch with Gordon Francis going one better to be only eight adrift but afterwards nobody could live with the Midlander. He dropped a mere 16 marks to total 37 marks while Caley dropped 40 marks and still finished second.

By contrast the conventional saloon class was a ding dong. Dave Slater, properly geared and in good shape was in his most aggressive mood and challenged Stephens all day. Stephens put his Mexico into an interval lead of seven marks from Slater's Sport with Peter Higgins finding life difficult with his Mexico, probably due to wrong gearing and Dennis Wells was steaming along nicely with his Skoda.

After lunch Stephens seemed to have Slater taped but his clanger on the third tour opened the door and Slater tried his utmost to collect the

odd mark. He failed by two marks but had the afternoon's lowest total of only five marks.

The sports car men also had a fair tussle — that is Messrs Harrison and Brown. Both committed errors in the course of their battle which were uncharacteristic. In the morning-Brown's Sprite led with 22 marks to Harrison (Midget), on 28 marks and Pat Kent (MGB GT), was not expected to live with them and didn't. Brown had one poor section in his third tour which cost him an 11 and that enabled Harrison to collect his fourth class win in the series.

The big surprise of the day was the defeat of Colin Valentine in the small engined Imp class. He was always there or thereabouts but it was the North Wales' own Keith Jones and Colin Mack who dented Valentine's championship chances by keeing him firmly in third place at lunch and at the finish.

Jones, running with a head purchased ironically from Valentine, led Mack by a single mark at lunch with Valentine third five off the pace. So close was the competition in the afternoon that all three led at one stage or another. In contrast Bill Moffatt was again left all alone with his Ginetta and this class really is beoming a farce.

**Overall:** M. Stephens (Mexico), 17 marks lost.  
**Class winners:** G. Spencer (Cooper), 37 marks; D. Slater (Sport), 19 marks; M. Harrison (Midget), 57 marks; K. Jones (Imp), 42 marks; W. Moffatt (Ginetta), 20 marks.

**BT&RDA Championship:** 1, Spencer and Moffatt, 60 pts; 3, Valentine and Stephens, 57 pts; 5, Higgins, 55 pts.

**RAC Championship:** 1, Spencer and Moffatt, 105 pts; 3, Valentine and Stephens, 101 pts; 5, Harrison, 73 pts.

## Brammer's sponsor



Brammer's Fiat 850.

Len Brammer, who races a Fiat 850 special saloon fitted with a 1.3 BMC mill, has received sponsorship from Guy Chemicals Ltd, who specialise in roof treatment and trade under Guy Roofing Systems. Brammer's car is run by MRL Racing and Developments, who are currently trying to sort out the car's teething troubles.

● Loughborough Car Club speed-cross postponed last week because of a waterlogged course, is now due to be run on June 1.

● A Sprite, driven by John Jenkins from Leicestershire, put up the best time at a grass hillclimb run by the Midlands centre of the MGCC near Hanbury, Worcestershire on Sunday. Other class winners were: C. Ravenhall (MG TC) and R. W. Griffin (Imp). Ladies: Mrs P. Griffin (Imp) and best novice, J. P. West (MGB GT).

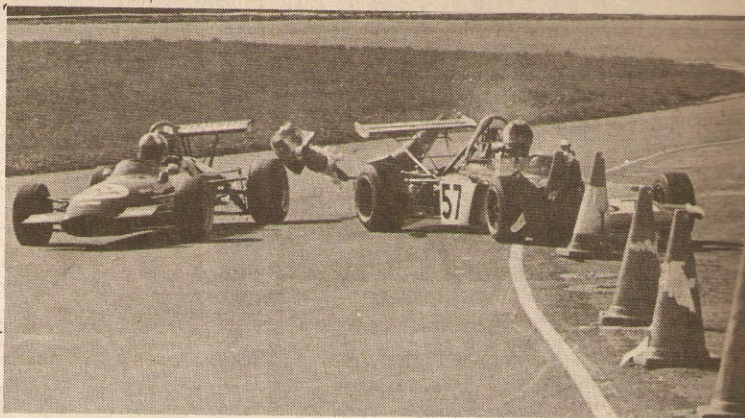
## Richardson on carbs

Ian Richardson didn't have the engine he expected to have for Silverstone on Sunday. The big 8.1 Chevrolet engine was meant to be on injection and not carbs. However, the injection system was all ready to be fitted when it was found that a vital belt for driving the petrol pump was not in stock, so the carbs were hurriedly refitted.

However, the Ampthill engine wizard need not have worried. After running in the new engine during practice, he took the lead after three laps and was never headed in the Tricentrol championship qualifier, setting the fastest ever saloon lap round the club Silverstone circuit, at over 101 mph.

## Play it again, Peter

Should Jim Müller of Southern Organ require a new organ demonstrator some time, then possibly the BRSCC's Peter Browning could be in line for the job. Before the start of Sundays meeting at Brands Hatch Peter very ably played a tune on the National Organ that had been donated by Southern Organs as a prize for the winner of the Lord v MPs Escort race. Harrold Smart, watch out!



Oops, Lorina Boughton tangles with the marker cones at the chicane during Mallory Park's F4 race, as John Webb nips by.

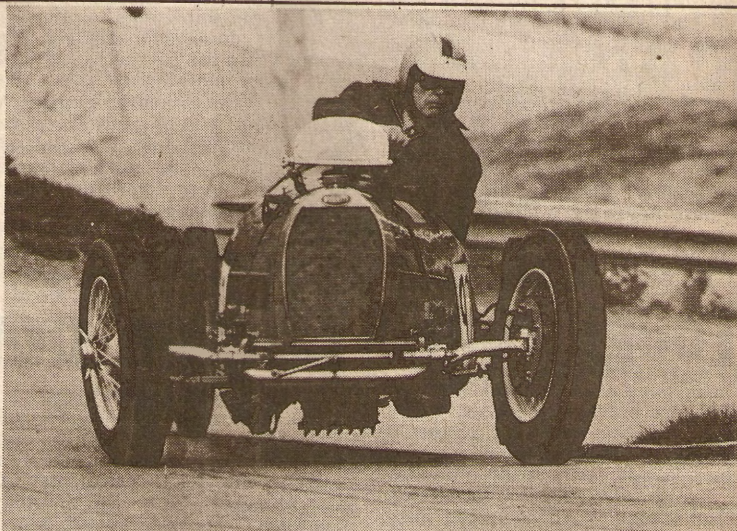
## Grubb heads five Fords

Fords took five of the top six places last weekend when the Salisbury group of the CSMA ran their annual Sarum rally over a 128 mile route in Wiltshire, Hampshire and Dorset. Winners, with the only clean sheet of the night, were Malcolm Grubb and Martin Quaintance in an Escort Sport but the heroes of the night were the novice crew of Allan Wilson and Graham Hawes in an Escort GT who finished runners-up after dropping only a minute.

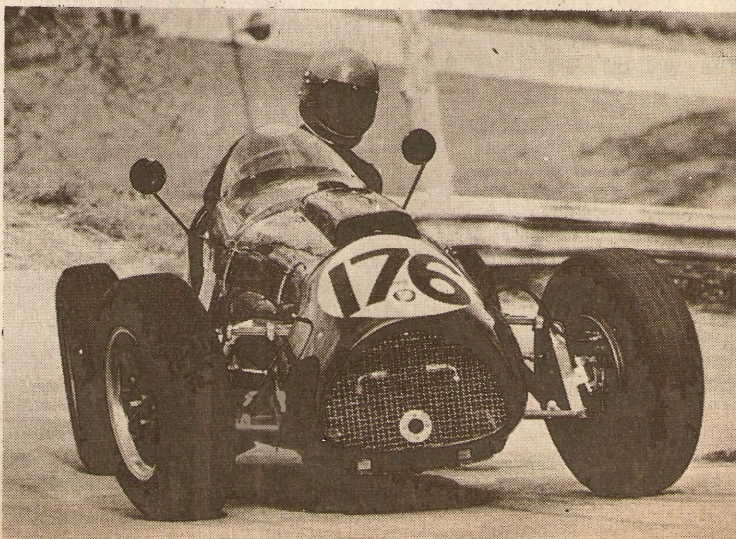
Three selectives were included in the route but only for tie deciders. Fastest on two were Bob Brown and

Roger Stickley in a Saab but they made a few errors on the road and finished down the field. Grubb was quickest on the middle selectives. The event was the first round of the Southern Counties rally championship but one of the favourites to do well in this series, Alan Thorburn and Ray Baldwin retired their Stiletto in the first half with water pump failure.

1, M. Grubb/M. Quaintance (Escort Sport), clean; 2, A. Wilson/G. Hawes (Escort GT), 1m; 3, D. Patten/P. Denny (Mexico), 5m; 4, R. Head/M. Fellows (Cortina GT), 13m; 5, B. Wilkinson/L. Gay (Mexico), 14m; 5, A. Everitt/K. Endersbee (Cooper), 18m.



Gorgeous machinery at Prescott: above, Jack Perkins' Bugatti; below, Robert Cooper's Cooper Bristol.



## Big bangers suppressed

A second run time of 25.17s was good enough to give Bob Prest a surprise but delightful win at last Sunday's Huddersfield MC organised Scam-monden hill climb before a crowd of more than 3,000. Prest, in his Mallock U2 Mk 14, led a field of 107 starters all day despite the presence of a couple of BT 35s, a March and a Lotus and thoroughly deserved his BTD which nevertheless was never near approaching a hill record.

One man did go record breaking, however. It was Richard Speak in his new Lotus Europa which has replaced his last season's Elan. Almost unnoticed he nipped up the twisting little course in 26.36s to clip a third of a second off the big capacity mod sports record.

Of the 17 class struggles perhaps the closest was that among the 500-1100cc racing cars where three drivers were within 0.3s of each other. John Buck's Terrapin took the class by 0.14s from Alan Staniforth in his latest version while E. Gowers was another fraction behind in his Bainbridge Challenger (another Terrapin).

Best of the medium class racers was Mike Utley in his Brabham BT 35 who did 25.28s to beat Alan Taylor (Lotus 69) and Mike Allan (Brabham

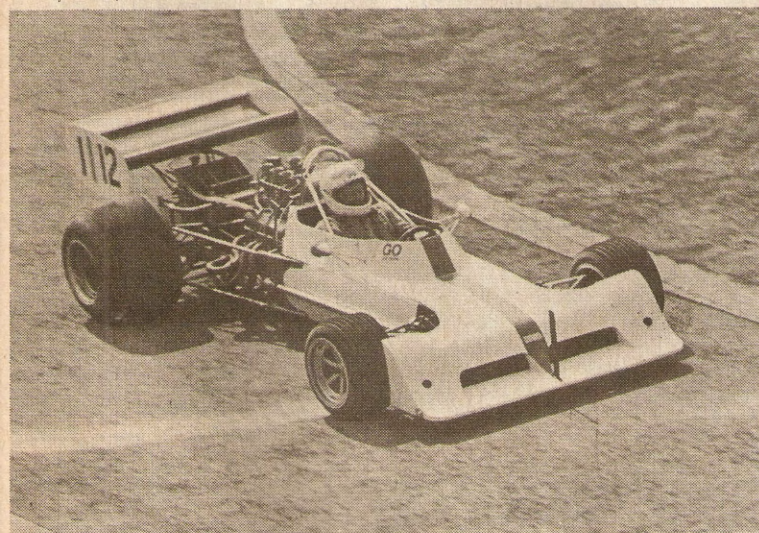
BT 35), by a total of less than half a second. In Class 17 Simon Clark surprisingly took the class with his March 73A in 26.82s from his father Ed but John Lambert spun his Leda on the first run and failed to re-appear.

Prest's winning time gave him a fine new trophy presented by the sponsors, Susan Wilding Cameras, and he was more than a second quicker than Joe Ward's Ward 6. Of the other classes the biggest upset was caused in the up to 1300 mod sports where Mick Merrills put it across class record holder Mike Gleave.

Merrills turned in 28.20s in his Midget which left Gleave behind in his Sprite to the tune of four tenths but Merrills was still a fraction outside the class record. In another good struggle T. R. Wood (Cooper S) managed to put it across Richard White's Escort in the over 1 litre modified saloon class.

**BTD:** B. Prest (Mallock U2), 25.17s.  
**Class winners:** R. Greenwood (Cooper), 28.6s; B. Sutcliffe (Cooper), 28.8s; V. Mills (Capri), 28.7s; K. Knott (Imp), 28.2s; T. Wood (Cooper S), 26.7s; M. Merrills (Midget), 28.2s; R. Speak (Europa), 26.3 (class record); D. Birch (Morgan 4/4), 32.1s; J. Ward (Ward 6), 26.0; M. Burke (Seta 002), 28.0s; T. Turnbull (Ginetta G 12), 28.2s; J. Buck (Terrapin), 26.1s; M. Utley (Brabham BT 35), 25.2s; S. Clark (March 73A), 26.8s.

*Father Clark in the 5.0 March was beaten by son Simon in the big class.*



## Sharpe still in front

The continuing battle of the Jaguars was kept alive at Snetterton at the weekend, with Alan Sharpe getting his V12 powered Senior Dragster down to a 10.3s at 134 mph, although his run was rather overshadowed in the class by Russ Carpenter's staggering 8.9s/154 mph run in his blown 2.5 Daimler rail.

Bob Messent responded to the growing threat of not only Sue Coles but Mick Saunders in their respective small block Chevies, both running low 11s and high 120 mph speeds. But the ever popular Mini-van took all in its stride, clicking off a 10.63s/127 mph run and backing it up with a 10.55s run — a staggering four tenths improvement in one day for a car that is repeatedly thought to be at the limit.

## Legal Lees

After much bickering again amongst Formula Ford ranks, the David Minister engine in Geoff Lees' Royale was stripped by the RAC last week and found to be completely legal. The compression ratio in fact was the 9:1 compared with the regulation 9:3.

This, of course, was one of the main problems with Formula Ford engines last year, when the leading two drivers in the BOC Championship, Richard Morgan and Bernard Vermilio, were both disqualified. Later on, when Morgan's engine, again a Minister was checked, it was found to have a similar ratio to Lees. So at the rate at which Lees is winning races we might have another ace on our hands.

## Rose's finishing record

The attraction of James Hunt, no less, produced a large crowd for the Shenstone and District CC sprint at Curborough near Lichfield last Sunday. Hunt, who demonstrated a Vauxhall Chevette, set quickest time by half a second when he did a run preceding a three team challenge match. In the meeting proper, Bob Rose again set BTD and although he was all alone in his class, he set what is believed to be the fastest time over the finish line being stopped by the watches at 128 mph.

Will Cole, who now has his highly modified Jaguar working to his liking, took another tenth off his own class record for the second week in succession getting down to 35.4s. Another car now showing its full potential is the 'supercharged' Cooper S shared by Norman Adams and Keith Holyoake. Adams took class 4 in 37.27s but he has to find more than a second if he's going to

attack the class record.

In the three team challenge, the Shenstone team, led by Alan Broad who did 46.3s, beat the Ryland Motors team comfortably with a team of representatives of the media third. The other members of the winning team were Hugh Colman and Ron Hayes.

Ron Parsons should have been challenging Rose in his big engined Brabham but he broke it in practice. He also entered his Porsche Carrera in the sports car class but local regular Herbert Shepherd beat him a full second with his immaculate E type.

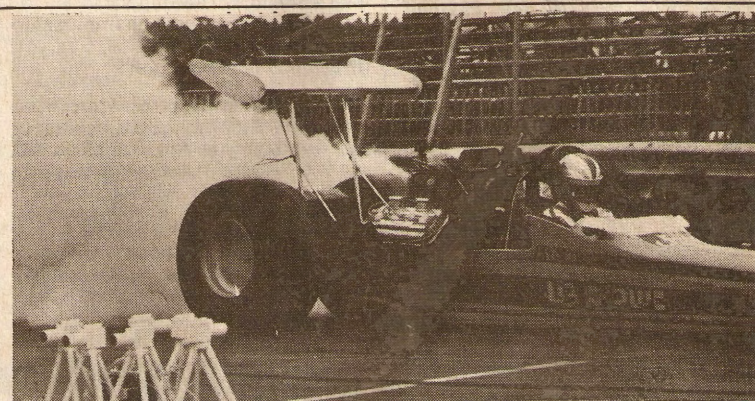
**BTD:** B. Rose (McLaren M 14D), 32.99s.  
**Class winners:** J. Hayden (Hillman Hunter GLS), 43.51s; J. Perkins (Sabre), 43.79s; H. Shepherd (Jaguar E), 39.54s; W. Hollins (Cooper S), 39.72s; J. Taylor (Cooper S), 37.07s; N. Adams (Cooper S), 37.27s; R. Tyre (Elan), 37.04s; W. Cole (Jaguar E), 35.40s; P. Rambaut (AC Ace), 43.18s; D. Booth (Spectre), 36.42s; I. Curtis (Mallock U2), 35.56s; R. Lester (Lola T100), 33.45s.

## Drag men modify

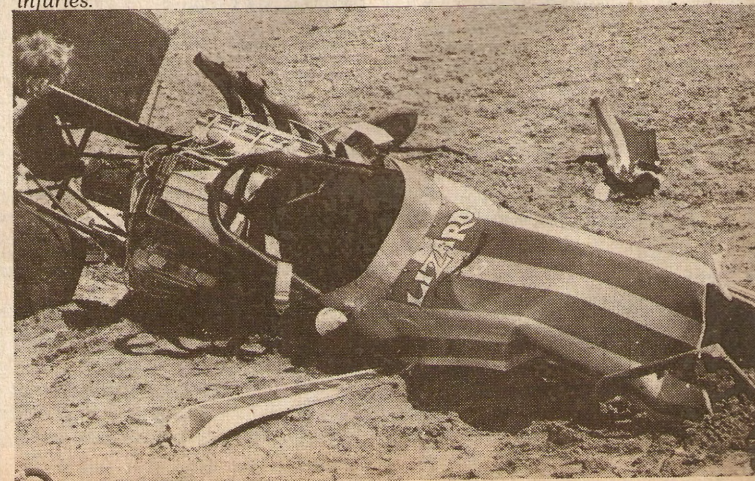
Mike Hall will be taking steps to improve his chances in Pro Comp shortly by fitting the B&J three speed that he has just bought from Keith Harvie. Dennis Stone had originally bought the unit from Harvie's American altered for the Hemi-Hunter dragster, but following its recent blow-up, a change of plan has materialised in the Stone camp.

The blown engine from Tee-Rat will now go in the dragster and become the first non-Chrysler based engine to run in Top Fuel in this country (apart from the Ford "Commuter" some years back). With a

best of 7.7s in the old altered the team are confident of running low sevens and dipping into the sixes without too much strain, which as Dennis Stone said, "won't catch Priddle, but it will give the rest something to think about." The altered now nearing completion to replace "Tee-Rat" will also have a blown Chev-thing this being the one from Harvie's car which has run a 6:9s on methanol in the US. Hopefully the dragster will be out this weekend at Santa Pod, as will the Precision Tapes Escort that has just come back from the spray shop.



*Before, Liz Burn blasts off the line at Snetterton in a run that ended in a Norfolk ploughed field after the 'chute failed to open, below. Liz suffered no injuries.*



## Hathaway and Gover tie

The autocross scene finally got under way last weekend when Stort Valley MC had a full house of 120 for their season opener at Little Hallingbury near Bishop's Stortford. Man of the meeting was Nick Seymour in his turbocharged Volnik Special who set BTD in 2m 20.4s and then easily won a four abreast eliminator to conclude the day.

Several classes produced close finishes, the best being the big Mini class where Graham Hathaway and Tony Gover produced identical times of 2m 25.4s. Hathaway won the class because Gover didn't have a time on his first run. In both the conventional saloon car classes there were surprises for the Merridale brothers failed to win either class. Bob Merridale was 1.2s behind Ian Turner in the up to 1300 class while Reg Mullenger easily beat Tony by more than three seconds in the other class. Merridale only gained second place thanks to a quicker first run for Alan Jones

(Escort) equalled him with 2m 29.2s on his first outing.

Four cars rolled during the day all on one bend which cut up somewhat but was never dangerous. In the biggest class for small capacity Minis, Ian and Clive Thomson took first and second in a class of 20 finishing 2.2s apart. The up to 1.0 Mini class was won comfortably by Barry Crump but Phil Clark and Tony Mason finished only four tenths of a second apart in the minor places. Seymour was in a class on his own and left Rob Turner's Voodoo Special behind by more than 12s, but David Butler in his VW Special was a close third. The final class for rally cars saw Geoff Lobb score the biggest win of the day — by 9s — in his Ascona.

**BTD:** N. Seymour (Volnik Special), 2m 20.4s.  
**Class winners:** 1. Thomson (Mini), 2m 20.2s; 1. Turner (Escort), 2m 29s; R. Wilkinson (Midget), 2m 32.2s; N. Selstead (Fiat 850), 2m 58.2s; B. Crump (Mini), 2m 25.6s; R. Mullenger (RS 1600), 2m 25.6s; G. Hathaway (Cooper), 2m 25.4s; R. Turner (Voodoo Special), 2m 33.9s; G. Lobb (Ascona), 2m 38.4s.

## Quick Buck

The VW of David Mason won last Sunday's autotest run by Stafford & Dist CC at Beacon Farm, near Stafford. With the winner being decided on index of performance, Mason, who clocked 268.0s for the 12 tests, won with an index of 91.1%.

Quickest time was that of Phil Buck's Mini which nipped round in 237.2s to beat Gwyn Jones (Cooper), by 12s in the Mini class. Rob Gibson, still without an autocross to do with his Sprite, took his road going Fireza to a class win in 288.0s ahead of Derek Reed's Mexico, and Peter White (VW) won the rear engined class.

**Overall:** D. Mason (VW), 91.1% (268.0s).  
**Class winners:** P. Buck (Mini), 94.6% (237.2s); P. White (VW), 92.8% (272.8s); R. Gibson (Fireza), 95.6% (288.0s).

## Rallypoint again

ATV Television will again be televising two one hour long live rallypoints from Long Marston in July. Both events will be sponsored by Phillips and it is anticipated that leading lights of both the UK's rallycross and autocross fields will take part.

The events will take place on consecutive weekends of the 6th and 13 July. Group one will again be included. As usual, the events will be organised by the Midlands motor sport consortium of Motostage. Regs are now available from the secretary of the meeting, John Foden at PO Box 14, Coleshill, West Midlands, B46 1AT.

● Eight days ago, Aston University Motor Club (Coltec) won the three-way tie-breaking final in the Midland league motoring quiz by defeating Worcester MC and Birmingham University MC. The evening was chaired by Rob Lyall and John Foden presented the winning team with a trophy provided by the BRSCC (Midland centre).

## BRIEFLY...

● Jeff Ward, the demon Imp saloon car driver, has sold his last year's car to Malcolm Johnson, the former Mini-Ford driver. Ward, meanwhile, is having trouble with his new car, and after an hour bleeding the water cooling system, still retired early in Sunday's special saloon car race at Silverstone. Ward may race at Thruxton on Sunday in the Simoniz series — or he may go on holiday.

● Oldham and Crowther are presenting a crate of beer to the competitor with the best prepared and concours Thoroughbred sports car to finish their next championship round on Monday, May 26. Can you hear them polishing now?

● One extremely disappointed non-starter in the F4 race at Mallory on Sunday was Ian Briggs in his ex-Ian Taylor Low Cost Racing March 733. After setting his pole-winning time with a cylinder head damaged on Llandow, he fell foul of an errant back-marker rounding Gerards and hit the bank, denting the monocoque and breaking a rear wishbone.

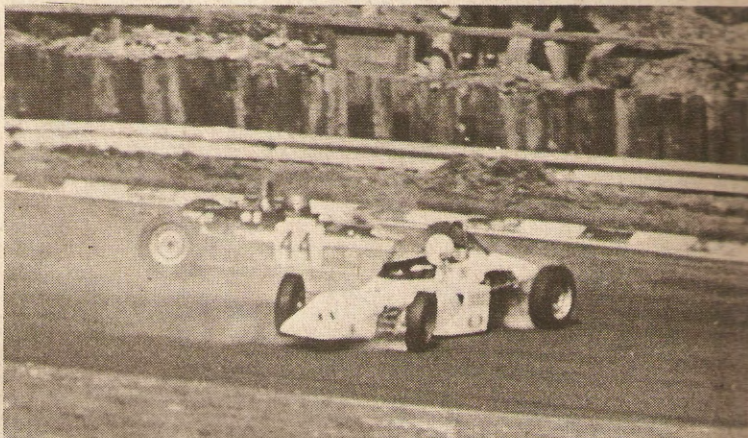
## Championship positions

**Forward Trust special saloon championship, over 1300 cc:** 1. Dave Millington, 16; 2. Joe Russell, 6; 3. Tony Strawson, Neil Dineen, Phil Reece, Tony Sugden, 3. **1001 to 1300 cc:** 1. Phil Winter, 20; 2. Dave Thomas, 5; 3. Graham Goode, E. Richards, David Horsley, Tony Pearce, Terry Harmer, 3. **851 to 1000 cc:** 1. Brian Prebble, 7; 2. Andy Holloway, George Constantine, 6; 4. Jeff Ward, Basil Dagge, 4. **Up to 850 cc:** 1. Jack Wines, 9; 2. Barry Reece, 8; 3. Gerry Glass, 7; 4. Francis Taylor, 6.

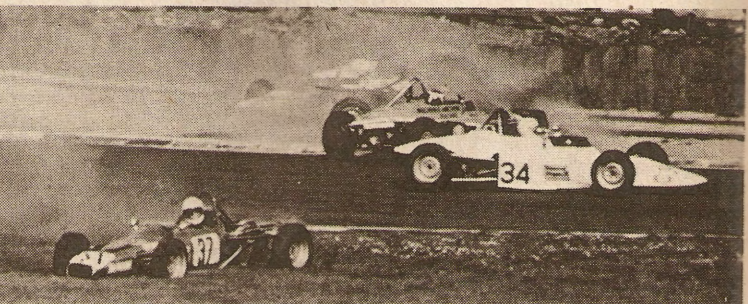
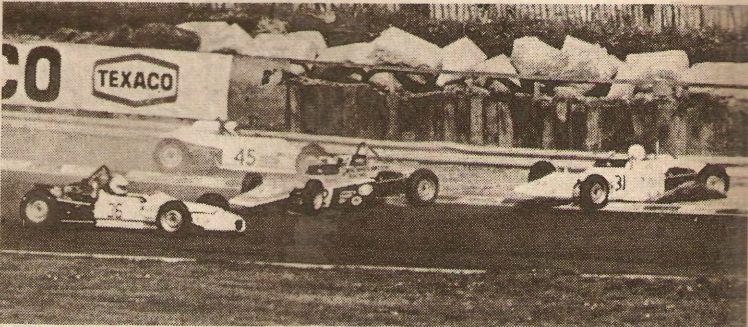
**Miller Organs modsports, over 3000 cc:** 1. Robin Gray, 7; 2. Guy Beddington, 4; 3. Brian Mills, 3; 4. Mike Davies, Brian Litherland, 2. **2001 to 3000 cc:** 1. Andy Fraser, Roger Andreason, 6; 3. Nick Faure, 4; 4. Ed Stephens, 2. **1151 to 2000 cc:** 1. John Evans, 7; 2. Dave Bettinson, 4; 3. Richard Jenvey, 3; 4. Graham Dodd, Ian Clark, 2. **Up to 1150 cc:** 1. Ian Hall, 7; 2. Roger Cowdry, Andy Bailey, 4; 4. Barry Wood, 3.

\* Points now under RAC's consideration.  
**Oldham and Crowther Thoroughbred sports car championship, class A:** 1. John Harper, 18; 2. Martin Crowther, 8; 3. David Preece, 7; 4. John Chatham, 6. **Class B:** 1. Reg Woodcock, 18; 2. Simon Phillips, 10; 3. Alan Ede, 6; 4. Paul Lorne, 5. **Class C:** 1. Bruce Brown, 12; 2. Mike Gue, 9; 3. Jerry Trace, Mike Walker, 7.

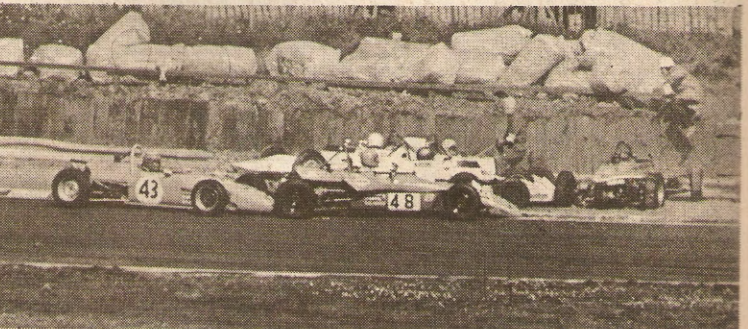
## Brand FF frolics



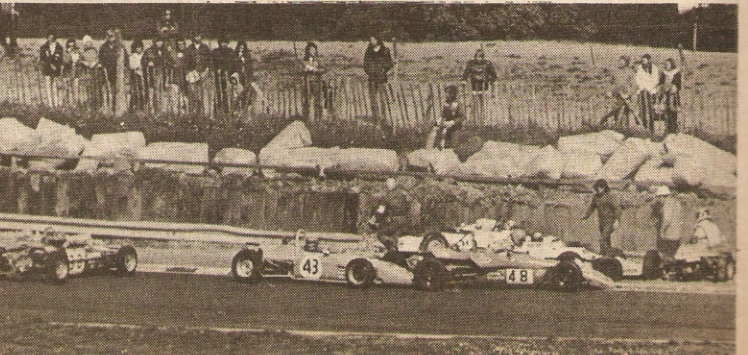
Ace photographer Gerry Stream captured the Formula Ford action at Brands on Sunday. Above, the start of it all: Kenny Gray spins in front of Rod Bremner. Below, Matthew Argenti, John Bright (36) and Eddie Cheever (45) get involved.



It continues: Rob Orford gets through, Tony Howard's on the grass. Below, Peter Lawrence gets a gear box full of Cliff Davies as marshals move in.



All out, race stopped.





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