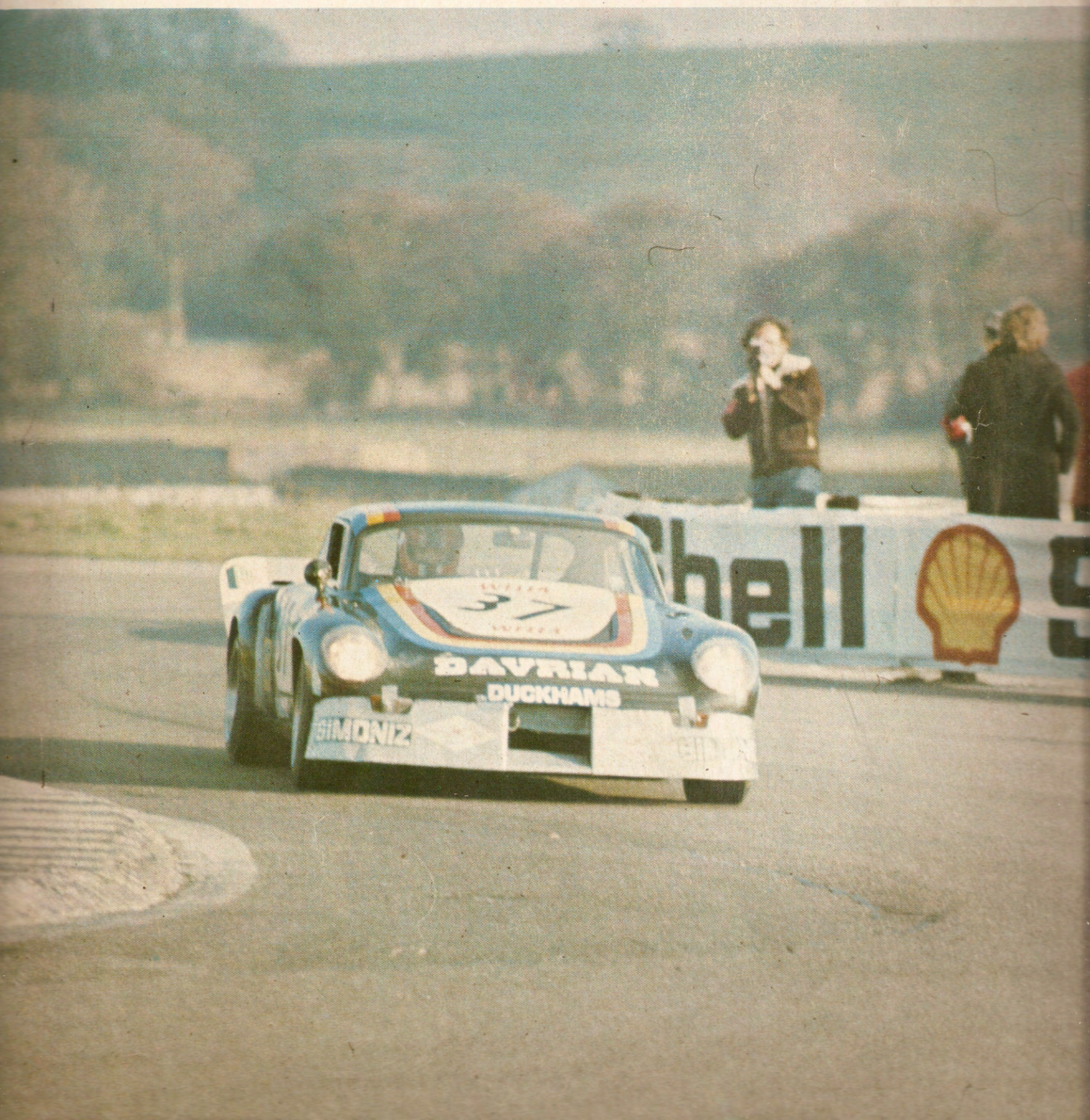
STP CIRCUIT OF GALWAY - ECONOMY IN F1 - TASMAN

AUTOSPORT

Lap record survey: Jarvis tops the table



AUTOSPORT

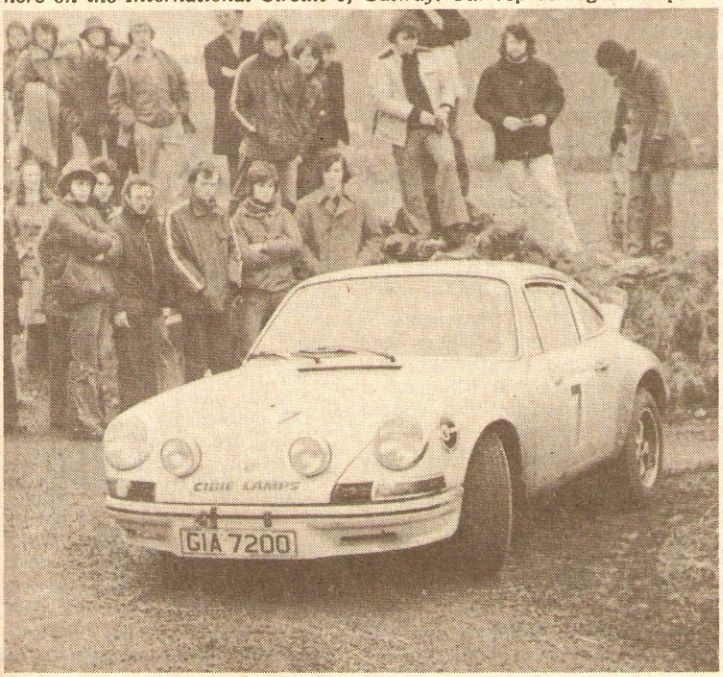
BRITAIN'S MOTOR SPORTING WEEKLY

February 13, Vol 58 No 7

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If Cahal Curley does not win then Dessie McCartney will. Pictured here on the International Circuit of Galway. Our report begins on p100.



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EDITORIAL

The hard sell

For many years now people involved in motor racing have complained heavily about the lack of coverage for the sport by the mass media. It was therefore interesting to monitor the reaction earlier this week to the announcement that Divina Galica, former British Olympic skier, would be turning her attentions to motor sport full time in a Shell/Southern Organs sponsored Special Saloon.

When one considers that, in the past, motor racing coverage in the mass media has, almost exclusively, concerned F1 or tragic accidents, it will no doubt surprise a few people to hear of the amount of coverage Monday's announcement made, especially as Special Saloon racing means very little to the majority. The amount of coverage came because Miss Galica is a personality in her own right. A quick count of the national coverage on Tuesday morning showed that the news had made seven out of nine London daily and evening papers, a total of 21 editorial mentions and pictures, one television and three radio mentions. That is good coverage. It also highlights the problem that motor racing has. The willingness of the media to give the air time is there, however insignificant the activity, if a personality is involved. TV, radio and national papers have showed that they are interested. The problem we have in motor racing is the lack of personalities. The potential is there, but, we feel, that those involved are just too lazy, or full of their own self-importance to go out and make the effort to project not only themselves, but motor racing.

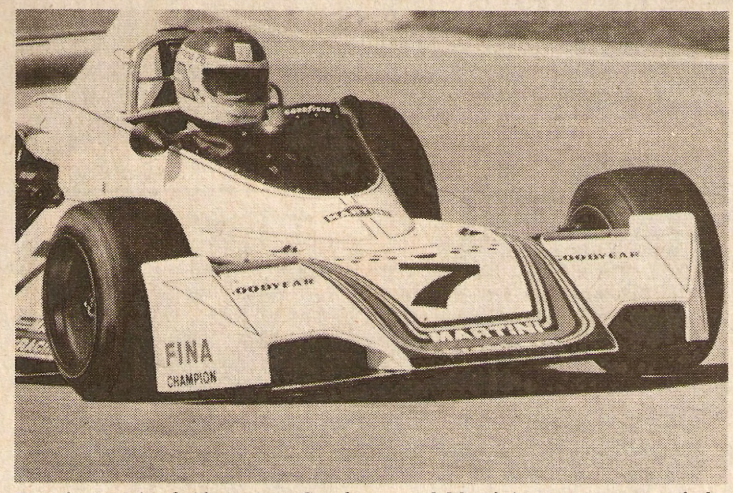
Motor racing has got to sell itself to the public. A competitor can only have the right to sit back and say that the sport owes him a living after he or she has put some effort into it. We can imagine the inevitable bar talk now : " who is the girl coming from outside and taking all the limelight, what about us ? We race every weekend and John Webb doesn't give us any help or publicity." So why should he, when, generally, all he gets for trying to do something original, to bring in extra spectators, is criticism ? Motor Circuit Developments are in business to sell motor racing and it's a poor reflection on those involved that the sport cannot produce its own personalities to promote it, other than at the very top. If the only way greater coverage and credit can be gained for the sport is by introducing outside personalities, then that has to be the way to go.

Nobody can deny that times are hard at the moment; motor sport is healthy but we're all going to have to work hard to keep it that way. A little extra effort from those involved, to achieve the sort of reports and recognition we all feel it warrants, would certainly not go amiss.

our cover picture

Bob Jarvis' Modsport Davrian Mk 5 holds a total of 11 lap records on British circuits. Mike Kettlewell's mammoth review starts on page 34.

Photo : John Gaisford



Fina have joined Champion, Goodyear and Martini as supporters of the works F1 Brabhams this year.

Fina for Brabham

Sharp-eyed readers may have noticed that the works Martini Brabhams were carrying Fina decals during the Brazilian Grand Prix a couple of weeks ago. The French-based petroleum company had, in fact, tied up the deal with Brabham boss Bernie Ecclestone prior to the race, although they have only recently officially announced their involvement.

Fina themselves have been staunch supporters of motor sport, and in the past have been involved with Team Surtees and Frank Williams. Along with the Brabham team, Fina intend to carry on supporting Frank Williams, these being the only teams to carry Fina decals in this year's World Championship.

Donohue's 220 mph aim

Today (Thursday) sees Mark Donohue make an attempt on the World closed circuit speed record currently held by A. J. Foyt at the Daytona Superspeedway. Driving the Roger Penske/Sunoco Can-Am turbo Porsche 917-30K, which delivers something in the region of 1150 bhp, Donohue has spent all of this week practising for the run.

At his first attempt on Sunday, he casually sauntered around the 2.5-mile oval at 201.734 mph. Although this is still some 16 mph off Foyt's record, it beats the old record for Daytona which Donohue already held in the Penske-Sunoco Ferrari 512M V12.

Donohue's over-200 mph lap was achieved in just a dozen laps and his speeds are expected to climb up as he carries out further preliminary runs, culminating with what he hopes will be a fitting climax after the two 125-mile NASCAR Daytona 500 qualifying races on Thursday afternoon and something in excess of 220 mph.



Mark Donohue — warming up.

● Canadian F5000 driver Eppie Wietzes has sold his Lola T330 to Tom Gloy who will run it in the American F5000 series prepared by USAC car constructor Rolla Vollstedt.

● Swedish driver Reine Wisell has been advertising in the Swedish national press for a sponsor. He is requesting a budget of between £40,000 and £60,000 to contest the European F5000 series with Sid Taylor. It is believed this is the first time in Sweden a sponsorship appeal has been made in the national press.

● Vel Miletich, speaking on behalf of the Vel's Parnelli Grand Prix team, was recently quoted in the States as saying the team was still looking for a company to produce tyres for them, other than Goodyear, but that they would run on whatever it takes to become competitive in F1, USAC and F5000.

● The RAC's Race Committee has set aside June 26, 27 and 30 for meeting competitors, car and engine preparers, and to discuss regulations for 1976. Details of the actual schedule of meetings will be announced in due course.

Walker's RAM F5000

The prospects for this year's ShellSport F5000 championship received another boost this week when it was announced that former JPS Lotus F1 driver Dave Walker will be a regular competitor in a works updated Chevron B28.

The car, an ex-VDS model, is owned and will be run by former driver John Macdonald under the RAM banner. RAM stands for Ralph and Macdonald, the Ralph part being Mick Ralph, who is Macdonald's business partner and has been responsible for his immaculate F3 and Special Saloon cars in past years.



John MacDonald — ambitious.



Dave Walker — back again.

The B28 has been fully rebuilt by Chevron and incorporates several modifications which the factory did not have time to introduce last year. Although Chevron are not running a works car themselves they will be giving advice and development help to the team to "keep their hand in" should they want to return officially next year.

The car will be blue and housed at Macdonald's Willesden Autos premises and will have a choice of three Smith and Morand Chevrolet engines.

This will be Walker's first fully competitive drive in England for some time. Since being another in the long list of unfortunate Lotus number two F1 drivers, Walker has been desperately unlucky. As number one DART-GRD driver he only managed a handful of successful sorties in the 2-litre sports car due to a couple of personal injuries. Last year he drove for Jorg Obermoser in 2-litres and a few F2 races and was particularly competitive in the sports car. His only previous F5000 experience was when he did extensive testing for Lotus on their type 70 model. He has recently returned from his homeland, Australia, where the Tasman organisers desperately wanted him to compete in the series but could not find a competitive car.

Macdonald's only previous foray as an entrant was with the Chevron B24 which he ran in Harry Stiller's colours for Alan Jones at the final Rothmans race last year. The car ran very strongly until electrical trouble intervened. The immaculate B24 is still in Macdonald's hands and will be used as a back-up car or will be hired out. Depending on the outcome of current sponsorship negotiations there is a possibility that RAM will run a second B28 for another driver.

£50,000 for RoC

Recent negotiations between Bernie Ecclestone, representing the F1 Constructors' Association, and John Webb has resulted in an increased prize fund for the British Airways/*Daily Mail* Race of Champions and this was announced at the beginning of the week.

The prize fund for the race on March 16, the first F1 race in Europe this year, will now total £50,000. The Constructors' Association will distribute the money to the fastest 16 F1 cars in practice and the first 16 finishers in the 40-lap race.

These scales apply only to the F1 teams competing in the race. The Constructors' Association will invite some of the fastest F5000 cars—which will compete in a ShellSport F5000 Championship race the day before—to compete for a separate prize fund.

This prize fund system gives private entrants the same chance as the major works teams to win some qualifying and prize money. It is also expected that the increase in money will provide extra incentive for the major teams. John Webb told us on Tuesday that Phil Kerr had confirmed that Emerson Fittipaldi would be entered and that Jochen Mass will be in the second Texaco-Marlboro.

Practice starts on Friday, March 14, when the traditional 100 bottles of champagne, donated by the *Evening News*, will be presented to the fastest driver in the first F1 practice session.

Amon stars at Surfer's

Chris Amon was the moral victor of last weekend's Peter Stuyvesant - sponsored Tasman round held at the Surfer's Paradise course in Australia. Once again, as the eight race series moves towards its climax, ill luck fell upon the New Zealander just when it looked as if he would score his second win of the series and therefore give himself a healthy chance of taking the title he once held.

In the end it was Australian Johnnie Walker driving his Repco-Holden-powered Lola T332 that came through to win and moved himself into the lead of the series with just two rounds to go. It is Walker's consistency, rather than outright pace, that has seen him always lying within striking distance of the series leaders. Although the win at Surfer's was his first Tasman success since the opening round of the 1974 series, he has finished in every round of this year's Tasman, and it's by virtue of three 4ths, two 3rds and this latest win that has enabled him to move into a narrow two point lead over Warwick Brown.

Practice had seen Brown and Walker occupy the front row, the former getting the favoured position. Both Graeme Lawrence and Ken Smith were well up in their respective Lola T332s, the latter's form indeed being quite a surprise in the ex-Brian Redman/Carl Haas car.

Both Chris Amon and Graham McRae weren't having a terribly good time. Amon had to miss the first practice session as the replacement Weismann gearbox still hadn't arrived from the States following his dramas at Oran Park the week before. He eventually got out late but even in eight laps was able to get onto the third row. McRae's own highly modified GM2B couldn't be ready in time so the Kiwi accepted an offer to race an elderly Repco Matich A53 instead.

Brown leapt away at the start and judging by his early pace, it looked as if he was going to repeat his runaway win at Oran Park the week before. That would have virtually given him the Tasman title, especially as his nearest rival Lawrence was stranded on the line with an inoperative clutch. The New Zealander did finish however, albeit a lap down and out of the points.

Amon thrust his way forward in the McCormack Talon, anxious to get after Brown but finding his path blocked first by Smith, who was driving extremely well and having his best Tasman race to date, and then Walker. As far as Amon was concerned, he hoped Walker wasn't going to prove as difficult to pass as he had the week before. By this time Brown had opened up a comfortable 10 s lead but once the Talon had dealt with the Repco-Lola, the leader's lead diminished in six spectacular laps as Amon carved back the deficit.

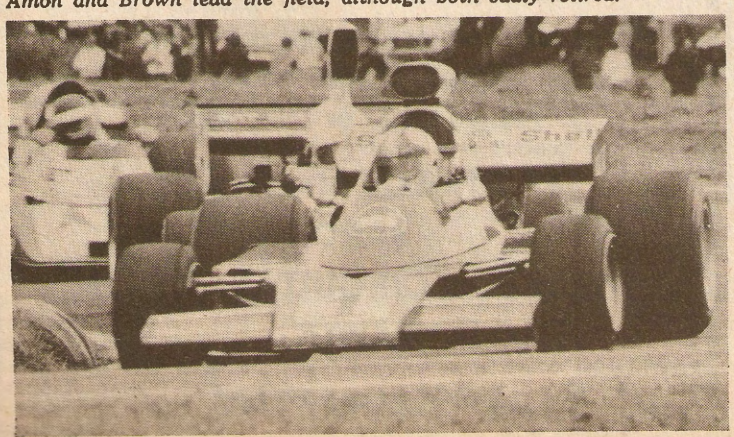
Brown didn't present Amon with too much trouble as the Talon sped into the lead but the white Lola was soon to be sidelined with engine failure. It looked as if the race was Amon's but that jinx struck again, this time just eight laps from home when the engine let go. It gave Walker the race on the plate as he was sufficiently clear of Smith to win the 100 mile, 50 lap race by 11 s in 57 m 30.1 s. Third and a further 21 s down was the promising John Goss in his Matich-Repco A53 while McRae came home fourth.

The new Lola T400s of Max Stewart and Kevin Bartlett didn't feature and both drivers have said that they intend to use their proven T332s in the final two rounds. Stewart retired midway through the race saying the car was undriveable under the conditions.

Amon was very happy, even in the face of defeat, saying that he'd now got down to smoking "just five cigarettes a day!" He added that "I now weigh under 11st which is what I was back in 1968 and I'm regularly running three miles a day. I really feel good and sharp." It obviously shows.

So with Walker giving Repco their first Tasman win of the series and becoming the fifth winner in six races, the leading positions are Walker, 26 points, Brown, 24, and Lawrence, 21. This weekend's round is at Adelaide.

Amon and Brown lead the field, although both sadly retired.



Daytona 500 qualifying

This weekend sees the classic Daytona 500 NASCAR race provide its characteristic climax to the NASCAR speedweek that has been constantly in motion all this week. The proceedings got under way earlier this week with qualifying taking place for the "pole" and "outside pole" positions. These are the only two grid placings that are determined during the first qualification runs and although the next eight fastest runners also qualify for the race they still have to take part in the two 125 mile qualifying races later on today (Thursday).

The coveted pole slot has gone to Donnie Allison in his DiGard Chevrolet at an average of 185.827 mph. His efforts net him a useful $5000. Supporting him on the front row will be David Pearson in the Woods Bros/Purolator Mercury at 184.411 mph. The eight other qualifiers are Buddy Baker in Bud Moore's Ford, Richard Petty (STP Dodge), Bobby Allison (Coca Cola/Penske AMC Matador), the Chevrolet '75s of Ramo Stott, Benny Parsons and Darryl Altrip, Richard Brookes' Mercury '75 and Cale Yarborough in Junior Johnson's Chevrolet.



David Pearson—up front.

Among the big stars yet to qualify are Johnny Rutherford in the second DiGard Chevrolet, A. J. Foyt's Gilmore Chevrolet, George Follmer (Bill Moyer Racing Chevrolet) and Roger McCluskey's Chevrolet '75.

Listeners to AFN on Sunday will probably hear commentary on the race towards the end of the afternoon.

Modus plans

Although they have yet to finalise their Formula 3 plans for this year, Modus Cars will in fact be running works cars in both Formula 5000 and Formula Atlantic for Tom Walkinshaw and Tony Brise.

Tom Walkinshaw — F5000 again.



Walkinshaw will once again be running the car with the 3.4-litre Ford V6 engine and may initially use last year's version until designer Jo Marquart completes the new car he has lined up on the stocks. At the moment, Modus and Chevron are the only manufacturers to be running a Ford powered car in the European F5000 series.

Having had to shelve their Formula 2 plans once again for Brise, Modus will undertake to run him again in the British Atlantic series where he showed both his and the cars' obvious potential on several occasions last year.

F5000 tyre clarification

Just to clarify the tyre situation regarding F5000 cars competing with F1 cars in combined races this coming season, the RAC have issued a statement which states that when F5000 are competing directly with F1 cars (ie, the Race of Champions and the International Trophy), their tyre restrictions will be lifted and they will be allowed to run what they like. However, when F5000 cars are competing among themselves for a place in a combined F1/F5000 race, they will have to run on the specified Goodyear tyres (as listed in AUTOSPORT, January 23).

Once qualification for the combined race has been established, those cars who have qualified may run on any tyre in order to gain an appropriate grid position alongside the F1 cars.

● A call came through to Ted Moore at Rapid Movements' Heathrow base at 5 pm on Friday afternoon. James Hunt had just shunted the Hesketh during practice for the Brazilian GP and damaged the protruding nose/wing arrangement. They needed a replacement. A call to the team's Towcester workshops, a hectic van drive and the new section was on a plane bound for Sao Paulo by 11pm that night. It arrived in time for practice at 5 pm the next day. How's that for some rapid movements.

March Ricard tests

The new March F1 car underwent its first preliminary trials at the Paul Ricard circuit last week. Unfortunately bad weather prevented the team getting any testing in until the Friday and even then the track was still damp.

As we explained last week, both the latest and the earlier F1 variants were on hand for Lella Lombardi and Vittorio Brambilla to try while the F2 car was given between 600 and 700 miles extensive testing by the team's

Patrick Tambay—many miles.



latest F2 recruits Patrick Tambay and Michel Leclere.

The new car went extremely well for the first time out, Brambilla getting down to a time in the 1 m 53 s region which more or less explains the conditions. Miss Lombardi also drove the car, having first sampled the 741, and she expressed her delight, immediately asking for a new one. It is thought only one new car will be ready for Brambilla to drive in South Africa. Lella will therefore have to make do with the older car.

The team tried both the longer "Rastus" nose and the shorter (by 4in) F2 variant and although it is hoped the new car will be quicker in a straight line, it became evident from the comments made by Brambilla that the new car excelled greatly in the handling department compared with the earlier and far heavier 741. The F2 car was about a couple of seconds slower on the long circuit with Tambay doing

Lella Lombardi—not trying.



all the driving.

On the Saturday and Sunday, the team were allowed on to the ultra short circuit which has only been used before by Matra. The quickest time achieved was 49.7 s by Brambilla, some 4 s quicker than Leclere.
although this couldn't really be regarded as a comparable time. Once again the F2 was a couple of seconds slower than the F1, again driven by Tambay who ended up almost a second quicker htan Leclere.

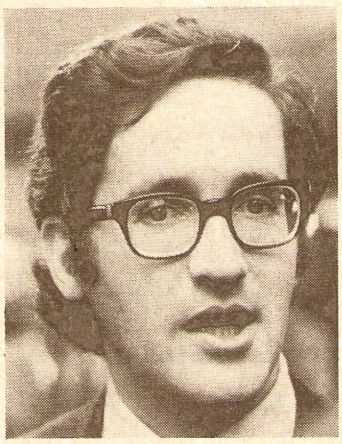
de Adamich quits

The amiable and bespectacled Italian driver Andrea de Adamich has officially announced his retirement from motor sport at the age of 34. He says that he has decided to retire so that he can lead a more reasonable life with his attractive wife Donatella. However, he still intends to attend races in his journalistic capacity as a reporter for the Italian magazine *Autosprint*.

De Adamich was born in Trieste and started in competition in 1962. Like many Italians of that era, he progressed into Formula 3 where he gained an excellent reputation, especially with a variety of Brabhams in the 1964-66 seasons. He also drove for Alfa Romeo as well, concentrating mainly on saloons with increasing success.

Having shown so much fire and enthusiasm in his early youth, de Adamich was drafted into the works Ferrari team at the end of 1968, making his Grand Prix debut in South Africa the following year. As far as the British public is concerned, de Adamich will be best remembered

Andrea de Adamich—basta.



for his fiery shunt at the 1969 Race of Champions when his F1 Ferrari went out of control entering Paddock Bend. The car turned over and burst into flames and it was only the bravery of the marshals on the spot that saved him from further injury other than just broken teeth.

Prior to his brief F1 flirtation with Ferrari, he made his mark felt very definitely in Formula 2, especially the 1967/68 Temporada series driving one of the works V6 Ferrari Dinos.

From Ferrari he moved over to Alfa Romeo where he has more or less remained ever since. He has driven a works T33 sports prototype ever since 1970, scoring a notable success with Henri Pescarolo when they won the BOAC 1000 at Brands in 1971.

On the F1 front, de Adamich has had semi-works drives with McLaren, March, Surtees and Brabham over the past few years, the former two teams seeing him run with works Alfa V8 engines. They weren't to prove successful partnerships and it was evident that since that early crash in the Ferrari, de Adamich had lost some of his early fire and had now become a little more cautious although he did gain some notable results in the works F5000 Surtees TS5As in 1969/70.

However, one of his best drives was in a works Surtees at the 1972 Spanish GP and at the 1973 Belgian GP, both times coming home 4th. When de Adamich quit Surtees for Brabham at the end of 1972, he ran a BT37 before swopping over to one of the latest BT44s. His last F1 race was at the British GP in 1973 where he became involved in the multiple pile up at the start and suffered a broken leg as a result. He recovered and continued to drive Alfa prototypes again last year partnering Carlo Facetti.

Alfa agency

Bernie Ecclestone, patron of the MRD Martini-Brabham team, has in fact become the sole agent for the potent Alfa Romeo flat-12 engine. He told us earlier this week that the agreement had, in fact, been completed last year and that the concession was rather like "a Ford or BMC agency."

Ecclestone said that he hoped to be able to provide potential customers with a reputable servicing arrangement based in this country, thereby by-passing the need to deal with Alfa themselves in Modena.

As far as we can recall, this is the first time an engine manufacturer has appointed a sales and service agent outside their immediate control. This neat coup engineered by the enterprising Ecclestone could well be the foretaste of things to come in this particular sphere of motor sport.

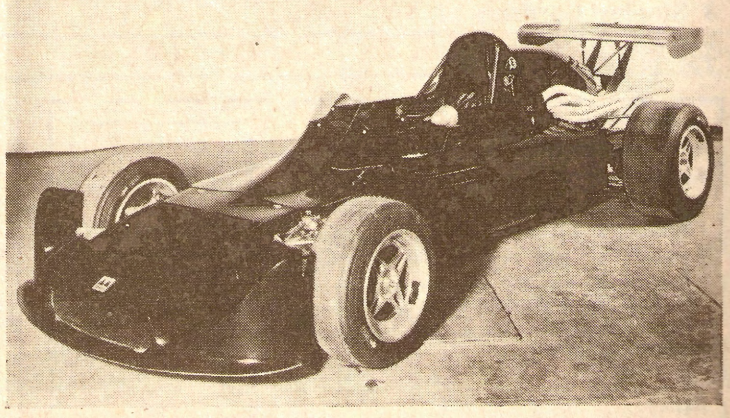
More Alpine turbo tests

Alpine Renault have been testing their controversial turbocharged Renault V6 sports car at Ricard recently, using one of the older A441 chassis until the new one is completed. Both Jean-Pierre Jabouille and Gerard Larrousse have been doing the driving and times have been in the 1 m 13.5 s bracket, well off the best that Matra have achieved at 1 m 12 s and this is the time that Alpine are obviously aiming for.

One problem which Jabouille says takes a bit of getting used to is anticipation of the turbo engine, both in braking and acceleration, plus having to concentrate on at least four dials at once.

The new chassis with various modifications is expected to be ready and testing by the end of February.

The new Jo Marquart-designed Modus Formula Super Renault is identical to their F3 car and features revised bodywork all round.



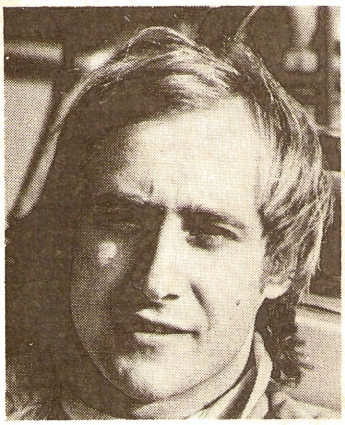
● Ferrari have decided that they will take their brand new 312T Formula 1 car to the South African Grand Prix on March 1.

● Having bought the ex-Mike Wilds F5000 March 73A from Dempster Developments, Mick Hill will now race the car in F5000.

Arnott will run in F3

Former Formula Ford driver Bob Arnott will be back in Formula 3 again this year with an ex-Ippokampos March 743, the same car in fact that Tom Pryce took to victory at Monaco last year.

Bob Arnott—own show.



Arnott's effort will be "very much run on a shoestring" but he hopes to take in all the British and major continental F3 races during the season. He will retain "the enormous transporter from my Formula Ford days as it is equipped with everything." Arnott will probably use Neil Brown prepared Ford t/c engines and his first race should be at Thruxton on March 2.

● Two semi-works front-wheel-drive Renault 17TS Coupes will be run in the forthcoming SO/RAC National G1 series for Mike Crabtree and Martin Thomas. Both cars will be sponsored by Tensile Structures of Hitchin, Herts, a subsidiary of the large Reed International group, with additional support from Elf. The cars will be prepared by Saffron Road Garages of Biggleswade, themselves Renault dealers, under the guidance of Ken Foster.

F2 for Leoni

Italy's 1974 Formula Italia champion Lamberto Leoni will be making the very big step straight into Formula 2 this year driving a brand new March 752-BMW. He has already taken delivery of his car, as has fellow Italian Gabrielle Serblin, and the two of them have been testing at Ferrari's Fiorano test track at the request of the Commendatore who, following recent criticism in the Italian press of his apparent disregard for helping young Italian hopefuls, has promised them a test in an F1 B3 later in the year.

● Rumour from Canada suggests that Dulon have been approached to build two Atlantic cars for use in the John Player series. However, Dulon's Andrew Duncan said the matter was still very much in the hands of their US agents, IRS. Drivers mentioned are Jon Woodner and Marty Lost.

● The programme of supporting races for this year's John Player British Grand Prix was announced by Silverstone this week. Top of the list is of course the £2,500 International F3 race sponsored by the F1 Constructors' Association. There will also be rounds of the John Player Atlantic, Southern Organs Saloon and Tricentrol Super Saloon championships.

Practice for these and, of course, the Grand Prix itself will take place on Thursday and Friday, July 17 and 18. All the races will be on Saturday, July 20, together with an air display and many other side-attractions.

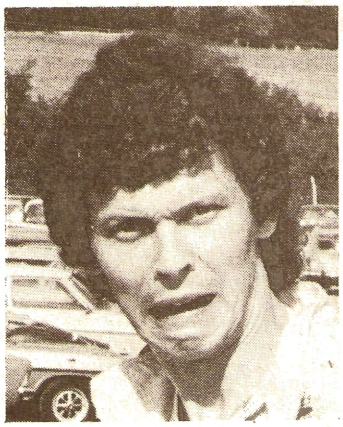
● Ken Silverstone was testing last week at Snetterton in his Hawke F3 car with which he will be contesting the BP series. The Hawke is essentially an FF2000, but modified to take the larger F3 wheels and tyres. It will be interesting to see how the spaceframe compares with the universal monocoque, although, of course, both Alpines and Martinis were spaceframe in their F3 days.

Dron gets top award

Journalist Tony Dron received the Paul Frére Challenge Cup last week. This is awarded annually to a professional motoring journalist of any nationality who puts up the best performance as a driver in major sporting events.

Tony's drives in the Spa 24 Hrs, where he and Andy Rouse finished fifth, and the Access TT, where he finished third and won his class, earned him the award.

Tony Dron—the tops!



● Swedish F2 and F3 driver Gunnar Nilsson was suddenly rushed to hospital last week in Sweden suffering from a burst appendix. He is recovering and was thankful that it didn't happen during the racing season.

● The Roger Williamson Fund is sponsoring a fire training day on Sunday, February 23 at Mallory Park, starting at 11 am. The BRSCC Midland Centre are organising the training programme, which will enable 60 fire marshals (using the circuit's own fire extinguishers) to extinguish petrol fires started in a Lola chassis which will burn 100 gallons of petrol. The clubhouse and the bar will be open.

Briefly . . .

● Formula 3 and sports car driver Buzz Buzaglo has found the necessary finance to hire the ex-Magee/Jones F5000 Chevron B24, currently owned by John Macdonald, for the Race of Champions at Brands Hatch on March 16.

● Goodyear carried out some pre-season USAC tyre tests at the Ontario Motor Speedway recently. Fastest was A. J. Foyt in his Gilmore Coyote-Ford t/c at 192 mph while Roger Penske's new boy, Tom Sneva, wasn't that far behind on 189 mph in the team's McLaren M16D-Offy. Penske's other driver Bobby Allison also drove the car, although he was significantly slower at 185 mph.

An interesting move was made by Foyt who allowed Country and Western singer Marty Robbins a run in his car, the part-time NASCAR racer turning in a couple of laps at 163 mph but deciding to stick to singing and stockers.

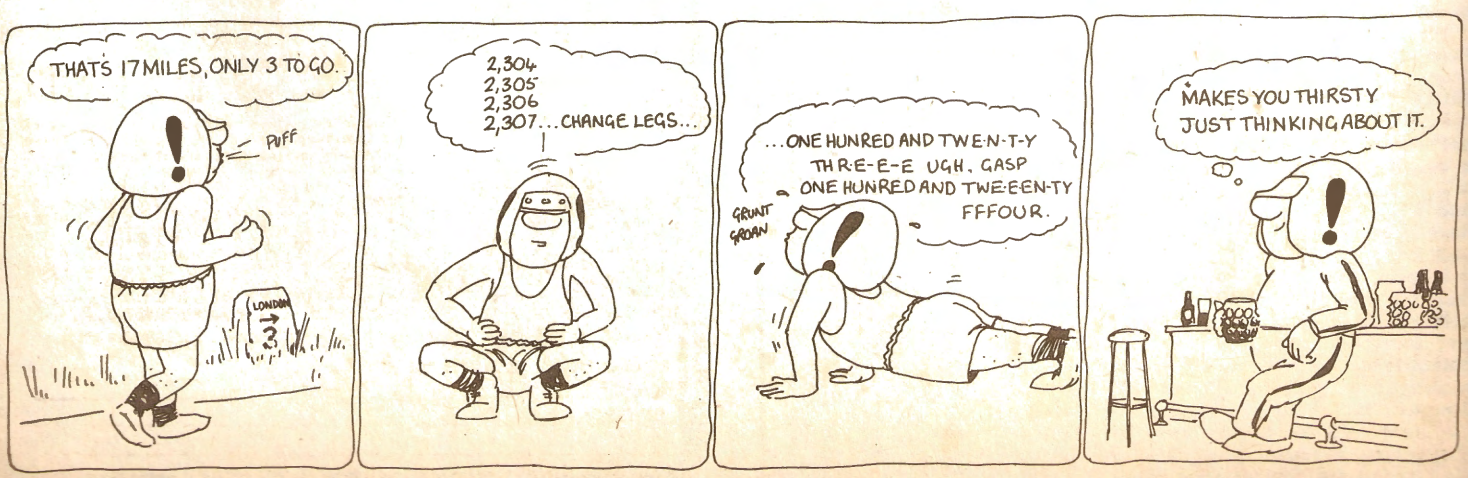
● Mick Jones, the former Atlantic and Jaguar E driver, who we said was going F3 in last week's issue will *not* have any support from the *Kentish Times*. His March 733 will be run solely under the Derek Edwards Trailers banner and will use Racing Services prepared engines.

● Early leader in this year's USAC midget car series is Gary Bettenhausen who seems to have recovered from his horrifying shunt in a midget race at Syracuse last July which lost him a regular USAC ride with Roger Penske. Even with a partially paralysed left arm, Bettenhausen was still able to win the Chuck Rodee Memorial 100 at Fort Wayne, Indiana, recently.

● Dunlop have announced that they are offering bonuses for competitors in both the BBC Radio 1 production touring car championship and the SO/RAC G1 series. All class winners in the Radio 1 series will receive £15 while the SO/RAC competitors will get £50 for an overall win and £25 for a class win.

CATCHPOLE

By Barry Foley



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Purely personal



"After three quarts of beer, a mountain of fresh oysters, clams, shrimps and scollops, I was all set to murder the NASCAR stockers lap record."

JOHN MORRISON

Regular followers of Super Vee will already have heard of John Morrison while others may not. John is Britain's top FSV driver without a doubt. Besides his consistent success in the not so glamorous British rounds, which has seen him win the national title in 1973 and the runner's-up slot last year, Morrison's European and American wanderings have seen him pitted against the might of the very best FSV can offer. He hasn't disgraced himself either. John is an adamant FSV supporter, influenced to an extent by the very generous prize monies offered. However that is not to say he wouldn't contemplate a move back into Formula 3, having already experienced the delights (!) in a Tecno a few years ago. Both of John's last two FSV races have been at Daytona in Florida. Each time he has made the front row and looked a winner. This is his tale from the Daytona race a fortnight ago.

This makes a change. I can write something on Super Vee, besides a correspondence column answer to an F3 fan's misguided slaughter of the formula. It is not necessary this time to go into raptures over dates, prize monies and costs, you lucky people—the editor has promised me a couple of pages to do that for you later; risking a plummeting sales graph. But, in this quiet and frustrating part of a racer's year, I went racing. In support of last week's Daytona 24 Hours, the first round of the 1975 American VW Gold Cup series was held—each round having a $10,000 purse—with Bosch doing the honours at Daytona. First place was worth $2,500 plus bonus monies (that's about £1200—makes you want to do FF2000 doesn't it?) and money for every starter. The 12 rounds with a $140,000 prize total make it the fourth richest road racing series in America.

With an offer of some pre-season test work at Palm Beach in Florida (yes, that one), Fred Opert really had to break an arm to persuade me to go over a few days early. A delayed flight and a 26-hour run down from bright, freezing New York, through Georgia, including a tour through the North and South Carolinas, saw us oblivious of our dirt and tiredness with the amazing 80-degree weather, perfect light breezes and hot sun. Snetterton in February was never like this!

We were to spend a couple of days at the Palm Beach Raceway, complete with its own drag strip, swamp, sand and rattlesnakes! If ever a circuit was looking for a deterrent for spinning off, snakes are the answer—a good six-foot example allowed me to run it over a couple of times before bothering to move off. I never missed my braking point there, and from what I hear about swamp reptiles, no one ever does any slow laps or loses the pack!

I spent some time with Jonathan Farkas and his beautiful Chevron, complete with 1100 cc BDA, F2 wings and 5-speed gearbox and everybody semed well pleased with the potential realised with my 3 seconds-under-lap-record times for this Formula C car. If Jonathan can get to grips with everything I'm sure he'll be at the front when their championship starts there this week. We also had a few oversteering laps in a new Titan FF with both racing Goodyears and Torinos back to back, which all helped to get my eye in for practice the following Thursday back up the coast at Daytona.

In last November's visit I'd had no difficulties at all running at the front with the Supernova BH4 Heidegger. Half way through the race, I'd confidently gone off line to pass, and the ensuing oversteering slide had developed into a spin, and I really had thought the tyres had gone "off." In fact, the wind had put a lot of sand in with the junk known as the 'marbles' and dozy Johno had fallen off to fifth place. We spent the first practice this time broadening the knife edge to get into the corners really well. Daytona's a bit odd here in that the finishing line is three quarters of the way round the first 160° first gear corner after a 2.5-mile flat out blind round the banking. I reckoned there was no way I'd break away from the pack, so I needed to be really good in to the infield. The race programme proudly proclaims this is the place where the action is for spectators—they want to try it on our side of the armco! We tuned and adjusted all the way up to Friday's qualifying, when I was able to hold the longest sexiest Goodyear sponsoring slides to get on pole half a second quicker than the rest (and Freddie Kottulinsky's pole time last November). Glorious....

To digress a moment, the night before qualifying was a late one, courtesy of Joe Hoppen—kingpin of the highly successful US Super Vee series. He knows where to eat as well, and took us off into the everglades. After three quarts of beer, a mountain of fresh oysters, clams, shrimps and scollops I was all set to murder the NASCAR stockers' lap record, let alone Super Vee's. Bill Crosty, Bill Brack's Canadian mechanic, smelt trouble and decided I should cool off. An impromptu visit to the motel's pool might have looked funny, but sure enough it was my life I was saving, not just keeping my boots dry. Meanwhile back at the...

Race day had us lined behind Elliott Forbes-Robinson who warned me that if I passed him on the first lap, he'd disqualify me! It was the only way he reckoned he could lead safely—in the VW Golf pace car! He led the first lap unchallenged, everyone then making a clean start, but the anxiety of some drivers to continue practice accidents was really bad. On the warm-up before the race Freddy Phillips went off, unable to take his third slot on the grid; and then on the first corner Bill Neuhoff, who was on the outside of the front row, went all weak at the sight of grass and decided to investigate. Dear oh dear...

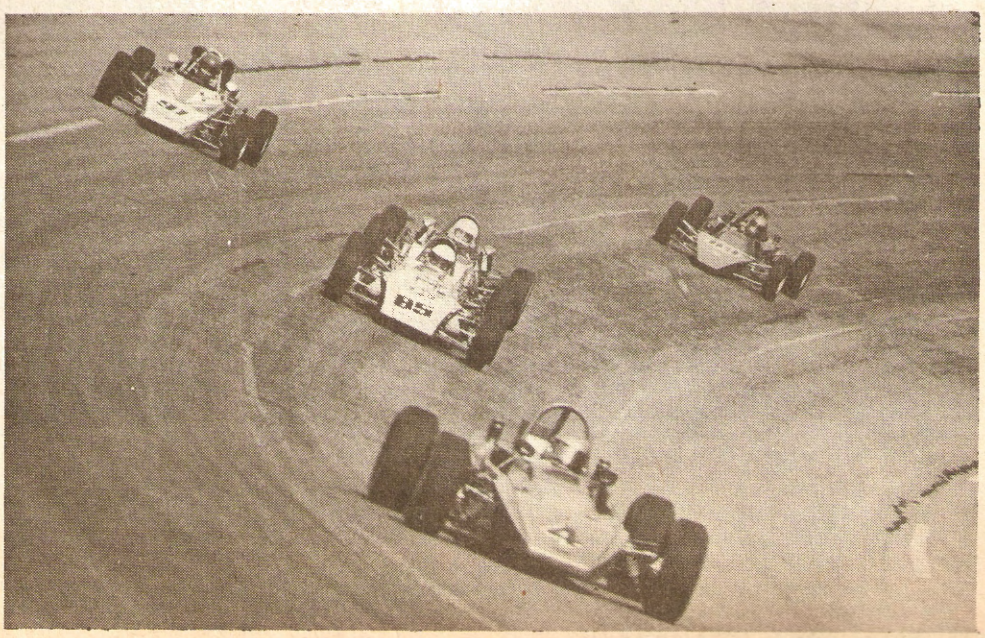
I was able to pull out a good 25 yard lead up to the banking, but just as at Hockenheim or Silverstone you get swamped by half a dozen cars all using your draft. On lap two our front bunch had the honour of being passed by a flying black wedge called a Zink with Tom Bagley driving—on the grass again. Coming off the back row of the grid with its very low frontal area, its straightline speed was incredible and the car looked good on the infield too. I jumped in behind it as I reckoned here was the speed to make a break, but then MacDonald in a brand new Bill Scott Royale spoilt everything by out-accelerating me on to the banking and then dithering in and out of Zink's slipstream getting no closer. He got well crossed up going on to the infield so I didn't dare pass there, and on the next 180° righthander, obviously watching his mirrors rather than where he was going, chopped across my bows so hard that he spun wildly. I couldn't get out of the way quick enough and belted his rear wheel with my front and that was that.

3000 miles, all that money and hard work snuffed out. Just imagine what Witty would make out of that—the wife'll kill me—Supernova will find another driver—Opert will call me a crasher—Stan will probably resort to his hammer. Twice now out of three DNF's, I've fallen foul of a gnome driving over his head. Hell.

Bagley won easily and deservedly, walking off smugly with my £1300. Jon Batchelor in the ex-EF-R Lynn just pipped Bob Lazier's fresh-out-the-show Supernova BH5 for £600. Nothing left to do but watch poor Brian Redman's ninth DNF out of ten 24-hour starts; even the amazing 220 mph Corvette failed to lift the gloom, so we all went back to the hotel pool. It's at times like these that you appreciate a professional team around you—problems like this are common to circuits like Daytona, and rather than dwell on such peculiarities, everyone in the team turned their thoughts to being more effective on our next visit; mooted for Sebring and Road Atlanta in March and April respectively.

So it's thank you to all our friends in the US for smoothing out our visits, so wonderfully, to Supernovas, Max, Dominic, and Goodyears for their excellent equipment. I hope next time everything comes together, the work rewarded with the appropriate result.

At speeds in excess of 150 mph, life can be pretty exciting for Super Vees on the Daytona banking.



Stuttgart sweep the board

By JOHN DAVENPORT Photographs by ESLER CRAWFORD

The world of Irish rallying proved once again last weekend that it can be the most competitive, the most exciting and the most pleasant rallying experience. For Dessie McCartney and Terry Harryman, the experience was even more pleasant than usual as their Porsche Carrera came home first overall in the STP Circuit of Galway and they were the recipients of over £1,000 in prize money. The early stages of the rally had seen the most tremendous struggle between Billy Coleman/John Davenport in an Escort RS1600 and Cahal Curley/Austin Frazer in a Porsche Carrera. The Escort driver maintained a narrow lead during the first day and it was while Curley was making a superb effort to reduce this that the Porsche driver committed one of his very rare errors and inverted his car. Coleman then led the field by a considerable margin of almost 7 m and could afford to slow up a little, but luck was not his way and a halfshaft parted on the start line of a test and the rally was given back to the horde of Porsches that had been snapping at his heels.

Behind McCartney came David Agnew/Robert Harkness in their newly-acquired Carrera who finished just under a minute ahead of Jack Tordoff/Phil Short, who would have been right up with the leaders had they not had engine problems on the second day. As it was, Tordoff was fastest overall on the Sunday but could not quite close the gap sufficiently to finish better than third. Harold Morley/Rupert Saunders were making respectively a return to rallying and a debut in international events so they were very pleased to finish fourth in their Carrera after suffering from tyre wear problems and several punctures. Fifth overall, after a good drive, were Brian Evans/John Brown in the familiar Malvern TV Porsche, but minor mechanical problems and finally a sortie from the road into a peat bog cost them the placing that their times deserved. The highest placed non-Porsche was Philip McCartan/Tony Rice, whose drive in their McCartan Plant Escort RS1600 brought them home well clear of Joe Pat O'Kane's Porsche Carrera which nearly made it six Porsches in the first six places.

Drive of the rally award should go to Chris Sclater/Martin Holmes who took their 16 valve Datsun 160J to fourth place overall before getting a puncture on a stage, hitting a wall and bending the front suspension so that they could not continue. To be ahead of so many Porsches on a tarmac event with a car more suited to the rough going of the Safari was not only a compliment to Sclater's driving, but also to the amount of work that he has put in on the detail development of the car. Disappointment of the rally was that the Alpine Renault of Adrian Boyd/Frank Main retired so early with a broken transmission as neither it nor its driver had a chance to show their mettle.

The rally was almost a McCartney grand slam, for brother Ronnie and Lionel Weir won the Group One category with the Mazda RX3, coming home 24 s ahead of local man, Ray Murphy/Greg Brittain in their Group 1 Vauxhall Magnum 2.3. Both these cars finished in the first 10, which is a pretty good result with standard cars on such an event. There had not been a very large entry from Britain, but those that came did quite well, and typical were Bernard Banning/Rob Parrott who took their Avenger GT to a class win after a rally-long battle with Big D, Derek McMahon/Starret Graham from Donegal in a similar car. Chrysler also won the Ladies award with an Avenger GT driven by Melanie Fitzgerald-Smith.

The rally was centred in the town of Galway and it was there that scrutineering took place on Friday morning. The various procedures were slick and there were few holdups, so that the parc fermé rapidly filled up with the 88 cars that were to start the rally that afternoon at 4 o'clock. The format of the rally each day was to visit one area of County Galway where six tests had been laid out and send the cars round them twice. Not only did this reduce the number of roads closed while multiplying the stage mileage by two, but it made things very congenial for spectators who, despite the cold winds, were to turn out in large numbers. The practice of starting the cars at 30 s intervals on stages enables the club to get the entry through the stages quickly enough so that everything is ready in time for the second attempt at the stage.

From the Friday evening start, the rally headed north to a deceptive little stage of some 12 miles. On the map it looked very much shorter and as an opener it had everything; there were so many changes of surface that the driver who was trying to feel his way into going quickly was constantly having to re-adjust his ideas about the grip of his tyres. Consequently, there were quite a few drivers who never saw the second stage. Brian Nelson/Derek Smith were amongst the most eminent crews who found themselves in this position, and they were unable to get their BMW back on to the road in time to continue. They were even more disappointed when they found that the wheel had been pushed back sufficiently to make it impossible to compete in the Sunday stages, which were being run as a separate competition for retired competitors. At the other end of the field, song writer and Curley fan, Phil Coulter was having his first experience of rallying first hand in a Group Two Mexico, and a pretty unpleasant one it was too, for the connecting rods decided to have a breath of fresh air and made their own breathing holes through the crankcase. David Cowan was no more fortunate in the ex-Tour of Britain RS2000 which broke its flywheel off the crankshaft and sent him back to the hotel, wondering if his journey had been worth while.

A look of intense concentration on his face as Dessie McCartney tops a crest with the ultra-reliable Porsche Carrera on the way to victory.





Gregg O'Gorman with his newly acquired Renault Alpine lasted until Sunday.

Harold Morley/Rupert Saunders, after a traumatic morning getting Mr O'Saunders' licence confirmed by the RIAC, now found themselves on the first stage with their first puncture. Morley had signed up with Goodyear and taken a few sets of Formula Super-Vee 15 in racers for his Porsche. The only trouble was that the wide rear tyres rubbed on a oil pipe union and took out the sidewall. This meant that he had to drive the rest of the night and most of the next day with the narrower fronts on the rear, which did nothing good for the handling of the car. Another unhappy Porsche owner was John Tansey from Vardbreech Motors in Dublin. After spending a reputed £7,000 on a new engine he discovered that the power was too much for his gearbox and retired almost at once with no forward motion.



A Driver of the Rally award was deserved by Chris Sclater after a sensationally quick drive. Below: The car that so nearly topped the Porsches' performance, Coleman's hard working Escort RS.



The conditions were dry and the speeds quite high, so that Billy Coleman was quite surprised to catch Cahal Curley on the second stage. When they got to the end he could see why, for the Porsche had a flat front tyre on which it had driven more than half of the stage, but it says a lot for the car, the driver and the low profile Dunlop Racers that the Escort did not take more time off him than 24 s. The Escort was quickest on the next test, but then Curley got back into the swing of things, and while it was still daylight took 9 s back on the subsequent two tests, so that Coleman had something less than 30 s lead when night fell. Brian Evans/John Brown had been going exceptionally well right from the start, and set fastest time on the first stage so that at one point they actually headed Coleman, but then the Carrera came to a halt on a stage as they looked in vain for the puncture that wasn't. What was wrong was the wheel bearing, and they had to do a slow stage before getting service which dropped them way back in the leader board.

Stage five had quite a bit of gravel at the start and this was to play hell with the racing tyres. Noel Smith/Ricky Foott had one straight away in their Porsche and lost time changing the wheel, while a few stages later Smith heard the all too familiar sounds of a gearbox about to break, and decided to call it a day while he was still mobile. Ronnie McCartney had a puncture on the Mazda after just a few yards, but thought that it was just the effect of the gravel on the car's handling. As he continued the steel rim was smashed round the brake and he had quite a job to get the wheel off when he eventually stopped to change it. Indeed, he lost 4 m on the road sorting out the damage on the next road section. Adrian Boyd/Frank Main ground to a halt here with the Alpine when the bolts holding the crown wheel to the differential carrier sheared after working loose. The whole engine and gearbox unit was standard Renault R15 and had not been properly prepared for the rally, but it was a cruel blow all the same. The best Escort after Coleman at this point was that of Sean Campbell/Brendan McConville, but towards the end of the stage they broke a halfshaft and their rally was at an end, though they did manage to get it off the stage after a while. Gerry Buckley was less fortunate with his Escort and put it off the road in quite a permanent fashion. The narrow lanes and dry stone walls of Galway do not allow much error and many of them will need to be rebuilt after the weekend of rallying.

In the night, Coleman was the master and set fastest time on every stage, gradually extending his lead to well over a minute on Curley. Indeed on the only wet test of the evening, the last one of which was the first run in reverse, he again overhauled the Porsche and took 22 s off him. The other members of the Porsche clan were having their troubles as well; David Agnew had sprung a leak in an oil pipe and had to chisel away the door sill to get at the leak and repair it. Ever after the car looked as if it had a wing fitted to that side. Then Dessie McCartney was having brake bothers and the shock absorbers were evidently not working by the same amount each side so he changed one of them and effected a small improvement. The Morley car was getting through its Super Vee tyres at an alarming rate, though it managed to avoid any further punctures and the driver found them to be excellent on the only wet test. "Biggles," better known as John Scallon, was doing his first international event with Peter Scott in an RS2000, and had the lights fail so that they had to be wired in directly from the relays under the bonnet to the battery, which cost them 4 m on the road making the necessary arrangements.

The survivors got back to Galway from about 11 o'clock which gave them time before going to bed for a little refreshment, as the start was not until nine o'clock in the morning. As expected it dawned damp, though there was the prospect of better weather in the



Highest placed non-Porsche—the Philip McCartan/Tony Rice Escort RS.

afternoon. Coleman had done the last wet stage on dry racers, and in anticipation of a wet morning he had changed to wets before going into the parc fermé. Ronnie McCartney too was on different tyres; having found that his original Dunlops were too wide, he settled for a set of much narrower, if older, racers, that gave the car more "chuckability."

The first stage was muddy and wet and Coleman was second fastest behind Dessie McCartney, and took 5 s from Curley who was now using wet racers on the front only as the backs seemed to run hot enough with the power going through them. However, the stages were already drying out, and on the next, Coleman found himself at a disadvantage to Curley by something like 13 s, so he promptly changed back to the old pattern of Dunlop. He and Curley were the only ones to clean the infamous 20 mile Corkscrew test, and were almost half a minute clear of the next fastest car. Tordoff was dropping back at this point as there was something wrong with the ignition on his car, for a switch that cuts off the spark when the throttle closes on the fuel injection was playing up, and it was only after a long service session that he got it fixed. It cost him time on the stages and also five minutes on the road which is effectively worth 50 s.

On the Corkscrew, Bernard Banning hit a wall in his pursuit of Derek McMahon in their Avenger battle, but the Big D had two punctures on this stage and had to borrow a tyre from his rival before being able to go on with the next, where he promptly broke a throttle cable and lost all hope of getting back the class win. Demmie Fitzgerald/Pat Kavanagh had been going well with their Escort RS1600 despite emitting a lot of smoke, but on the Corkscrew they ran out of petrol, as at the filling station the pump operator had stopped filling when it blew back in the pipe, and instead of being full, the tank had a mere two gallons in it. Morley was in real trouble with his tyre wear now, and on the Corkscrew the rears went almost through to the canvas, so that on the next stage they were losing air through the tread and he finished the stage with two practically flat tyres at the rear. Dessie McCartney had a puncture on this stage which had been shortened, as an American living on the last part of it objected to the Galway Rally coming past his house, which was actually in County Clare. If nothing else, McCartney was grateful for the shorter distance.

Stage 18 was quite eventful as Chris Sclater had first a rear puncture and then a front one which projected the Datsun against an immovable part of Galway, breaking the steering arm. The car was stuck across the road and the ensuing cars, Tordoff and McCartney, lost time pushing him out of the way. Curley had been catching Coleman over the last two stages, and now, as the rally finished the first loop of the day and returned to do the stages a second time, he felt that Coleman might not have the same advantage on him as he had the previous night. In his efforts to get the Porsche ever faster through the stages, Curley nudged a bank on stage 19, got the front of the car up on the grass, and performed a ground loop. When Coleman arrived the car was still on its roof, but with the drivers out of it, and some time had to be expended pushing it out of the way. Little time was really lost, and on the next two stages, Coleman consolidated his lead over McCartney to the point where he could take it relatively easy and still win. The gap was almost seven minutes when on the start line of the last test of the day, Coleman had a half shaft break on the start line and had to push the car back into retirement. This was an acute disappointment for him as he had hoped for a win to start off the 1975 season, and he had never yet won an international rally. This victory would have given him an FIA seed.

The retirements were not only with the leaders. Keith Rogers/John Couzens in the Rally Sport Capri 3-litre broke a spring and trotted back to Galway to get the car ready for the Sunday run, where Phil Coulter was working hard with the Derry Mafia to install a standard 1600 cc engine into his Mexico for the same purpose. The engine had been purchased for £30 off a scrapyard, and they had persuaded the local bus station to let them use their facilities to fit it. Finlay/Moore from Belfast had the engine mounts break on their Escort Mexico, which caused the fan blades to fly off after contact with the radiator, but they fixed it and went on to finish 19th.

The Sunday run was something of an anti-climax now that the Two Cs were on the sidelines, but of course there were things to settle amongst the Porsche clan. Morley had been out buying tyres and now felt sure that he would last the day, while David Agnew was keen to consolidate his advance over Tordoff and Evans as he gradually grew more used to the car. Evans started to push hard, but he was soon occupied in a different form of pushing when he slid off on some gravel in the third stage. John Brown got a party of churchgoers in best suits to help, and after 12 minutes the Porsche was extricated from its bed of peat and on its way again, but now in fifth place. Another great dice was going on in Group 1 where Ronnie McCartney was making up ground on the International Hotel Vauxhall of Ray Murphy, finally beating him by a very small margin. Poor Charlie Gunn/Harold McEvoy had been suffering with a broken exhaust since the Corkscrew the previous day, but they had got it partially fixed as they came out of Galway on Sunday morning. Their Escort RS2000 à la Tour of Britain was in the top ten and going really well, but then the exhaust parted again and on the second stage of the morning they suddenly found themselves without brakes. On stopping they found that the engine was on fire and the brake reservoirs had melted with the heat. Though they got the conflagration quickly under control there was no question of continuing. John O'Gorman/Leo Whyte had to retire their ex-John Price 1800 Alpine when the gear selection packd up, while Keith Rogers, who was having a marvellous dice with STP importer Nobby Reilly in his Ex-Eamonn Cotter BMW 2002 for the Sunday run prize, savaged a wall on stage 33 and had to retire with one wheel set right back against the squab. Avengers too were having their troubles as the sole surviving ladies' crew, Melanie Fitzgerald-Smith's Avenger, hit a rock and bent the steering rack, while Bernard Banning had a half shaft bearing go as he approached the last stage and had to drive through it very slowly, losing one place in the general classification, but not his class win. He got a spare part to motor back to England from the resources of Big D and the organisers gave him a special dispensation go into the parc fermé and change it ready for an early morning departure.

That sort of spirit is typical of the friendly atmosphere of the rally which also provided excellent parties on the Saturday and Sunday nights to make it a must for any rally calendar in 1976.

Dessie McCartney and Terry Harryman were worthy winners of this tough event, and one hopes that this success will enable this talented young man to go on and do more rallies. His success last year on the Manx Trophy in finishing second behind Cahal Curley and ahead of Roger Clark shows that he can handle events outside his native land. In any case, the line-up of challengers for the Circuit of Ireland is now looking very impressive, and Malcolm Neil, stopping off in the middle of his road book preparation for that event, was positively drooling with anticipation of Coleman versus Curley versus McCartney versus Tordoff versus . . . ? Well wait and see.

1, D. McCartney/T. Harryman (Porsche Carrera), 20,765; 2, D. Agnew/R. Harkness (Porsche Carrera), 20,921; 3, J. Tordoff/P. Short (Porsche Carrera), 20,973; 4, H. Morley/R. Saunders (Porsche Carrera), 21,254; 5, B. Evans/J. Brown (Porsche Carrera), 21,757; 6, P. McCartan/A. Rice (Ford Escort RS1600), 21,850; 7, J. P. O'Kane/R. Sloan (Porsche Carrera), 21,920; 8, M. O'Connell/Mrs A. O'Connell (Ford Escort RS1600), 22,169; 9, R. McCartney/L. Weir (Mazda RX3), 22,446; 10, R. Murphy/G. Brittain (Vauxhall Magnum), 22,470; 11, B. Fagan/J. Cusack (Ford Escort RS1600), 22,475; 12, J. Stewart/J. Conway (Ford Escort Mexico), 22,562; 13, J. McIlerce/P. Speer (Ford Capri 3.0), 22,704; 14, J. Scallon/P. Scott (Ford Escort RS2000), 23,121; 15, B. Banning/R. Parrott (Hillman Avenger), 23,172.

Class winners: Class 1, D. Yeats/N. Daly (Opel Kadett); Class 2, R. Craigie/R. McAllister (Fiat 128 Coupe); Class 3, B. Banning/R. Parrott (Hillman Avenger); Class 4, R. McCartney/L. Weir (Mazda RX3); Class 5, T. Hillgarth/E. Greene (Mini 1000); Class 7, J. McGannan/N. O'Donnell (Escort); Class 8, J. P. O'Kane/R. Sloan (Porsche Carrera). **Ladies award:** Miss M. Fitzgerald-Smith (Hillman Avenger). (88 starters/41 finishers.)

Winter in Brazil

Our chief staff photographer reflects...



"Waking up was a novel experience"

It's very rare to find myself behind a typewriter, but my recent trip to the Brazilian GP has made it necessary. It all started two weeks ago when I was preparing to go to the Monte Carlo Rally, when, upon arrival in the office, I was informed that I wouldn't be going after all. "Oh," said I, on the point of protesting loudly when cut short by Ian (Phillips), "you're going to Brazil instead." Brazil indeed, someone must be buying the ticket as there was no way the company would wish to part with £548. As it turned out, Luiz Borgerth of TV Globo, Brazil's largest TV network, had cabled AUTOSPORT, inviting us to the GP, upon which it was decided, democratically or otherwise, that I was to be the lucky one.

Departure was set for Wednesday 22nd at 19.50 on a Varig DC10, but the big bird developed engine trouble and I joined another flight at Madrid. My travelling companion was Alan Henry of *MN*, who had returned to England after the Argentine GP and was set for another 16-hour marathon across the south Atlantic.

Arriving at Madrid we were faced with a two-hour wait. How to kill it? The bar had to be the only place where language wouldn't be any problem. *En route* we came across Jose Rosinski, French journalist. During conversation he asked us if we have received our ELFtierce, a competition based on guessing the first three and the race speed of each GP. My choice was Pace, Fittipaldi, Scheckter and 184 kph. Nearly right, but still good enough to win? The prize is gold coins to the value of £150.

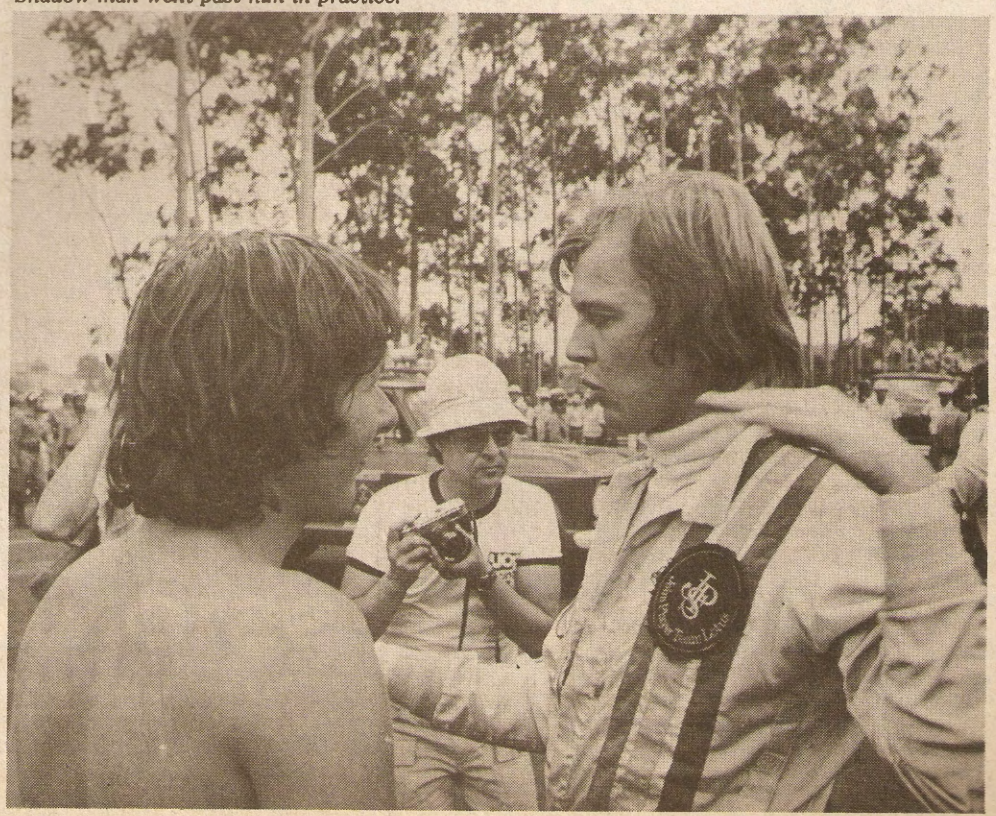
Departure for Rio de Janeiro on Varig Boeing 707; this was to be my first venture outside Europe, let alone Brazil; having heard so much about it from Ian Phillips and Chris Witty, who had both been there for the F2 series in '71 and '72, I had very mixed ideas on the place, and was looking forward to seeing for myself. The plane was completely full which didn't bode well for a ten-hour flight. Dinner was served and a few quarter bottles of wine later I was sound asleep as the 707 fled towards South America. Waking up was a novel experience with sunrise out of the window and a hot towel from a hostess. Rio should have meant the Sugar Loaf and Jesus Christ, but all we could see was a blanket of fog; hopefully there would be another time. At the airport we changed on to a 727 for the flight to Sao Paulo where we spent at least a half hour going through passport control and Customs. Already South America is living up to expectations; life seems to operate at quarter pace. Into a taxi, which we bargain down to 8 dollars for the trip to the Sao Paulo Hilton.

The lobby is littered with the circus, drivers, mechanics, press and the rest, the telegram confirming the trip had said, "upon arrival get to the Hilton and have a shower." This duly done I went down to have some food, whereupon the latest instalment of the Peterson/Shadow saga unfolded, but less of that. Lunch over, suffering from a dose of what is known as "jet lag," I retired for the afternoon to be woken with the news that there was a Martini cocktail party; so Alan, myself and Nigel Snowdon (who normally takes AUTOSPORT's Grand Prix pictures when they are not covered from the office), arose to do battle. At the party were most of the press and several drivers, although one contracted driver was conspicuous by his absence, or was he just applying the Brazilian unwritten law regarding time? Early to bed as practice is tomorrow at 9.30. . . .

Breakfast at 7.30 and I am joined by Jumper (JPJ), who I congratulate on his performance in Buenos Aires. He has just bought the original Shadow F1 to add to his growing collection of exotic racing and road cars. He tried to buy his F2 championship-winning car but unfortunately Max wanted too much money. We leave for the circuit with Tom Pryce, and Etienne Vigoureux (who used to race F3 for Marcel Arnold), Jean-Pierre's long-time friend and sponsor who is on holiday in South America with J-P. Now is my chance to sample Sao Paulo driving, Jarier-style. Really it is fantastic, he's beating the Brazilians at their own game; inside, outside, hard shoulder and we're at the circuit. Incredible is the only word for it.

Here we have five miles of circuit tucked into 2 square miles of hilly Sao Paulo suburbia, watch out Ruislip, Harrow, Sidcup, it might happen to you. After practice, back to the Hilton and a shower, then lunch. The original idea was to have a swim in the hotel pool but, tiredness took over and I woke at 5 pm to call Luiz Borgerth to inform him of my safe arrival. He was due at the hotel around 6 (which means 7, Brazilian time). We left the hotel to go to his office, thence to the TV monitoring room to watch the practice that was being screened on the daily sports programme after the news. That over, I was taken in a chauffeur-driven Range Rover device to the Goodyear reception where I arrived two hours late (which was the same time that Emerson chose to appear).





Top international race photographer Manou Zurini (above) confers with poleman Jean-Pierre Jarier prior to the race while Ronnie Peterson (below) attempts to explain just how quickly the Shadow man went past him in practice.

No one seemed in the slightest bit concerned at his tardiness, but the European Press contingent had already departed, not used to this sort of thing at all. Back to the hotel to be greeted by Andy Graves and the Embassy Racing mechanics who were just leaving to have dinner in a restaurant well known for its steaks. The one put in front of my nose covered the entire area of a plate which equalled the size of an ordinary English-style serving dish. It was rather more than enough for at least three meals (or three people) and cost less than the prawn cocktail I had just devoured. Dinner over, we drove around town looking for the sights, but all we could find was a street next to the Hilton with beautiful-looking females(?) who spoke with very deep voices and were very sparsely endowed in the upper and nether regions.

Saturday dawned bright and clear, and by the time I left for the circuit with Tom Pryce and "Jumper," it was getting very hot, the temperature was already getting into the 80 deg F region and it was only 7.45 am. The journey was typical Jarier all over again; except that this time while we were blasting our way there, we happened to pass a motorcycle cop who was booking someone else. On seeing our little VW Passat (examples of which had been lent to the drivers), bedecked with stickers, advertising the Grand Prix and with Pryce/Jarier stickers as well, he jumped on to his little Honda 175 and attempted to give chase. A little farther down the road we see another cop on a similar bike, who is chasing another VW Passat, this one turns out to be Mr Andretti's, so we join forces with him and somehow or other manage to lose our pursuers.

Practice over with, and Jean-Pierre yet again easily fastest, we return to the hotel to have that perennial shower, then lunch. . . . Today I had intended to go shopping but as luck would have it January 25 is St Paul's day so the whole of Sao Paulo is closed. The evening boasted a UOP party which luckily was in the Hilton, so not too far to stagger. Dinner that night was with Manou Zurini and Etienne Vigoureux, Jean-Pierre was supposed to have gone to bed early as there was a pre-race practice session at 9.30 am. We found a little French restaurant round the corner. Strange how the French seem to find these little places whenever they require them. Over dinner it transpired that Manou was to drive a Renault 5 in the forthcoming series in France. Manou works for the French photographic agency DPPI, and is regarded as one of the best motor racing photographers in the business.

Race day dawned even hotter than Saturday. On the way to the circuit the traffic was already beginning to build up, and it took us as long to get into the circuit as it did to get there. The early morning session was spent selecting spots from which I could shoot the start and the rest of the race, ie: to be in such a place so that I could get a decent first lap shot, then gradually work my way back to the finish for the chequered flag and the presentation. The race was fantastic, as from the fourth lap "Jumper" was in the lead, and how. The rest you know. One wonders whether Shadow really need Ronnie, when they have JPJ. After the race Jean-Pierre was far from dejected —"with pole position in Argentina and Brazil and domination of this race, I am very, very happy." Back to the hotel and a shower in Andrew Marriott's room (cheeky!) to hear him recording a BBC radio report (that's my story) and then off to the airport for the long haul back to London. Chaos at the airport; first of all there was baggage check-in, then the ticket charade and it was necessary to surrender passports to the authorities for 45 minutes. Off to Rio on a 727, then a change on to that DC10 for Paris via Lisbon. My travelling companions were Alan Henry (again), Manou, Bert Baldwin of Goodyear, Jacky Ickx, Jose Rosinski, and Bernard Cahier who was the only one travelling first class. Although segregated from the flotsam he still kept coming back with glasses of champagne and other surprises. "Charlie Varrick," as in-flight entertainment, was unfortunately out of focus with indistinguishable sound.

Boarding the DC10 was not without slight trepidation as not so long ago one of these monsters went down near Paris. Still, I'm back and, barring the fact that Air France managed to lose my baggage during the connection at Orly, in one piece, although a rather brown and peeling specimen. Thank you, Luiz, for making this possible, and long live "democracy" in the office for letting me go.



With Jarier at the wheel and Stommelen in the hot seat (above), our intrepid man samples the death defying feats of San Paulo traffic. A Brazilian fireman (below) relieves himself and the crowd's tension a few hours before the start.





Jean-Paul Perusse had the rally in his pocket before going off; and just failing to re-take the Porsche.

CANADIAN WINTER RALLY

Buffum's Porsche wins but Perusse's 128 stars

Report and photographs by CHRIS WADDELL

Entering the 18th of the rally's 24 stages, Fiat 128 driver Jean-Paul Perusse looked secure in his fourth, and the marque's fifth consecutive Canadian Winter Rally win, but part way through the stage he dropped a wheel off the roadbed and ended up in a water filled ditch. The nine minutes needed to get out, allowed the Porsche Carrera of John and Vicki Buffum to grab a five minute overall lead. Through the final six stages the Americans held off a tremendous challenge by Perusse and co-driver John Bellefleur to take a 70 s win. It was Buffum's first finish in three starts in the annual Canadian winter event. Nevertheless, despite his second place finish, the Perusse/Bellefleur combination holds a firm grip on top spot in the Castrol Canadian Rally Championship after four of the series' 12 events.

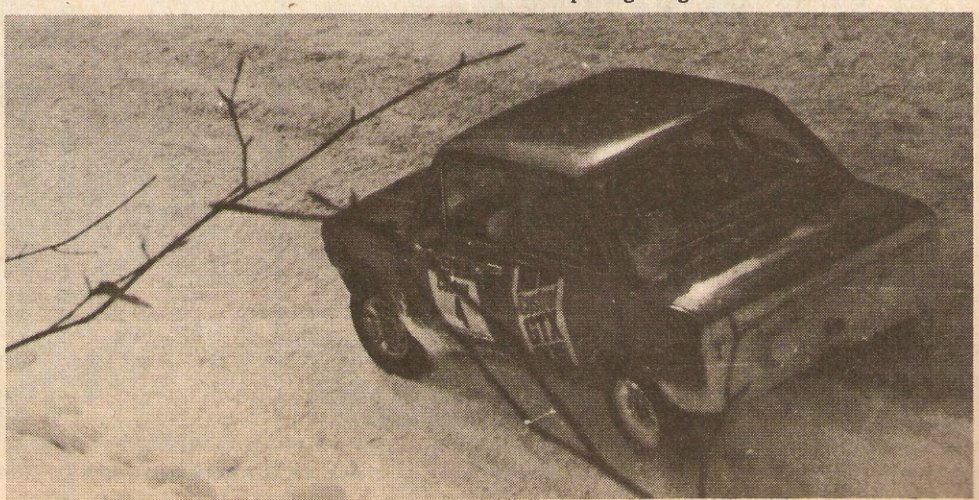
ENTRY

For the 23rd edition of the Canadian Winter Rally, organiser Bob Lindquist altered the format, reducing the usual two-day event, into a 30-hour contest, comprised of 700 miles and 24 closed stages. With 65 entries and 58 starters, the field was slightly slimmer than in past years, but there was still a strong entry with many of the top North American rallyists in attendance.

Leading the list was three-time winner Jean-Paul Perusse driving a Fiat 128 with regular co-driver John Bellefleur. Perusse could have driven the Fiat 124 Abarth left in Canada after last autumn's World Championship events, but chose to stick with his trusty, small, front wheel drive machine. The team of husband and ex-wife John and Vicki Buffum were expected to provide stiff competition for the Fiat in their Porsche Carrera, as were the Toyota Celica of five times Canadian champion Walter Boyce, joined by Robin Edwardes, and the Datsun 510 of Randy Black, winner of the last Canadian Castrol championship round, and Doug Woods, the Rideau Lakes organiser who had come out of retirement for the event. Another Canadian returning from retirement was Don McEachern, who had a Saab 96 he shared with former Winter Rally winner, American David Cady. An additional possible challenger was the Volvo 142 of Bob Hourihan and Doug Shepherd of Michigan. But the surprise of the contest, and definitely a pre-event favourite was the Dodge Ramcharger truck of American veteran Scott Harvey. Partnered by Wayne Zitkus, the Dodge had four wheel drive and four wheel disc brakes. The addition of a six litre V8 gave the black beast plenty of power. . . .

RALLY

The opening stage was the 8.9-mile section





Above: Buffum on Camp Borden, the opening stage. Below: same corner and Randy Black gets his Datsun very sideways.



through the Camp Borden Canadian armed forces base, and it gave Harvey ample opportunity to show what his Rhino (as proclaimed on the licence plate) could do. The Dodge was fastest through the section, 45 seconds up on Perusse. McEachern took third fastest time, 32 s behind the Fiat. Buffum went straight on at a corner and lost about 20 s in a snow bank but resumed in time to take fourth fastest.

From Camp Borden, as the event moved through eastern Ontario, the competitors encountered mostly snow-covered roads, with heavy snow falling only on the opening stage. But as some of the stages would be run more than once, in different directions, the snow was quickly worn off to reveal glare ice, which gave a traction advantage to machinery having engines mounted over the drive wheels.

Harvey's Camp Borden lead held through the first four stages, but Perusse was closing the gap, and took over first place on stage five.

Kim Philip blasts his Austin Marina through the thickly falling snow.



The McEachern Saab was in third followed by the Doug Leverton/Ken Humphrey Datsun 510. Buffum was next, followed by the Saab of Harry Berfeltz/Ken Laframboise, and then the Honda Civic of Colin Werner/Ed Agnew. Boyce and Hourihan were locked in a close battle behind this group.

As daylight ended, the rally moved to the eighth stage, at Fort Irwin. This stage would be run four times in the next 14 hours, twice in each direction, at lengths ranging between 14 and 21 miles. Harvey was first off on the snow-packed surface in windless weather of about 15 degrees F. He was trailing Perusse by 41 s in the standings but was in front on the road.

This would be the Rhino's final stage for the weekend as, with a little more than two miles remaining in the section, the Dodge left the road and could not get back on before maximum lateness intervened. Both Perusse and Hourihan scrambled past the Dodge, but Boyce arrived on the scene, hit the brakes and stalled the Toyota. By the time things were operational again, he was well into the corner, and just as quickly into a snowbank. Suffering little damage he was able to continue. Thus, with the main threat, Harvey, finished for the rally, Perusse, with 62 m, 11 s in penalties, was 1 m 55 s up on the second man, Buffum. Moving on to the faster stages, Buffum had been handling the Carrera with more ease but he would still have his work cut out if he hoped to catch the Fiat. The 128's forte was icy roads and Perusse was making full use of his advantage. At this point, these two were ahead of McEachern, Hourihan and Leverton.

Six more stages were run before the rally made a two hour rest halt at Bancroft. Perusse now had a comfortable margin of 3 m 57 s over Buffum. Hourihan had moved into third, albeit 4 m 52 s behind Buffum, with a total of 147 m 43 s in penalties. The McEachern Saab was fourth on 150 m 46 s, while Boyce had shown his national championship talent in the under-powered Celica, having motored back into fifth with 152 m 16 s.

The Gary Neil/Don Ramsay Datsun 510 was six on 153 m 17 s after a slow start, followed by the Datsun B210 of A. R. Cook/A. G. Chisholm, over three minutes adrift.

Two more Datsuns, driven by Leverton and Black were next up, followed by the Kim Philip/Jean Monette Austin Marina in 10th. The Black/Woods Datsun had effectively removed themselves from contention for top spot when they misjudged a jump and went off the road for 11 minutes on the sixth stage. Out at the halfway mark were the Werner Honda; and the Saab of Berfeltz, with a blown engine. Thirty-six cars minus the Datsun of Leverton, who had failed to restart due to valve troubles, began the journey back to Toronto.

Perusse held his lead well until the infamous 18th stage when he left the road. This put Buffum on top but he almost lost it on the stage right after Perusse's error. Driving on the 21.3 mile reverse run of the Fort Irwin stage, which now resembled a skating rink, "I came down into this left hander, and I knew the corner as I'd had trouble with it going the other way. Then, suddenly the back end got loose, we went round 180 degrees and the right rear corner hit the bank, breaking the glassfibre and the exhaust system. Fortunately the bank was hard and I immediately got going again." This indiscretion hadn't lost the lead for Buffum, but Perusse put up a determined effort right to the end, coming to within just over a minute of the winner.

The Carrera was a car that few had reckoned could win the rally, for, despite the car's obvious speed, Buffum has acquired the reputation, somewhat unjustified, of stuffing cars into banks or ditches. But on this occasion he used a combination of superbly prepared machinery and driving mastery of difficult conditions to score a long awaited, and well deserved victory.

Canadian Winter Rally

1, John Buffum/Vicki Buffum (Porsche Carrera), 282 minutes 44 seconds; 2, Jean-Paul Perusse/John Bellefleur (Fiat 128), 283.58; 3, Bob Hourihan/Doug Shepherd (Volvo 142), 291.32; 4, Walter Boyce/Robin Edwardes (Toyota Celica), 297.15; 5, Don McEachern/David Cady (Saab 96), 298.22; 6, Gary Neil/Don Ramsay (Datsun 510), 302.52; 7, Randy Black/Doug Woods (Datsun 510), 307.57; 8, James Callon/Roger Dooley (Datsun 510), 311.26; 9, Kim Philip/Jean Monette (Austin Marina), 314.57; 10, Gordon Lansdell/Alan Meggy (Honda Civic), 316.39.

A cause for F1 economy

By JOHN BOLSTER

A dangerous spirit is abroad these days among the hard core of motor racing enthusiasts. They have found the Formula 1 racing of the past few years highly enjoyable and they don't want to see it changed. They are now trying to ignore the withdrawal of sponsorship, which is gradually taking place, and they are endeavouring to disregard the stiffening of public opinion against the sport. To persist with this *laissez faire* attitude is perilous, for, if nothing is done, they will find that their favourite entertainment is either bankrupt, outlawed, or both.

Instead of being blinded by our own desires, let us admit that Grand Prix racing does not present a pretty picture to the outsider. He regards the astronomical cost of the operation as undesirable in an era when waste of money is to be deplored. He objects to petrol being squandered when he is forced to creep painfully along the roads to conserve the stuff. Above all, the cars look like freaks and have ceased to contribute any technical lessons that can be used to improve the car of commerce.

The Formula 1 Constructors have seen the danger and have proposed the reduction of the fuel load of 55 gallons by 10 per cent per year for the next two years. This voluntary gesture is praiseworthy indeed and might bring some respectability to a sadly tarnished sport, but does it go far enough?

Keith Duckworth has suggested an entirely new Formula, allowing any type of engine at the discretion of the entrant, but a limit of 26 gallons for a Grand Prix of 200 miles. This is a fascinating proposal, for it would restore some technical integrity to a sport which is increasingly becoming a sort of Roman holiday, with too much emphasis on the prowess of the gladiators. Instead of fostering advanced new designs, to the ultimate benefit of production cars, racing has been taking place with equipment which is out of date and indeed inferior in engineering technique to the more sophisticated touring cars, albeit absurdly expensive.

This is entirely due to pressure from the sponsors, who demand quick results and are totally uninterested in a technological breakthrough. If a sponsor's task is to sell scent or fags, he wants to start winning races right away; the only safe way of doing that is to develop existing designs, however old. No team would dare employ an engineer, be he ever so brilliant, who advocated a new approach.

The beauty of the Duckworth Formula is that it would blow away the cobwebs and enforce the use of brains. It would not matter in the least if lap speeds were at first reduced, for the spectacle of motor racing is not dependent on figures and stopwatches. In any case, enclosed wheels could be used, which would vastly increase the maximum on the straights. I would wager that the technical advance would be so rapid that any loss of performance would soon be more than recovered.

Politically, Grand Prix racing could at last be justified in the eyes of the lay public. The idea of highly paid drivers, in unimaginably expensive machines, rushing round in a small circle without getting anywhere, just does not appeal. On the other hand, if their efforts were to result in the production of new types of engines giving outstanding fuel economy, that would be entirely different. The spur of competition is almost like war in developing advanced techniques, and the sternest critics of racing would see the sense of harnessing it to the evolution of prime movers that could soon be applied to cars, delivery vans, and all the many fields where the power of the petrol engine is used.

It is, I think, necessary to give the engine designers a clean sheet of paper on which to work. The regulations could be delightfully simple: "Here are 26 gallons of petrol, there is a road racing circuit; it's up to you to cover 200 miles as quickly as possible." Because any sort of engine—reciprocating, rotary, or what have you—might be used, no scrutineering of the power plant would be necessary, except to check for hidden caches of fuel. This would mean that secret inventions, not yet patented, would be safe.

In any case, it would be impossible to use the existing Formula. Turbo-charging is at present excluded because an engine so equipped counts as supercharged, which automatically imposes a 1½-litre limit instead of 3-litres. Such artificial bars to progress must be removed if turbo-charging is to prove its worth. A system, which makes use of the power that goes to waste down the exhaust pipe, must have great posibilities for economical transport in the future.

The motor racing purist may say that only a high-efficiency engine can be regarded as a thoroughbred, and he has no interest in anything else. To him, high-efficiency means maximum power per litre, but that idea only stems from years of racing to capacity limits. True efficiency surely means the extraction of the greatest possible horepower from every drop of petrol. I would suggest that this line of research is even more fascinating than the age-old quest for more urge from cylinders of limited size.

If sponsorship we must have, then sponsors would be much more strongly attracted to a sport that had unanimous public approval. Though they would not be interested in subsidising an advanced research programme into economical power production, that is precisely what they would be doing. Fuel economy has always resulted in more bogus claims and shady "inventors" than any other facet of the motoring scene. In the white heat of racing engine development, there is no room for the self-styled expert or the mad genius, but one would expect a new generation of economical engines to revolutionise production cars in due course.

It is being suggested that racing on a limited fuel allowance has been tried before and has never been popular, either with the engine designers of the public. It's true that races, from Grands Prix downwards, have been run to various fuel consumption formulae, but the circumstances were so different. In those days, petrol was cheap and abundant, while the idea of economising had not caught the public imagination. Now, everybody thinks of economy, all the time, so the racing would be made more interesting by adding this new dimension.

In the past, most writers who have argued against a fuel-consumption limit have emphasised that a race could be ruined if the leader ran out on the last lap. In fact, I cannot recall that this ever happened, though it has often occurred in races where unlimited fuel was available! It is true that some drivers have settled for a safe second place when they actually had enough petrol to go flat-out in a bid for the lead. It can only be said that modern instruments should be sufficiently accurate for the driver to know exactly how much he has left. Petrol gauges are notoriously inaccurate on production cars and if racing resulted in better instruments for the ordinary motorist, something would have been achieved.

It's true that restricting fuel would at first cause some unreliability. Existing racing engines waste some fuel because it is used for internal cooling. The limiting factor is the hot exhaust valve, which is also the villain, incidentally, in causing pollution by the oxides of nitrogen.

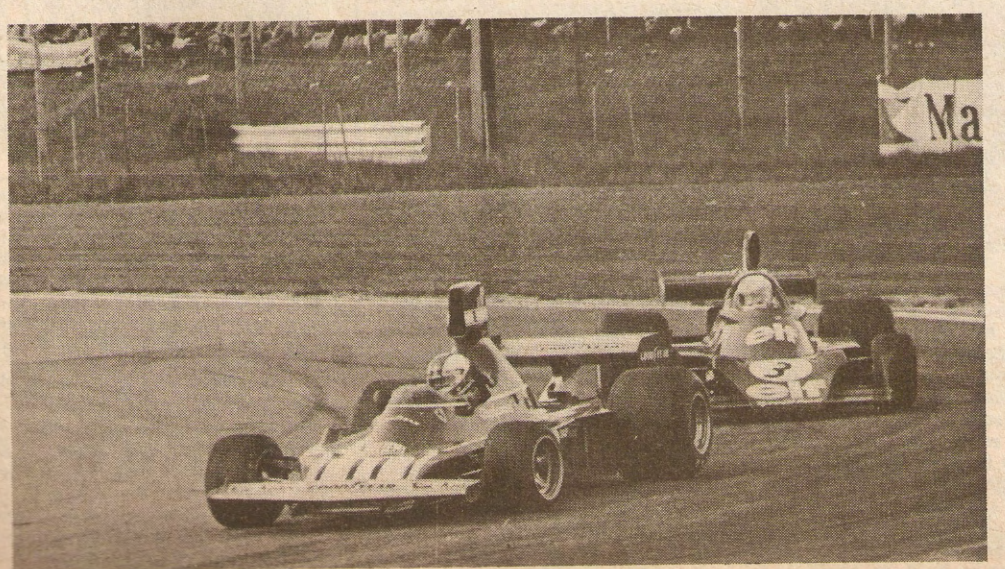
I have written on this subject before and so I shall be brief. It is my contention that a single sleeve-valve power unit could be built which would out-perform the current racing engines with four valves per cylinder. When aircraft had propellers and pistons, sleeve-valve engines gave more power per gallon of fuel than did their poppet-valve rivals. Furthermore, the Bristol Centaurus had by far the longest permitted flying hours between overhauls. I understand that a sleeve-valve engine has been built and tested recently at the Hewland works, as a change from racing gearboxes; it would be interesting to hear the results of these experiments.

Nevertheless, the orthodox racing engine is by no means at the end of its development. I would expect to see combustion chambers with more than four valves per cylinder, for a start, and direct fuel injection right into the compressed charge would be revived. There might even be a reversal of the trend towards multiplication of cylinders, but the possibilities are fascinating. As to the type of engine which would best combine power, economy of fuel, and light weight, I would not dare hazard a guess at this stage.

As for the rest of the car, a free hand should be allowed to the designers, for lower fuel consumption and higher maximum speed could come from scientific body profiles. To produce a lot of horsepower and then dissipate it with wings would hardly seem logical when the most efficient use must be made of the fuel—racing cars might even become beautiful again.

I hope I have made it clear that unless motor racing can justify itself in the eyes of its critics, its days are numbered. As firm after firm collapses and unemployment figures soar, it is useless to think that it will all go away and we shall be able to go on enjoying our sport as before. Nevertheless, if racing plays a vital part in research, it stands a much better chance of surviving; even if you don't like racing under a fuel consumption formula, it's better than no racing at all.

The powerful Ferrari flat 12 engine is thirstier than the Cosworth-Ford DFV V8.



Win some—lose some

So now we know officially; the Hackle has been deleted from the RAC championship. The originally hoped for 75 miles of stages have been severely cut since the Christmas period owing to a number of factors. Firstly, five of the planned 19 stages were to be held on private land; however at about this time the landowner decided to withdraw his permission and leave the stages for another year. Then recently the Forestry Commission withdrew what amounted to about 25 miles of stages owing to various operations being undertaken in the forests. Tentsmuir (nine miles) was withdrawn owing to road re-construction; Glen Isla (seven miles) was withdrawn owing to bridge building; and Blackcraig (nine miles) had to be deleted owing to problems of access. This combination of circumstances left the organisers little alternative but to request that the event be withdrawn from the RAC's programme, since to attempt to increase the stage mileage would have meant going out of the traditional Hackle country of the East Conservancy, thereby greatly increasing the road mileage. Next year however the organisers hope that the event will be included in the RAC championship, and Ronald Smith, chairman of the Association of Scottish Motor Clubs, is confident that the requisite number of stage miles will be found next year. The Hackle will of course still count towards the Scottish championship. Positions after the first round are as follows: Andrew Cowan, 15 points; Bill Taylor, 13; Arthur Jasper, 12; Alistair Findlay, 11; Jim Howden, 10. Co-drivers: Hugh McNeil, 15 points; Ian McIver, 13; Bill Crabb, 12; David McHarg, 11; Ian Marwick, 10. Class leaders are as follows; up to 1000 cc: Ian Fleming (Clan Crusader); 1001-1300 cc: David McDonald (Toyota Corolla); 1301-1700 cc: Alistair Findlay (Escort RS); over 1700 cc: Andrew Cowan (Vauxhall Magnum).

GAELIC — THE SCOTSMAN — RALLY CHAMPIONSHIP

● Regulations are now out for the forthcoming Valentine rally, the second counter in the Gaelic/*The Scotsman* rally championship. Organised by the Dunfermline CC, the event will start and finish at the Forth Bridges Motel, South Queensferry. First car is scheduled to leave here at 08.31 on March 1, and there are 17 special stages planned with at least 63 miles of stages. Total mileage is 198. The event makes use of maps 54, 55, 60, 61 and 62.

'Western Mail' sponsorship and a new-look 'Welsh'

The International Welsh Rally will henceforward be known as the *Western Mail* International Rally in deference to the event's Welsh sponsors. The *Mail* is a Cardiff-based newspaper with a daily readership throughout Wales of about 350,000. Sponsorship of the event by this Thompson Group paper is particularly appropriate as the action of the Welsh takes place almost entirely within the circulation area of the paper. Clerk of the Course is Rob Davies, taking over from John Williams, and the revamped SWAC organising team includes Carey Edwards, Bunny Baynham, and Dick Thomas. As previously outlined in these columns, the revised, more relaxed format came about partly as a result of a questionnaire given to last year's competitors, officials and marshals. Apparently the stage list contains many new additions as well as the more familiar classics and, where possible, road mileage has been reduced. Entries are limited to 240 cars and regulations can be obtained from Carey Edwards, 49 Heol-y-Gors, Whitchurch, Cardiff.

Ulster Automobile Club: latest 'circuit' news

Latest news from the Ulster Automobile Club indicates that there are now unconfirmed entries on the Circuit for Tony Pond and Colin Malkin. Will Sparrow/Ron Crellin will be airing the DTV G2 Vauxhall and Paul Faulkner/Monty Peters will be in the G1 car. Jack Tordoff and Harold Morley are entered in Carreras while the Brian Nelson/Dessie Gillespie BMW is a '74 ex-works car that has only done two previous events. John Tansey will be wheeling out his 3-litre Porsche Carrera, and Noel Smith will be pedalling another in which he came second in Galway last autumn. McConnachies of Kilmarnock have entered the G1 Avenger of Ian Gemmell/Frew Bryden and the Smith Bros have entered their Dolomite Sprint which came 26th overall last year. Robin Eyre-Maunsell with Neil Wilson will be in the Dealer Team Ulster G1 Avenger as usual. Foreign entries so far number 12, and many more are expected. Unfortunately there are no French entries owing to the fact that the regulations were translated too late. All looks set for another titanic struggle over Easter.

Two-horse race?





Stig Blomqvist (left) and Simo Lampinen—far out in front.

According to the calculations of some eminent rally statisticians, the European Rally Drivers Championship currently looks something like this: Lampinen and Blomqvist share the lead with 80 points; second is Jari Vilkas with 48; third is Kyosti Hämäläinen with 40; fourth, Pentti Airikkala with 31; fifth, Heikki Viiltman 24; sixth, Dessie McCartney 20; seventh Mikkola 16; and eighth equal, Bror Danielsson and David Agnew 15. The next round is the Costa Brava this weekend. There are three works Fiats entered for Bachelli, Verini and Cambiaghi; while Autodelta have entered two Alfettas for Andruet and Ballestrieri. Claude Haldi starts at number 1 in his Porsche, followed by Walter Rohrl in an Opel Ascona at 2, and Borges from Portugal in a Porsche at 3. Marek Gierowski/Martin Holmes are seeded 7. Two Polski Fiats are also entered on this event.

As can be seen from the above points situation, Finns clearly dominate the championship so far, and they will get an added bonus on February 28 when the Hankki rally is being held up north.

Two-car DOT entry for Dales

Tony Pond will be driving a cross-flow engined Ascona on the Mintex Dales with Mike Broad co-driving; while Tony Fall will be making up a two car team driving the Kadett with Mike Wood. The reason for this is presumably that since the Kadett will be testing out one of the turbocharged Manta engines, it may prove to be a trifle unreliable, at least to begin with. Since Pond is destined for a determined assault on the RAC Rally this year it has been thought that he will be less likely to jeopardize his chances through mechanical failure on the Dales. Pond's debut in the Kadett will now most likely turn out to be the Granite City. A valve failure in the crossflow engine accounted for Tony's retirement on the Arctic. The cost of German parts for this unit is so astronomical that some valves for the engine were made up locally in Bradford and it was these which proved to be the weak link in the otherwise reliable Ascona mechanicals.



Tony Pond—Ascona.

Going boating

Peter Clarke will not be competing in the forests this year. He has just sold his car to a gentleman from north of the border "whose name I can't pronounce," and Clarke is looking forward to a season of yacht racing as his recreation in 1975.

● Last weekend's Boucles de Spa rally resulted in a win for Staepelaere/Vaillant in a works specification Escort. Second were Breillard/Lux in a Porsche Carrera and third were Didi/Lopez in a Fiat 124. First British car home was the Rook/Booth Escort RS at ninth overall, while Alan and Jeff Simpson in their 1300 cc Escort were placed first in Class A of G1.

Blow-up

Donald Heggie's engine blow-up on the Snowman was the result of an unprecedented set of circumstances. The magnesium ring on the triple plate clutch "exploded" sending a piece of the offending mechanism into orbit. It burst through the wall of the bell-housing on the driver's side and continued unabated towards the front of the car where it hit the fan, cannoned off at an angle and attacked an idler pulley. This set of incidents contrived to lift the belt which naturally stopped the cams. The problem was that Donald was using 8000 rpm at the time and the pistons not surprisingly did not. The result was 16 very sad valves. Subsequent X-rays revealed further damage to the engine including one of the cams. In addition the equally sad flywheel is being replaced, as



Donald Heggie—out of luck.

are part of the ZF gearbox casing and some of the innards. The "explosion" resulted in part of the steel which holds the thrust bearing being chewed through. Needless to say the bell housing is also on the shopping list. The Snowman also revealed that the long awaited "works" specification Bilstein rear dampers were not the complete answer since they lasted exactly one stage. Subsequent investigation revealed there was no upper seal to protect the top bearing of the damper from the invasion of foreign bodies, so Broadspeed will now undertake the damper modifications necessary to prevent further failures of this kind. Heggie is at present scheduled to come south later this week when the equipe plan further testing prior to the "big one" in 10 days time.

● Town Hall, Welshpool, is the venue, this Saturday (February 15) for an RAC Rally Forum and AUTOSPORT quiz. It will feature Ford men Stuart Turner, Tony Mason and John Taylor. Rally jackets and books are the prizes for the AUTOSPORT quiz while there will be a couple of films and the presentation of the first "Rally Driver of the Month" award to David Stokes. The evening starts at 7.30 pm and admission is by 30p ticket only. These are available from Mr Rees Davies of Davies (Welshpool) or Mr J. Haynes of Newtown and DAC.

BTRDA news

For some time now the BTRDA have had an observer at their Gold Star rounds to act in the interests of the club, and to see that standards are maintained. This year, for the first time, a BTRDA official will be present at all the Silver Star rounds, performing a similar function. Regulations for the Border Uniflo will be out next week and are available from Jeff Thompson, 7 Trevor Avenue, Oswestry, Salop. The event will be of approximately 180 miles duration on sheets 125, 126 and 127.

The "Triple C" championship, which is being run entirely separately to the BTRDA series this year (although most of the events will of course still be shared with the Gold Star series) will be decided on capacity classes. Dates and regulations can be gleaned by a casual browse among the magazines on a bookstall. There is in fact a "75 per cent duplication of events" but there are no clashes, so it is possible for competitors to contest both championships should they wish to.

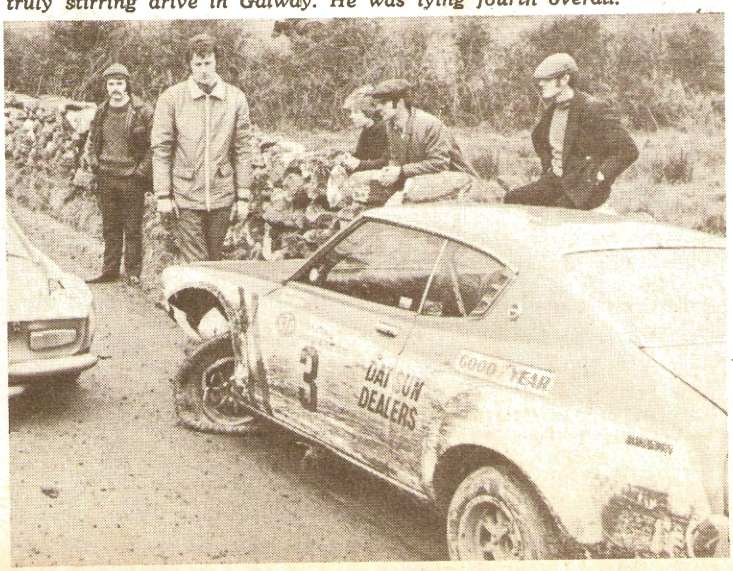
Ashworth RS

After their trial involvement with Peter Thompson for some events towards the end of last year, the Ashworth Group Continental Freight and Shipping Specialists of Douglas in the Isle of Man, will be continuing and expanding their sponsorship for 1975. A new two-car team has been formed to contest the Castrol/AUTOSPORT rally championship. The first car, an Escort RS2000, built to Group One specification by Mike Lonnigan at Thomas Motors of Blackpool, will be driven by Peter Thompson who will be contending the Group One category of the Castrol/AUTOSPORT Championship. Thompson drove the Ashworth Group Two Vauxhall Magnum before its temperamental unreliability decided him to change to Group One and Ford. The second car, an Escort Mexico, to be replaced later in the season by an Escort RS2000, will be driven by Steve Broad. He will also be competing in the Castrol/AUTOSPORT Group One Championship.

Harold's hopeful return

Harold Morley made a welcome and impressive return to rallying last weekend, finishing the STP Circuit of Galway in a creditable fourth position, from starting seed 31. Morley's last rally was the RAC in 1973 after which he sold his Porsche Carrera to Blackpool driver, Jimmy Bullough. Harold Morley then concentrated his competitive efforts on persuading horses to "yump" on demand over various man-made obstacles. Although an accomplished horseman, Morley was obviously dissatisfied with straight-line performance from horses (or perhaps the tendency, under braking, to throw the driver forwards at undiminished speed) so he re-acquired the car early this year. The Porsche was prepared in part at Tony Drummond's, including the fitting of a novel brake balance adjustment control, to prevent the Carrera's not inconsiderable tendencies to go "straight on," especially on the loose. One of Morley's best international results was fourth place on the 1973 Firestone with Peter Bryant. However, last weekend the Mancunian cosmetic dentist proved he has lost none of his old skills with a similar placing on Galway. "Selected events" are on the cards for this year and Morley will be integrating rallying with his horse riding exploits.

A dejected Chris Sclater surveys the aftermath of what had been a truly stirring drive in Galway. He was lying fourth overall.



On the map

The man who has encouraged the RAC Rally to use York as its starting and finishing point for four consecutive years, Chris Martins, 27-year-old Director of Tourism, has resigned to join Borodin Communications Ltd, a York-based public relations consultancy this Easter. In November, 1974, York was named as the first British city to win the Pomme d'Or, an award for outstanding national and internallional tourist promotion, by the International Federation of Travel Journalists (FIJET). Borodin already enjoy a wide range of commitments in the tourist and leisure industries including a nationwide tour company, a well-known stately home, several museums and, in addition, is the management base for York Tourist Development Association, the city's five-year-old tourism pressure group. R. T. Oxtoby, Chairman of the Recreation and Amenities Committee, said: "Chris has done so much to further tourism in the city that my few words could not express in any way the thanks due to him. Apart from his ability to think of the ways of putting York before the world, his ability to instil enthusiasm and friendly relationships with the people of this city has never ceased to amaze me." The attraction to York of RAC Rally for the past four seasons has in no small way contributed to the current pre-eminence of the city.

New route?

Last week the RAC announced a new route (still in the planning stage) for the 1975 Lombard RAC Rally. The organisers are hoping to take the route into the West Country — the first time for five years; this move in response to numerous requests from Devon and Somerset enthusiasts. Lombard are apparently well satisfied with last year's sponsorship arrangements and will be continuing their support this year. Mr Ronald Barnes, director of the Instalment Credit Division commented that his company were encouraged by the praise that the event received in the press (when one considers the scandalously sparse and ill-informed coverage that appeared in the National Press, this is praise indeed), and remarked that "we are eagerly looking forward to this year's event." The rally will start on Saturday, November 22, and finish on Wednesday, November 25.

● Confirming rumours that have been circulating for some time, it is now almost certain that Mike Greasley will be co-driving for Piggy Thompson this year. This news naturally pre-supposes that the two do not encounter any mutual personality problems on the Mintex Dales; this, however, seems unlikely. . . .

Briefly . . . .

● Roger Clark's old-shell car is unlikely to appear with any new sponsor's name by the time of the Mintex Dales (weekend after next). Negotiations are currently underway with prospective sponsors and the bare white car is not likely to remain in "pure virgin" form for long. Perhaps photographs taken of the car on the Dales will become collectors' pieces!

● Avon Tyres and the Bath Motor Club have joined forces to promote the Avon Tyres Chieftain Rally which will take place on Salisbury Plain on March 30. Avon are the major sponsors of the one-day event, which starts from the Beaufort Hotel, Bath, and finishes at Amesbury on Easter Sunday. The Chieftain has been run by the Bath Motor Club since 1972 and has been won in the past two years by Tony Drummond. The event will be a 20-stage rally on a mixture of tarmac and loose, unmade surfaces. The total stage mileage will be about 40, and the total route about 150 miles. There is £350 in prize money and the event comprises five classes — up to 1100 cc; 1101-1400 cc; 1401-1700 cc; 1701 and over; and four-wheel-drive vehicles. The Avon Tyres Chieftain Rally, for club rally cars, forms part of the "Triple C" series, and part of the newly-devised Association of South Western Motor Club's Special Stage Rally Championship. A full entry of 120 cars is expected, and the event, which takes place on army territory and also some private stages, is co-promoted by the British Army Motoring Association.

● An addition to the Welsh Road Rally Championship is the Welsh Border CC's Border Uniflo Rally on April 12. Secretary is James Thompson, 42 Walford Road, Oswestry, Salop.

● The Welsh Association of Motor Clubs has found a sponsor and will now go ahead with the Welsh Stage Rally Championship. Backing the series are the Chequered Flag Rally Centre of Bedwas and Caerphilly who will be providing awards.

First event, confirmed, is next weekend's Gwynedd Rally to be run by the Caernarvonshire & Anglesey MC and the championship organisers hope that all restricted stage rallies in Wales this year will qualify.

There is no registration fee for individual contenders and the rules are basically the same as for the Road Rally Championship with certain modifications regarding the allocation of points. Full details are now available from the championship secretary Colin Francis at 1 Despencer Avenue, Llantrisant, Glamorgan.

● 47-year-old Jacques Heyder Bruckner, one of Morocco's leading drivers (he came third overall on last year's Moroccan Rally in a privately entered but works loaned Alpine) has been killed in a road accident in Morocco.

● Sunday, April 6, is the date of the Allerdale Derwent Stages rally. It is an "all day" daylight event held over 145 miles in Cumbria. Over 20 per cent of the mileage being stages on private land and airfields, covering a variety of stage surfaces from farm track to concrete and tarmac. The start and finish venues will be in Workington at the Carnegie Arts Centre (by permission of Allerdale Council). Start is at 09.00 hours. This event is sponsored by Allerdale Council and is their first venture into Rallying. Regulations (120 entries plus 10 reserves at £10) are available from: S. S. Kane, Esq, Entries Secretary, 42 Queens Avenue, Seaton, Workington, Cumbria.

● John Hopwood informs us that he and Roy Fidler are in the process of preparing a voting slip for the Ecurie Cod Fillet Rally of the Year Award for 1974. The list of ECF members is somewhat out of date so the two lads have decided to advertise. They want the first ten drivers and co-drivers in the *Motoring News* Championship, Castrol/AUTOSPORT Championship, RAC Rally Championship, the Triple C Rally Championship and the BTRDA Gold Star Championship to write to them, join ECF and vote for the rally which they think was the best. In addition, they think that the top five drivers and co-drivers in any Group 1 Championship should be eligible to vote and join and they would also like to hear from the winners of any Association Championship. The voting should accept any international rally as the spirit of the award is to recognise the efforts of amateur organisers. All those prospective members of ECF should write to John at 43 Higham Lane, Hyde, Cheshire SK14 5LX, giving details of their championship achievement.

● Regulations are now available for the Tynemouth and District MC's Three Rivers Rally. It will start and finish at Newcastle Airport terminal building (78/184714). Total mileage will be 170. Date is March 1/2 and scrutineering will begin at 22.00. Applications for entries should be made to the secretary of the meeting, M. Stobbs, 18 Waverton Close, Southfield Lea, Cramlington, Northumberland. The event is a qualifying round in the Association of North East and Cumbria CC rally championship.

● The first round of the German national rally championship will be the Sachs Winterrallye due to start in Marktredwitz, Bavaria on Friday evening. Very similar to many of our own forest rallies, this international event will feature special stages in the forests. Though there is likely to be quite a lot of snow, studded tyres are forbidden which should make it very interesting. First off the line will be Achim Warmbold/John Davenport in an ex-works BMW 2002 Ti, powered by BMW's own 16-valve engine, similar to the one Warmbold used on the 1000 Lakes.

. . . another show

West of Scotland enthusiasts can, if they so desire, go along to Appleyard's premises at 65 Springkell Avenue, Glasgow, tonight (hurry, Thursday 13!) for an evening of riotous entertainment courtesy of a British Leyland 'ST' Open Night. These get-togethers are proving to be breaking all box-office records on the forum "scene." Goodies in store will, no doubt, include the hilarious comedy feature film "The Culcheth Job," starring "Dad's Army's" John Le Mesurier and, of course, the lad himself—our Brian. There may well be a showing of the Morris Marinas' all-conquering Cyprus Rally epic—which includes a stirring series of sequences between "Culch" and the diminutive Swede, Stig Blomqvist. A table of "tasty morsels" should be there for the grabbing, if our experiences hold-up, and the panel is sure to be a success with the Scottish audience—Brian Culcheth and Johnstone Syer plus those forum "regulars" John Horton (Dunlop's "Mr Michelin") and the wily Roger Willis of Castrol fame. The next BL "Open House" will be coming up soon at the premises of the Southend Motor and Aero Co Ltd, next week.

BTRDA Silver Star series mostly 'MN'

Most of the dates for the BT RDA's Silver Star series have now been fixed and only three of the events appear to be non-*MN* rounds (the Border Uniflo, the Devils Own, and the Cytax). The fixture list is as follows: Border Uniflo, April 12/13; Devils Own, May 3/4; Stocktonian, August 30/31; Cilwendeg, September 6/7; Rallye Bristowe, September 20/21; Illuminations, October 4/5; Plains, October 18/19; Cytax, November 1/2. Exact dates are still to be decided for the Red Dragon and the Nutcracker.

● Following the article that appeared in these columns last week concerning the Dunlop UK Rally Bonus Schedule it should be stressed that Dunlop tyres must have been used exclusively throughout the event, or in the case of championships, on all the events. Secondly, two Dunlop decals must at all times be displayed on the car, and thirdly, that no claims for bonus will be accepted unless received within seven days of the publication of official results.

● Preparation of the 1975 IRDC Yearbook is allegedly forging ahead apace, however, editor Richard Wooldridge would welcome further additions in terms of news, features and photographs. He can be contacted at Bank Cottages, Bayworth, near Abingdon, Oxfordshire. Photographs of members in action on rallies during the past year would also be appreciated.

Toyota—English engine builders

Toyota rally plans are almost complete now. The company will definitely be using 16-valve twin cam 2-litre Celicas. In racing tune these engines give around 280 bhp and it is hoped that, somewhat de-tuned for rallying, a reliable 240-250 bhp can be found. Toyota plan to have the engines developed in England, and are at present considering two major British engine development companies with a view to undertaking the work. By this time next week, Ove Andersson and David Farquar should have completed their plans as to how the budget should best be utilised.

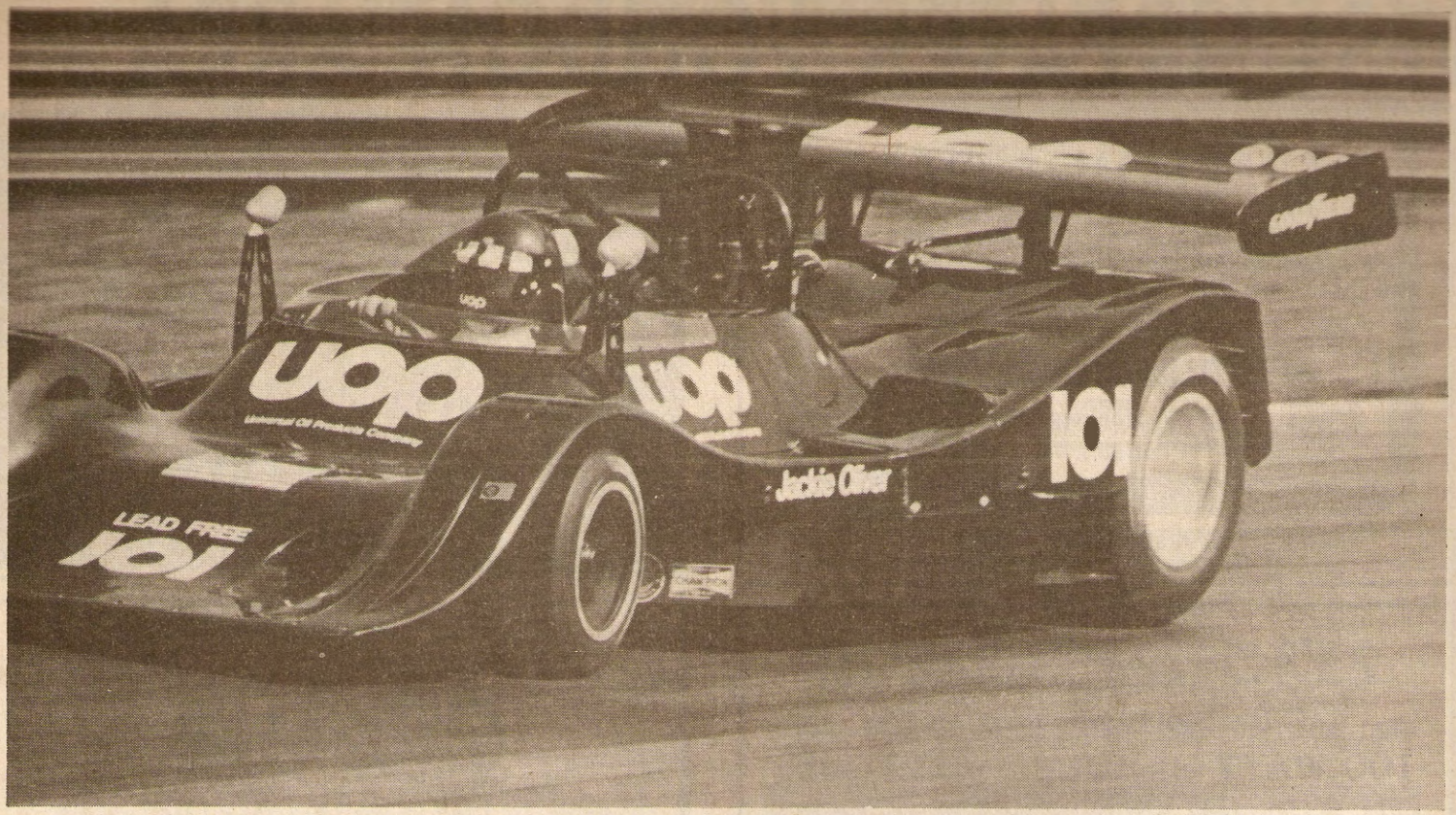
Right wavelength

Motor sport on radio is receiving a very fair share of mentions and passing references up in Scotland thanks to a very keen band of enthusiasts who have, somehow, infiltrated Radio Forth on 194m medium wave (and 96.8 vhf stereo). One of their DJs, Christopher John, broadcast news of the Snowman Rally on Sunday, February 2, and had halfway positions on the air on the Saturday of the rally. Radio Forth will be covering all the events counting for the Scottish Championship in this way as well as giving coverage to all motor sport happenings in East Central Scotland.

Christopher John is a well-known competition driver in Radio Forth's area and other Forth men involved in motor sport include Dougie King (presenter on the mid-morning show) who sponsors a racing Yamaha motorcycle; Steve Hamilton (Daybreak show) who has rallied and Mike Gower (presenter of their late afternoon "Heading Home" programme) who raced bikes until quite recently. To further increase their motor sport involvement Radio Forth are now planning to sponsor a car or a race.

Mintex "tiddler"

A new car is making a shock debut on the Mintex Dales entered and sponsored by Budget Rent a Car (Jacksons of Silsden Ltd) and driven by John Midgley. The car is the diminutive Toyota 1000 (alias Publica) which is running in G1. The information we have at present indicates that the engine is 1200 cc which would make the car ineligible for G1 since the Publica is only available with a 1000 cc engine to the best of our knowledge. This apart, the power unit certainly appears to be delivering the goods (83 bhp), and during the year the car will be seen on most major rallies in the UK. Subject to RAC approval, a BBC TV camera will be lurking in the back on the Mintex Dales to record the exploits of this new contender for posterity.



Jackie Oliver and the sleek CanAm Shadow, sadly now obsolete but still an exciting machine nevertheless.

Count down to ecstasy

GORDON KIRBY rides in Jackie Oliver's CanAm Shadow

It was a Monday morning. A morning after one of these long nights of swilling coffee and punching a typewriter. I had just finished chatting on the telephone with the denizens of the Windsor Castle and now, with barely two hours of sleep to freshen my bones, I was looking forward to some fine entertainment.

For three days I had watched Formula 5000 machines prance about Laguna Seca beneath a hot October sun and now, as Monterey country again reclined in the mid-Autumn warmth, it was my turn to do a few laps. Unfortunately I wasn't going to do the job myself, I was going to be merely a passenger. But I was going to be Jackie Oliver's passenger in his CanAm Championship-winning UOP Shadow DN4A and the prospect of feeling over 700 horsepower pushing its way to the ground just a few inches beyond my back was more than enough for my groggy brain to pick itself up and set my senses tingling.

As I drove into the gate and up the long hill which hides Laguna from the roadway, I began to realise that here I was about to watch, and experience, some of the last laps of the classic CanAm car—an 8-litre Chevy-powered beast of a thing, a machine which has suddenly passed into the history books just as if it were the very dinosaur which it had somehow come to resemble. Oliver's car had done its last race the day before. It and its sister Shadow, driven by George Follmer, had raced against two Formula One Shadows — and lost. Both the CanAm machines had spun on the very same tight, oily corner before the pits, bringing an ignominious end to their careers.

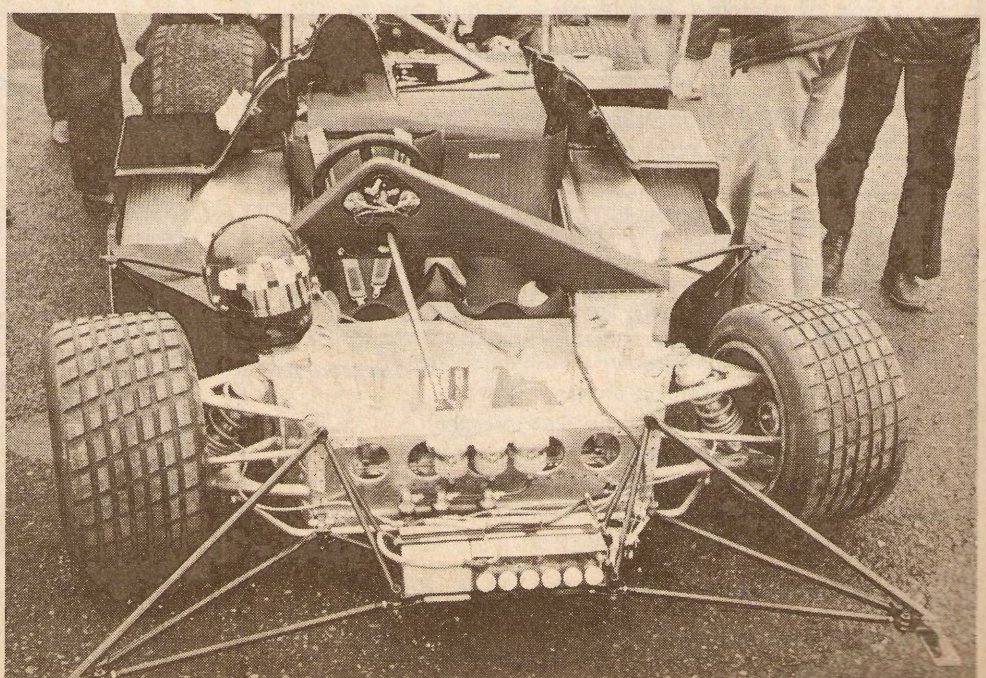
The disappointment of it all was much like the strange, dominating yet dissatisfying season which the Shadows had just finished. They had run away from the field by enormous margins in every race, their performances against the stopwatch had shown that at nearly every type of circuit the DN4As were just as fast as any CanAm car ever built and Oliver's sound defeat of Brian Redman and the Penske Porsche 917/30K at Mid-Ohio proved the point resoundingly. But the image of the grossly uncompetitive and dishevelled CanAm fell to rock bottom during the summer and any recognition of the competence of the new Shadows was lost among gray headlines.

The team itself, extensively changed in organisation and personnel, found all their hard work bringing little satisfaction. The mechanics would often look up from their work to talk almost wistfully about Formula One. "It was so much more enjoyable," one of them once said, "even if you were working for BRM like me." Team Manager Mike Hillman probably best described the atmosphere within the team. "We had a development programme planned," he said, "but there was never any reason to even think about changing the cars. We just bolted them together and found ourselves worrying that something was going to break. It really wasn't motor racing."

It does, however, remain as fact that the Shadow DN4A won the 1974 CanAm Championships, that it beat the mighty Porsche 917/30K and that its performances—even with the 3 miles per gallon fuel restriction of the 1974 regulations—were better than any other unsupercharged Group Seven car ever built. It certainly made one wonder whether all those 100 grands-worth of turbo Porsches really had been worth the expense—and the disruption—they wreaked on the CanAm.

The DN4A was a distillation of the design ideas of Tony Southgate and Mike Hillman. The new car was based loosely on the

Room for two? Well, just about.



previous year's unsuccessful CanAm machine but it was generally much smaller and lighter. Whereas the DN2 had proved to be a thoroughly diabolical machine, its steering in particular being disastrously heavy and unresponsive, the DN4 was much lighter in feel and reaction. The '73 car had been finished in the paddock during practice for the opening race of the series, but the first '74 chassis was completed in February and by March Jackie Oliver was testing the car at Riverside. When UOP's huge, black Kenworth transporter rolled up to Mosport in mid-June the team was infinitely more prepared than ever before.

Unfortunately all of this was too late. The CanAm was by then struggling to stay alive and in this, their Year of Years, the Shadows found themselves racing against a motley collection of also-rans. Although Oliver and Follmer (nobody ever seemed to know who was really number one) romped easily away from the grid-fillers, the image of the black Shadows remained largely unchanged from the uncomplimentary picture of earlier years. So it was that the team's effectiveness went almost entirely unappreciated and those two strange bedfellows, Jackie Oliver and George Follmer again found themselves in a mystifying netherland, a stride or two out of pace with the rhythms of success. It was all rather disheartening.

When the final CanAm round, the traditional LA Times Grand Prix at Riverside, was cancelled late in August, this strange season became, instead of a success, a problem for Don Nichols. In order to fulfil his obligation to UOP he needed more exposure for his Shadows. His solution was to stage a couple of match races, the first for the three DN4A's at the United States Grand Prix meeting and the other at the Laguna Seca F5000 event with the CanAm Shadows racing against their Formula One brothers. Neither race showed the CanAm machine at its best but the presence of the cars at Laguna gave some of us professional spectators an experience which our sedentary brains need much more of.

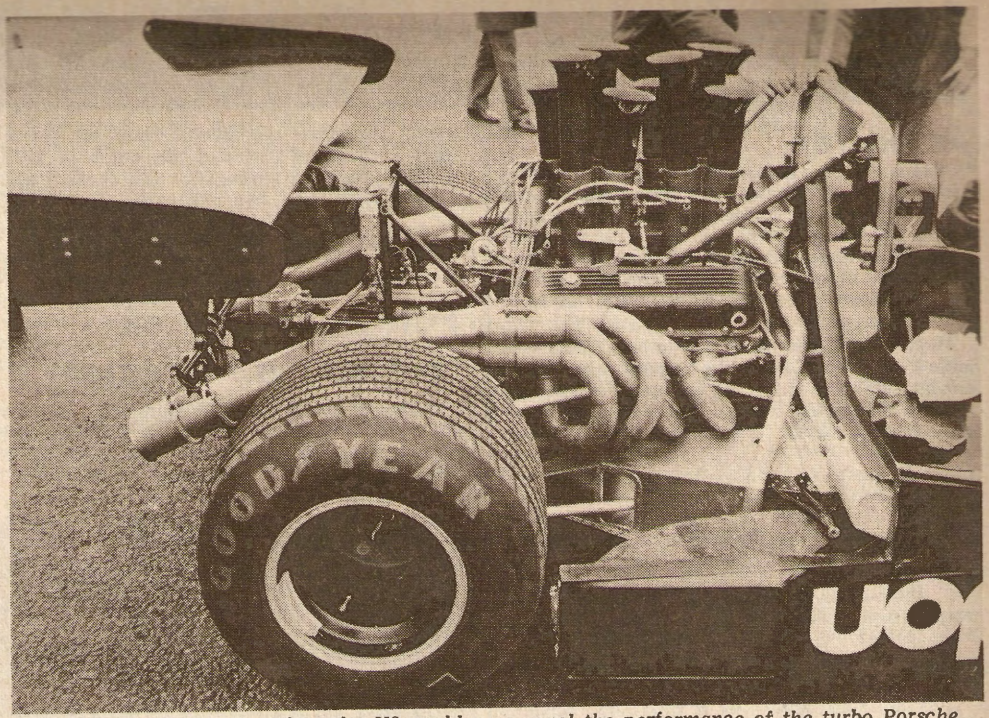
It was almost mid-day when I finally drove across the bridge that brings the long access road into the Laguna paddock. I immediately ran into journalist after oozy journalist, all of them with their own sad tale of a fearsome few laps. One of them, his face drained of colour, complained of "almost losing all my breakfast as we came down the hill." Another paced about muttering that he was still shaking, "and I did my laps two hours ago!" I didn't see an excited face among them. Suddenly I began to feel a little wary about my next few minutes.

By that time I was already walking down the pitlane and after a quick hello to Jackie Oliver I was presented with a spare helmet. I pulled it on and stepped towards the car. One of the mechanics told me to hang on to his shoulder and to lever myself into the cockpit by pushing against the roll bar with my free hand. I hopped over the tiny fibreglass door and swung my feet into the driver's opening. No passenger seat there, just bare aluminium, so I slid my bottom down on to it and pushed my legs into the footwell at the same time.

While I settled into place Oliver climbed in beside me and buckled up. As there were no belts on my side he suggested that I locate myself by pressing my right foot against his dead pedal and hanging on to the underside of the instrument panel with at least one hand.

Jackie punched the starter and the Chevy coughed into life behind us, its guttural tones sounding much softer from within the cockpit than from my normal place outside. We sat there for a few moments, my friends of the press yelling encouragements for Ollie to give me a few fierce moments. Then we were rolling.

As we left the pitlane behind us and eased our way on to the circuit, Jackie gave the throttle a quick stab. The car leaped forward, forcing my body hard against the aluminium panels. My stomach fluttered hesitantly as we bounded away from the pits and over the brow of the hill which leads down into the first real corner on the circuit. For a moment



It was never thought the Chevrolet V8 could ever equal the performance of the turbo Porsche. However, the lap times of the CanAm Shadows last year showed that recent development had put them virtually on par, but it was too late.

I thought, "My God this really is going to be some kind of unkept madness." But then we were flitting around the back section and I was far too busy trying to settle comfortably into place, watch the road and keep an eye on Oliver's movements to bother about any butterflies.

Suddenly we were braking hard for the Corkscrew but before Jackie had a chance to get back on the throttle we saw a maintenance truck driving slowly up the road towards us! We slowed right down and drove gently around the truck (exchanging a few rude gestures as we went) and down into the pitlane. It took a few minutes for the truck to be cleared from the track and for Laguna's General Manager Bob Hugill to make sure that no other stray vehicles could cruise on to the circuit. Meanwhile the noon sun beat down on us and after two or three minutes I began to soak in my own sweat. It gave me a new appreciation for the many times when drivers must sit in their car waiting for a man with sunshade and a flag to tell him what to do.

We finally got going again and Jackie soon had the Shadow booming along quickly. As he got into his pace I gathered myself tightly together, pulled my head in out of the airstream and pressed my backside hard against those aluminium panels. We were really beginning to motor now and as Ollie snatched for another gear, the big Chevy bellowed away behind us, its power surging remarkably smoothly through the chassis. Down to the pits we came again, through the first gear corner which had caught out both cars the day before and past the pits under fierce acceleration. It was here I remembered, in the space of perhaps 300 yards, that the CanAm Shadow could pick up two full car lengths on the F1 machine.

After a few laps I began to notice a few things about the car. I was first of all surprised at how smooth the Shadow was at threading its way about Laguna's busy tarmac. Somehow I had always imagined CanAm cars to be coarse, rough brutes, yet this car accelerated almost innocuously. One could certainly hear the exhaust note building in intensity as Jackie went up through the gears, and my body was being slapped about by the G-forces, but the car seemed all the time to be very smooth and gentle.

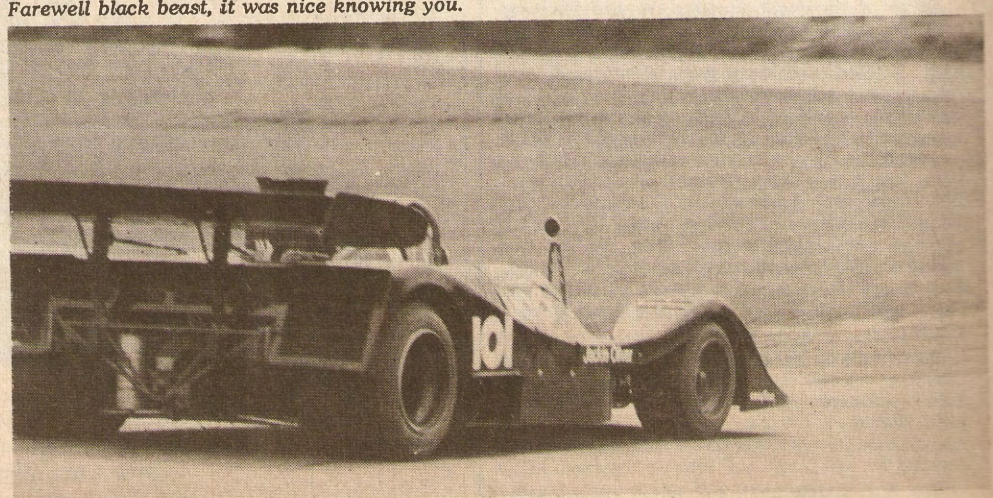
On a couple of occasions Ollie let the back end flick out on to some speed bumps, but I only really noticed them by the drumming of the offside rear tyre. The chassis took up the rest of the unevenness easily.

The car was rock-steady through the fastest of the corners and braked smoothly and easily. Through the slow corners the big car was a bit of a handful but Jackie took it easy at those places and didn't chuck the car about. Just when it was beginning to get interesting we came in.

Ollie had given me a couple of good laps, the best of which was in 62.2 secs, some three seconds off the pace, but the fastest press time of the day. The honour of AUTOSPORT had been saved and I climbed from the car glowing with pleasure.

Now, if someone would only let me do that myself. . . .

Farewell black beast, it was nice knowing you.



Correspondence

The editor is not bound to agree with readers opinions

Amon fan

It was with great pleasure that I read of Chris Amon at last winning a single-seater race now that he has competitive machinery once again. Surely no driver has deserved success as much as Chris has done. His interview with AUTOSPORT a few weeks ago showed that he still believed he could do it. Now he has proved the point.

Well done Chris. The pity is that the Formula 1 scene will not be seeing his talent and considering the high degree of second-rate drivers in Formula 1 today, the team managers and sponsors cannot be called short-sighted but blind!

MORDEN, SURREY. ANDREW GILHAM.

Climbing sport

During the past few weeks the motoring press has announced the retirement—for varying reasons—of four well-known hill climbers, Mike MacDowel, Sir Nick Williamson, David Good and Geoff Rollason, and hill climb enthusiasts will miss these four talented drivers.

We say "talented" as it must be remembered that for every split second driving up a hill in a fast single seater racing car developing 400 plus bhp the driver is concentrating very hard, and driving at possibly eleven-tenths of his ability. Speeds in excess of 120 mph may be reached, and with perhaps 18 inches of track on either side of the car this is no mean feat.

An unfortunate impression has however been given in the motoring press that perhaps the art and sport of hill climbing is on the decline as Championship entrants retire. This is most certainly not the case and 1975 looks like providing even closer competition than 1974 as new drivers enter the big racing car class to try their skill against the established "big car" entrants.

Hill climbing is still very much an amateur form of motor sport and most competitors, if not all, travel for many miles around the country just to compete for a few minutes of time against the clock. Although the many and varied classes are keenly competitive the entire atmosphere is friendly with perhaps a touch of tension during a "top-ten run-off" when the fastest ten drivers battle it out for points in the respective championships.

The qualifying runs for the "run-off" may themselves be very close with perhaps the final 10 qualifiers being separated by less than a second, with the possibility that the 11th placed man has only failed to qualify by just one-hundredth of a second. Let us now look at the cars. Where else can an enthusiast see everything from saloon cars and sports racing cars to all types of single seaters in a single day's racing. The single seaters range from the lovingly restored 500s right through the 1100cc and 1600cc classes, to the over 1600cc class which includes F5000 and ex-works F1 cars.

Some of the most immaculate and exciting cars on the hills appear in this class. Last year the 460 bhp 5-litre Repco-engined Brabham of Mike MacDowel reigned supreme. Not too far behind, however, came the 5.7-litre Chevrolet powered McRae of Roy Lane together with Sir Nick Williamson's DFV powered Marlyn and the incredibly quick 2-litre March of Chris Cramer. Tony Griffiths' DFV powered Brabham BT33 competed in Grand Prix before appearing on the hills in its present immaculate state, while one of the F5000 cars—Tony Bancroft's McLaren M10B—won one of the premier awards at Harewood, the Scrutineers' Trophy for the best turned out car.

So what will 1975 bring forth? Exciting new cars are on the way from John Cussins and Ken MacMaster, while former hill climb champion David Hepworth may be making an appearance in—could it be—a four-wheel drive Special?

We, the undersigned hill climb enthusiasts, would therefore recommend that all motor sport enthusiasts attend a hill climb in 1975—there are many throughout the country and a good day's sport can always be guaranteed.

ROBIN BOUCHER, ROBERT COOPER, TONY FLETCHER AND ROBERT WHALE.

Foley contributes that added ingredient

I think it is about time the younger generation got a say in AUTOSPORT. I am 13 years old and a keen reader of AUTOSPORT. I am referring to the complaint of the reader Mr Hardie.

One of the things I look forward to most is the Barry Foley cartoon "Catchpole" who has now become my favourite cartoon character. I think that this small cartoon strip brightens up the whole magazine. I wish Barry all the success in the future and hope "Catchpole" will remain for a long time to come.

How about Barry producing a small book filled with cartoons, not forgetting "Mad Dog" of course.

HODDESDON, HERTS. TIM ARKINS.

Ringing the praises of "Britain's No. 1"

I must take issue wih you over your recent F5000 Review. It should be noted that:

1, Derek Bell, having raced in four F5000 races throughout his career, can hardly be described as "another former F5000 driver." When one considers the 20 or so F1 races that this man has entered, surely it would be more appropriate to describe him as an ex-F1 driver?

2, Bell did not hire the Hobbs-Lola for the Thruxton meeting. In fact, he was invited to drive it by David Hobbs, who considers him "the only fast, reliable and safe driver around." Ian Phillips also omitted the fact that, although he had never driven the car before first practice, Bell secured pole-position, achieved a new lap-record (over 1 s faster than Messrs Evans, Gethin, Ashley, Pilette, etc), and would have undoubtedly won the race had one of the rear tyres not punctured.

It does seem sad, however, that Britain's No 1 driver has not, as far as I know, been offered an F1 contract for 1975. It is painfully obvious that to get a Formula 1 seat, one no longer has to have talent as a racing-driver (witness Mr Mosley's "offer I can't refuse" and his 1975 driver line-up to prove that fact).

Maybe sponsors should be banned from motor racing. Then at least we'd see who the real champions are.

LONDON. ROBERT SYNGE.

Legality challenged

In your correspondence columns recently you had two letters regarding Modsports racing. Until Mr Richings mentioned in his letter that the Davrians did not conform to the spirit of the rules, I hadn't realised that I, too, had never seen a Davrian on the road. In fact I took the trouble of asking several motoring friends if they had seen the said car on the road. All had seen GT40s and many other exotic motors, but only one had seen or thought he had seen a Davrian. From this I must conclude that it is a track car, not a road car.

So how is it Mr RAC that this racing car is classed with Sprites, Spitfires, Marcos, etc, all of which I see everyday. If Mr Evans read Mr Richings' letter again, I think he would see nothing to get annoyed about. It seems to me suspicious that your reply was so defensive. I'd like to see just one Davrian on the road.

I would also like to praise your Formula One reports. I'm not a Pete Lyons fan but I'm cracking.

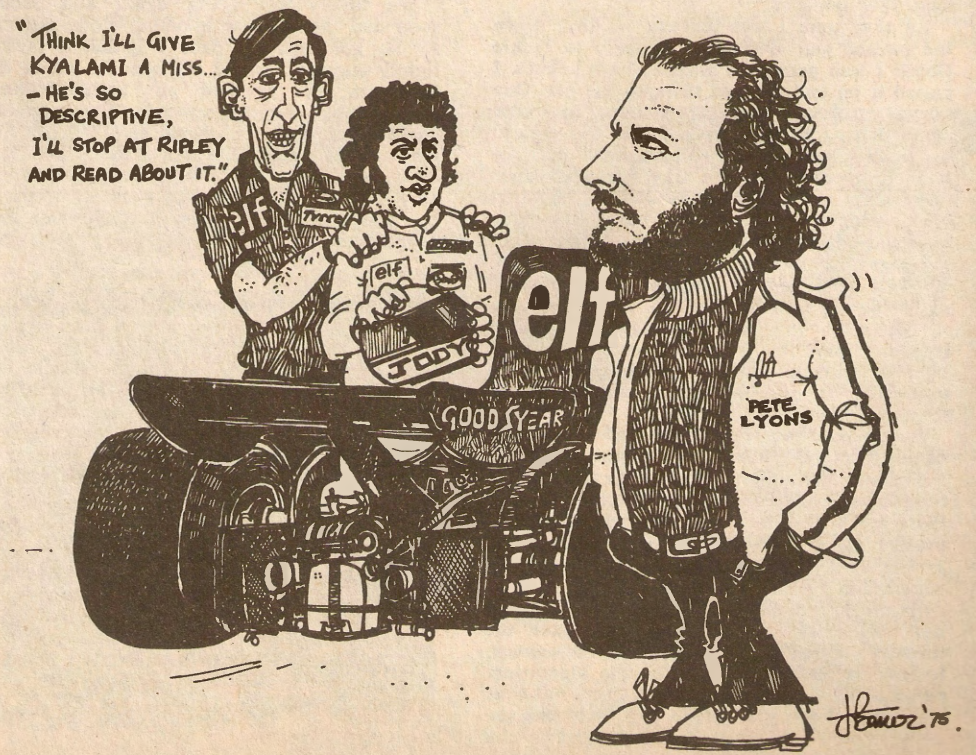
WALSALL, STAFFS. T. G. SOUTHAM.

Artist's appreciation

I would like to say a big thank you to Pete Lyons, the "bard" of motor sport journalists. Nobody but nobody can tell it "like it is," like Pete. I've read them all and the man's style is superb.

Reading his reports is the next best thing to being there. In his Brazilian GP report he describes standing behind a car as it is revved up. That sums it up—the man's writing style is superb.

BOUGHTON, CHESTER. JEFF BAKER.





. . . "chased from the start area . . . trapped by officials in Rheidol Forest, booted out of Machynlleth and cornered at Llandow" . . .

By IAN SADLER

Gathering support —no easy answers

We probably won't have a clear picture of the state of the sport on the home front until the first RAC round, the De Lacy MC Mintex Dales on February 22. At the moment things look as bleak as the back side of the moon. There just isn't any money and it is altogether depressing and boring. The above clumsy monologue was confirmed rather more eloquently by that man of many words, Andy Dawson, who bellowed just one into my ear trumpet quite recently—"Terrible!" The over the 'phone question had been: "How would you sum-up your sponsor-hunt (as of 9-2-75) for the running of your Kleber Datsun?"

If Andy Dawson hasn't gathered the necessary cash together, then there can be precious few people in a better position. The Kleber Drive-In award winner has an impressive "package" to offer potential clients. First of all, he has the car plus a guaranteed minimum amount of support, and after his Snowman performance not too many worries about its capabilities. Then there is Mr Dawson's column in a motoring monthly, good for the odd mention surely? Where Andy accelerates past most other drivers in the great sponsor race is with television. Nationally networked Drive-In to follow their blue eyed boy's progress every couple of weeks . . . a good wicket.

In what ways has sponsor-hunting progress been slow? Andy Dawson first knew of his award on November 21, last year, yet he has nothing more consequential arranged than "bitty" support. Datsun Dealer, Fred Newton, supported the car, as a one-off in his sales area, for the Snowman and that support came surprisingly from just one letter and one telephone call. It is not usually that easy. Andy is finding that an increasing number of Datsun Dealers—first line naturals one would think—are getting cold feet and are complaining that there is an uncomfortable "anti-Jap" feeling around just now. The dealers would appear to be keeping low-key and are citing the energy bit with mutterings of rallying being anti-social and wasteful. Many British companies would also appear to be anti-Japanese, perhaps quite understandably, and Andy has more than once met with the answer of "English car—ok, we'll support you, but a Japanese car—forget it." Quite a predicament for Mr Dawson. However, Andy must be nearer the problems, and the right answer, than many—certainly more so than self-sufficient drivers, or the scribes, with elbows leaning against the typewriter.

How does Andy view the situation? Two big problems: first, outside of the clique, the words "rally car" or "car rallying" conjures an image of treasure hunts, with hordes of trendies traipsing around the countryside in their British sports cars and having jolly good fun between breakdowns. Secondly, the problem is, of course, money. Andy has found that, besides the apparent handicap of campaigning a Japanese car, there are still some pretty profitable small businesses around with promotional interests in rallying. Andy has a few individual sponsors at around the £500 mark and might have to knit together something of that nature in order to appear on the Mintex Dales. At the moment Dave Richards is going into overdrive top, chasing sponsors full time.



Successful support for the Snowman.

Recommended?

An integral part of any special stage rally is the party afterwards—ask any expert. After playback of a taped interview with Russell Brookes, conducted at the Tour of Dean's venue—the Gateway Motel, Newport (to my mind reminiscent of Hitler's Alpine schloss) I realised that we had spent the best part of one side discussing the relative merits of various finish locations. Perhaps the IRDC should publish a layman's guide along the lines of an Egon Ronay publication? For instance, how does the cattle market after the Armstrong Forest compare with the Lord Hill Hotel, Shrewsbury, as a party location after the Castrol '75?

The Tour of Dean's Gateway Motel might be given the following classification: "Situated conveniently adjacent to Junction 24 (M4 motorway) the Gateway offers rally people an exciting early challenge before the first "front door" special stage with blinding lights, contradictory direction arrows and an unlit, lurking, mini-roundabout, all on the way to the Parc Fermé (the notorious rally thieves' nirvana). The action follows with a regularity section. Spasmodic bar opening/closing leaves guests with little or no margin for error in the timing of refreshment halts; but those unfortunates going on have time enough to admire the breathtaking scenery of this "eagles nest" bar. An added bonus comes in the fragrance of this spa town's invigorating atmosphere (Newport's petro-chemical complex). A veritable potpourri of rally delights. Footnote: Superb cuisine (locally grown watercress a speciality); Beer: an acquired taste — *recommended.* Rating: ✠✠✠

Russell Brookes—where's the party?



The "Welsh"—out of the dark ages?

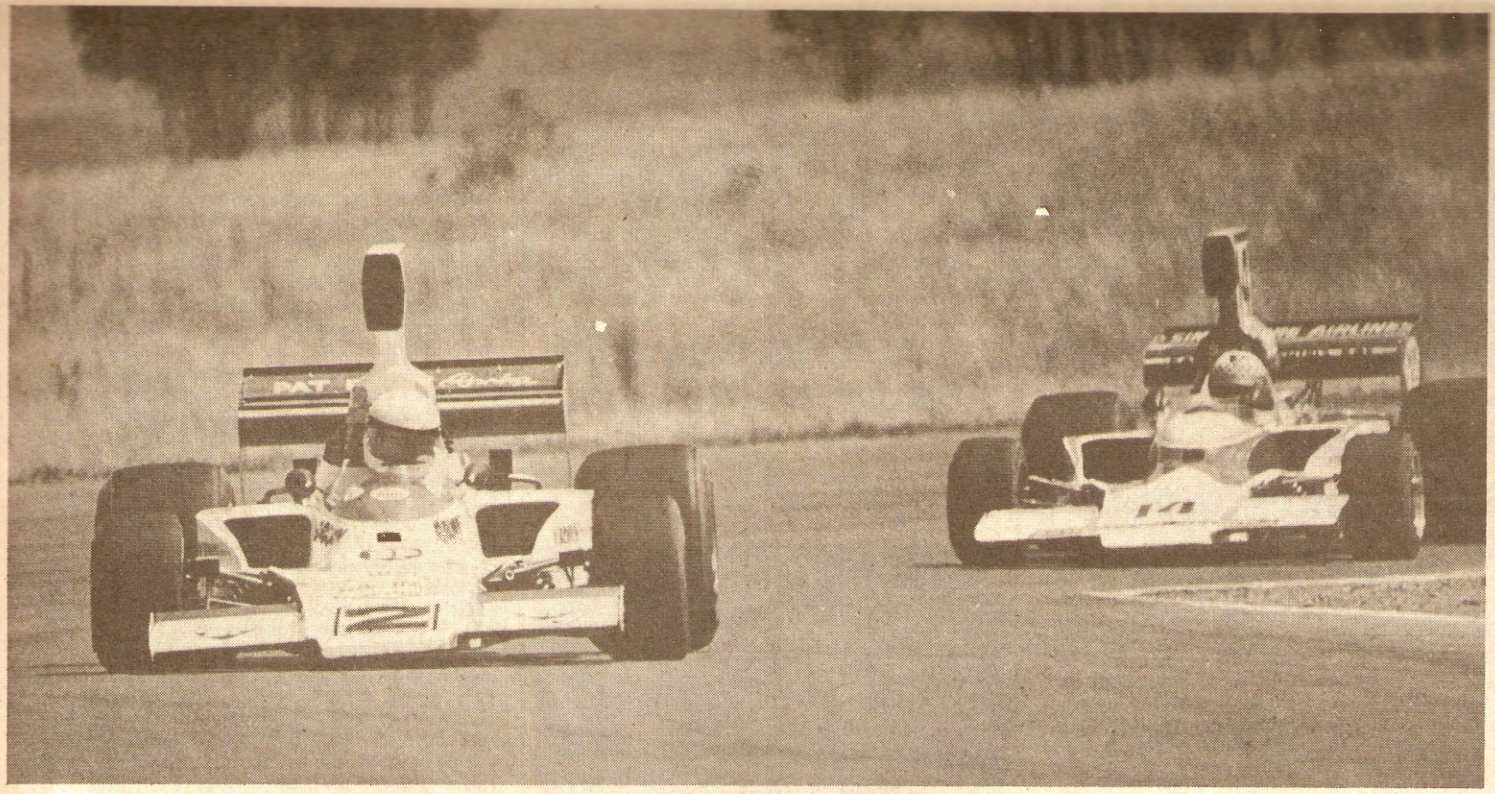
Reported recently in Special Stage was the good news that the Welsh International Rally has a new and improved look in the form of a revised schedule. This wasn't good news, this was great news. Along with support from the *Western Mail* the rally is to be humanised. Bleak Barry has been replaced by carefree Cardiff and instead of starting outside a ballroom the rally will start inside a cycle stadium. Presumably SWAC coffers will swell with an entrance-to-the-stadium fee? If the last Tour of Eppynt is any indication there might well also be a 50p charge for standing, however illegally, on the Ranges. However, the forests—the ones at which spectators are allowed—are not likely to cost much more than about 10p per car, for the use of the special parks, though any extra might presumably off-set the cost of armbands, official hats and regalia worn by the crowd-control experts who do so much to promote "good" relations, especially with first-time watchers.

Bringing the start forward to Friday morning and including a rest halt at Aberystwyth plus a Saturday night finish are all good features, but certainly not before time. Horror of horrors though—Llandow is on the itinerary for Sunday. This dismal ex-bomber airfield "oval" is another place where the officials are likely to be on their toes and the crowd-control experts will most likely be regulating the flow of spectators through the gates by means of costly ticket issuing.

You have been warned: in the light of last year's experiences when this reporter was offered mildly poisoned food in Barry; chased from the start area, trapped by officials for four hours in Rheidol Forest, booted out of Machynlleth and, finally, cornered at Llandow (at the barbed wire) when a uniformed ticket team demanded money with menaces — the "Welsh" can be upsetting to your general health and well-being.

Tales of a TR7

When are British Leyland (ST Division) going to trundle out a lightened, de-toxed, de-bumpered, up-valved Triumph TR7 and haul it off to Bagshot? "When" would appear to be the only question for it certainly looks to be on the cards. Test driver/PR ace and resident rally driver, Brian Culcheth, has given one of the lhd American specification cars "quite a beating" and reports very favourably. The shell is strong and the rear suspension is less vulnerable than as fitted under the Dolomite. Most important is the front suspension — the ubiquitous McPherson strut. That alone should cure a few headaches. When?—hardly before next year we would imagine . . . but there is an interesting rumour of a lighter, quicker, two-door vehicle along the lines of a Dolomite Sprint derivative. Still, that is no more than bar room gossip. Mind you, although certain areas are well screened-off on a recent visit to Broadspeed the sounds of Thor hammers were definitely ringing on British Leyland metal. Perhaps in time for Scottish?



Warwick Brown headed a Lola T332 one-two in front of Graeme Lawrence, second here.

ORAN PARK

Brown cleans up series?

By PETER GREENSLADE Pictures by RAY BERGHOUSE

If the Australian pressmen have their way, Warwick Brown, the 24-year-old Sydney driver, is going to become the first Australian to win the Tasman Cup. At Oran Park, near Sydney, Brown scored an end to end win on February 2 in his Lola T332 to take the fifth race in the Peter Stuyvesant series, averaging 98 mph in broiling 33 deg C heat, and beat the New Zealand national champion Graeme Lawrence (Lola T332) by the handsome margin of 34.3 s. A very partisan crowd of some 20,000 gave him a standing ovation as he took the flag shouting "Good old Brownie!" The following morning the Australian press had the series won by Brown, although there are three rounds yet to be decided.

It was the South Australian Johnnie Walker who finished third in his Repco-Holden powered T332. He and Chris Amon were flagged off third and fourth, having completed 60 of the 61 laps, Amon in an ailing Talon MR1 limping over the line and groping for gears. John McCormack (Elfin MR5) and Ken Smith (Lola T332) were fifth and sixth.

There were four retirements, the most notable of which was that of John Goss (Repco Matich A53), if for no other reason than that he had been seventh fastest qualifier and Oran Park provided him with his first Formula 5000 race drive of any consequence. The others who fell by the wayside were John Leffler (Bowin-Chev), Jon Davison (Repco Matich A51) and Garry Cooper (Elfin MR5).

ENTRY and PRACTICE

All the regular members of the Stuyvesant menagerie were at Oran Park, although there were the usual hassles associated with the air freighting of the race cars from New Zealand to Sydney. This time they were worse than usual for a number of the cars were put upon a jetliner which was forced to turn back to Christchurch when an engine packed up. However, no one was absent when the first official, but untimed, practice session was held early on the morning before race day. Some, however, did not get their cars on to the track. Oran Park is hardly ideal for Formula 5000 cars because there are too many slow corners that are simply driven round in third and second gears.

That seasoned Tasman campaigner Graham McRae did not give himself a chance of finishing among the points scorers, from all accounts. Although he did tell this reporter that he was unlikely to win and left it at that. In the event, he finished eighth, following a pit stop to replace one punctured tyre. Subsequently another began to deflate and in the late stages of the race the GM2 began to overheat from lack of water.

The diminutive Aucklander Ken Smith, after looking at the qualifying times, said he had no idea how anyone could get around the circuit in the 66 s/67 s range after recording a best time of 68.1 s. Nevertheless, he was to pick up one point for finishing sixth.

The general feeling was that this was going to be the race that Brown *would* win and the man himself seemed pretty confident. Amon was another at short odds before qualifying started and they had diminished even further by the time it was over. Lawrence, the Marlboro-Wix-Singapore Airlines Lola T332 looking immaculate, was also among the favourites and there were quite a lot of supporters for John Goss, including the man himself! Johnnie Walker of course is a recognised hard charger who does not get flustered under pressure and he also looked a good prospect. In fact, as the New Zealand section had produced four winners—Lawrence, Brown, McRae and Amon—there seemed an outside chance that Oran Park would provide a fifth. On that basis, Walker seemed the man most likely to be No 5. It was not to be, although he did drive a very fine race.

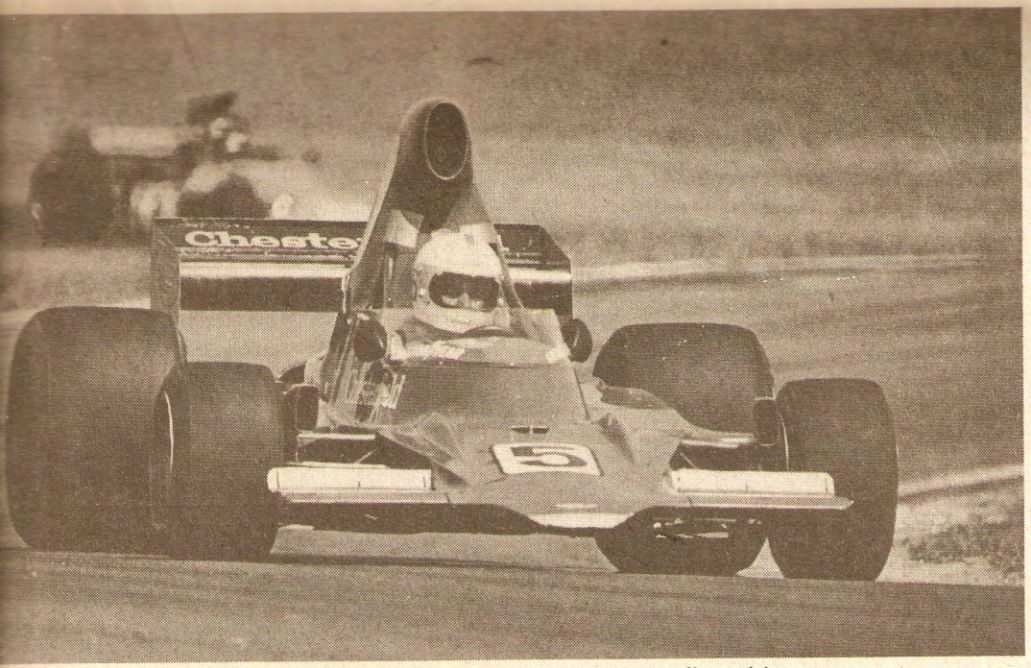
Bartlett and Stewart, who had hoped for some advice from Frank Gardner during the New Zealand section, but did not get it, had his services in Sydney. According to Bartlett, he had his T400 all ready to go on the night prior to practice when Gardner appeared on the scene. He made a detailed inspection of the car and then issued a string of instructions that left the mechanics with a schedule relating in particular to the suspension that kept them working most of the night.

The T400s have their mechanicals all-enclosed and one of the side effects has been excessive oil temperature. This was cured at Oran Park with a help of a very small vertical lip fitted across the extremity of the car, which apparently created sufficient back pressure to cause cooling air to reach the hot spots via some V-shaped vents cut in the bodywork.

The first untimed session was followed later in the day by three timed sessions. Brown was declared quickest in the untimed session.

Johnnie Walker led home Chris Amon, the latter gropi



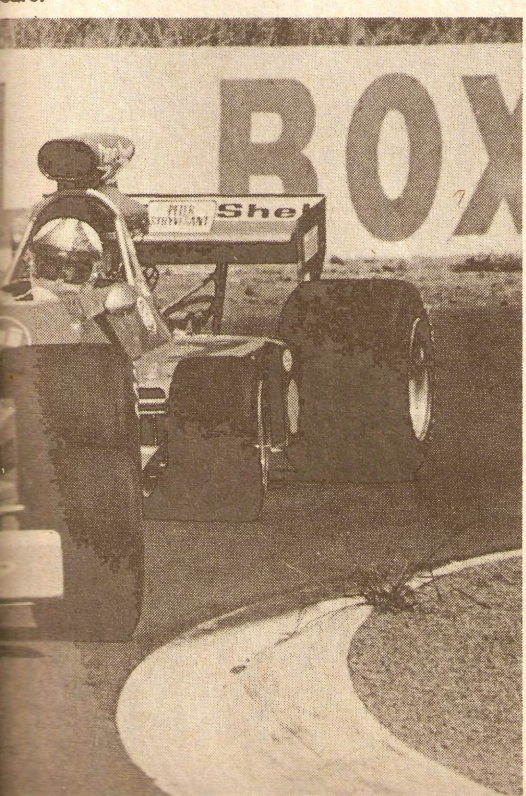


Kevin Bartlett had an unhappy race in the Lola T400, eventually retiring.

That was an omen, but most contenders were interested in what the official watches were going to read later in the day. When they came out for the first timed session, the Lola T400s were missing and so was Walker's T332. Brown, as most expected, was fastest with 66.7 s and Lawrence was next with 66.9 s. No one else got into the 66 s, Goss being best of the rest with 68.2 s, which pleased his supporters. McRae was a tenth of a second slower. Then came the ever-steady McCormack with 68.5 s. Amon ran a best of 69 dead and then reported to entrant Jack McCormack that the gear ratios were not right and he really did not know what was needed and, on top of that, the Talon tended to have its front end hop outwards in some of the tighter corners.

In the second session, just before lunch, Brown was again quickest with 66 s dead and McRae moved into contention with a 66.5. Lawrence nipped in with 66.6 and the Amon on 67 dead. Goss was next with 67.2, which gave his supporters even more encouragement. McCormack improved by a fifth of a second to 68.3 and Jim Murdoch in the Begg 018 was credited with 67.9 s. He subsequently disputed this figure, saying there was no way he could have made it and he had no intention of keeping faster drivers out of their rightful places on the starting grid (an approach that is somewhat unusual, to say the least). Smith managed 69.8 s, Garry Cooper 70.7 and Bartlett 73.1. Jon Davison, Kevin Loy and Walker were the only others out and they managed poorish figures—73.2, 78.6 and 78.7 s respectively. Maybe Walker was not trying too hard, but the figure was quite uncharacteristic. There was still no sign of Stewart. There were two afternoon sessions and those that mattered managed to improve. By the time it was all over for the day, Brown was on pole with 65 s flat. Amon had done a 65.4 in the penultimate session. He did not improve, but that was good enough for the first row. Lawrence finished up with a workmanlike 65.7 and Walker, his usual self again, made 66.1 to get into the second row also. McRae was next with 66.2, a figure Stewart also managed to achieve subsequently. Goss finished up with 66 4 and Bartlett with 66.6. McCormack improved to 67.2 and Smith came down to 68.1. Murdoch was given 68.9, the figure he believed he'd achieved earlier in the day. Cooper, Davison and Loy were well out of it with 69.5, 73.2 and 75.5 respectively. John Leffler did not turn up at all as work was continuing on the Bowin. He was allowed to start the race from the back of the grid.

ears.



RACE

Race day was hotter than ever and in the course of the early part of the programme the Stuyvesant field was given an opportunity of putting in a few shakedown laps. Poor Murdoch did not profit from it. Something broke in the engine, probably a cog from the timing gear sprocket. In any event he was forced to scratch from the race. Thus there was a field of 14 that lined up in the afternoon.

The Oran Park straight is wide with four marked lanes and so the field was lined up using all four lanes, the pairs being staggered slightly to keep them in the right sequence. The Australian promoters, unlike those in New Zealand, do not favour rolling starts, so after a couple of warm-up laps the contenders lined up for a standing start. When the flag dropped it was Brown who showed the way immediately. Lawrence was right with him as was Amon. So, too, was Walker. Brown was obviously going to make every post a winning post and when he came round the first time he had already put some space between himself and Lawrence. Next came Walker and Amon, nose to tail. They were followed by Goss, Stewart, McRae, McCormack and Bartlett. The rest, headed by Smith, were some distance back, although Smith was well within striking distance of Bartlett.

After three laps, Brown was 3 s clear of Lawrence and these two had drawn away from Walker and Amon, who were at it tooth and nail. Amon was dragging in Walker under braking, but Walker's Repco-Holden engine obviously had more sting than Amon's Chevy. Goss was unable to stick with these two, but he did have Stewart's measure, although only just. McRae, McCormack and Smith were next and the rest well and truly out of it. Brown began to lap the tail-enders after six laps, at which time McRae went into his pit to change a wheel with a punctured tyre. With eight laps under his belt, Brown had increased his lead over Lawrence to 9 s. The order then was Walker and Amon behind the front two and well clear of Goss, who had Stewart picking at him, Bartlett, McCormack, Smith and Cooper in the Elfin MR5. McRae did not lose too much time in the pits, but when he resumed he was in 10th place.

With 15 laps completed, Brown was lapping consistently in 67 s and was then 22 s clear of Lawrence whose only hope of a win now appeared to be a grievous error on Brown's part or a mechanical misfortune. But Brown was driving a copybook race and the T332 sounded very healthy. Goss lasted in fifth place for 17 laps and then Stewart took him. The young Matich driver held on behind Stewart but instead of completing his 23rd lap he headed down the pit lane with a dead engine. His race was finished because of electrical troubles and an overheating engine. In the meantime, Bartlett had made a long stop for undisclosed reasons and by the time he got into the action again he was right out of contention.

There was no holding Brown. After 30 laps he was 22 s clear of Lawrence and by then he had lapped Smith, who was lying sixth. Walker and Amon were still jousting in second and third places. McCormack was seventh and beginning to feel the effects of the heat because cockpit ventilation in the Elfin MR6 was bad. He eventually finished the race with a blistered right foot.

Fifteen laps later Amon was losing ground to Walker and obviously having trouble finding his gears in the Talon. However, he was well clear of Stewart and the latter now made a pit stop to report a deflating tyre. His mechanics could detect no trouble so sent him on his way again. Next time round he was again a pit visitor and this time it was found that the other rear tyre was the culprit. At that stage Brown had lapped everyone apart from Lawrence, Walker and Amon. The latter's turn came in the course of lap 50. Brown, very comfortably in the front, now eased his pace to lap fairly regularly in about 69.5 s. Even so, that was fast enough to enable him to drag in Walker and lap him four rounds from the finish. In the concluding stages it looked as if Amon would not make it to the finish. But he managed to hold his fourth place and be a lap clear of McCormack and Smith when the flag fell.

Brown was given a rousing reception. He is obviously a favourite with the Sydney motor racing crowd. But, to be fair, Lawrence and the rest were given a good reception as well. The welcome was fully justified for, on the day, there was no one who could approach Brown whose drive, like that of Walker in the early stages when he was under constant pressure from Amon, was an impeccable one.

It now remains to be seen if he can become the first Australian series winner. There was no doubt about the win, but all the same Brown was lucky. An after-race inspection showed that the differential in the T332 was on the point of disintegrating.

Oran Park, Peter Stuyvesant International
Round 5, February 2; 61 laps

1, Warwick Brown (Lola T332-Chevrolet), 69 m 10.7 s, 98.00 mph;
2, Graeme Lawrence (Lola T332-Chevrolet), 69 m 45.0 s;
3, Johnnie Walker (Lola T332-Repco Holden), 60 laps;
4, Chris Amon (Talon MR1-Chevrolet), 60 laps;
5, John McCormack (Elfin MR6-Repco Holden), 59 laps;
6, Ken Smith (Lola T332-Chevrolet), 59 laps;
7, Max Stewart (Lola T400-Chevrolet), 58 laps; 8, Graham McRae (McRae GM2B-Chevrolet), 57 laps; 9, Kevin Loy (Matich A51-Repco Holden), 52 laps; 10, Kevin Bartlett (Lola T400-Chevrolet), 47 laps.

Fastest lap: Brown 66.3 s.

Tasman points: Brown 24, Lawrence 21, Walker 16, Amon 12, McCormack and McRae 9 each, Murdoch 7, Smith and Stewart 5 each, Bartlett 4, Oxton 1.

LAP RECORD SURVEY 1974

—a unique guide giving the lap records, facts and figures of all British circuits for the 1974 season

Class	Aintree Club 1.94 miles	Brands Hatch Club 1.24 miles	Brands Hatch Grand Prix 2.65 miles	Cadwell Park Full 2.25 miles	Castle Combe 1.84 miles	Croft 1.75 miles	Ingliston 1.03 miles	Llandow 1.00 mile	Longridge 0.4318 mile
Outright	Kim Mather (2999 cc BRM P153B) 53.8 s, 109.73 mph (15/9/73)	Brian Redman (4992 cc Lola T332-Chevrolet/Smith) 43.8 s 101.92 mph (15/4/74)	Niki Lauda (2990 cc Ferrari 312B-3/74) 1 m 21.1 s, 117.64 mph (20/7/74)	Brian Henton 1993 cc March 743-Ford/ Holbay R74) 1 m 29.4 s, 90.60 mph (2/6/74)	Peter Gethin (4992 cc McLaren M10B-Chevrolet/Bartz-Smith) and Howden Ganley (4992 cc McLaren M10B-Chevrolet/Bartz) 56.6 s, 117.03 mph (9/5/70)	Tony Dean (4992 cc Chevron B24-Chevrolet/Morand) 1 m 1.2 s, 102.94 mph (1/7/73)	Tommy Reid (1898 cc Brabham BT38/40-Chevy/Cosworth) 46.1 s, 80.43 mph (13/5/73)	Peter Deal (1594 cc Brabham BT21-Ford/ Vegantune) 34.4 s, 104.66 mph (27/6/73) Equalled by Vernon Davies (1599 cc Mallock U2 Mk 11B/ 14-Ford/Holbay) and Steve Russell (1599 cc Mallock U2 Mk 12/15-Ford/ Davron) on 22/9/74.	Kim Mather (2999 cc BRM P153B) 23.6 s, 65.87 mph (30/9/73)
Formula 1		Archie Scott-Brown (2471 cc Connaught B-type-Alta) 59.0 s 76.66 mph (14/10/56)[2]	Niki Lauda (2990 cc Ferrari 312B-3/74) 1 m 21.1 s, 117.64 mph (20/7/74)		Harry Schell (2490 cc Vanwall) 1 m 13.6 s, 90.92 mph (1/10/55)[2]				
Formula 2		Tony Marsh (1475 cc Lotus 18-Climax FPF) 56.4 s, 79.15 mph (16/10/60)[5]	Peter Westbury (1594 cc Brabham BT36-Ford/Cosworth FVA) 1 m 27.0 s, 109.66 mph (30/8/71)[6]		Bob Gerard (1971 cc Cooper T23-Bristol) 1 m 16.2 s, 86.92 mph (3/10/53)[4]				
Formula 3	Tony Dean (997 cc Brabham BT15-Ford/Cosworth MAE) 1 m 3.4 s, 93.12 mph (24/7/65)[7]	Brian Henton (1993 cc March 743-Ford/Holbay R74) 47.0 s 94.98 mph (13/10/74)	Mike Walker (1594 cc Ensign LNF3/72-Ford/ Vegantune) 1 m 33.1 s, 102.47 mph (14/7/72)[8]	Brian Henton (1993 cc March 743-Ford/Holbay R74) 1 m 29.4s, 90.60 mph (2/6/74)	Buzz Buzaglo (1594 cc March 733-Ford/Novamotor) 1 m 2.8 s, 105.48 mph (27/8/73)[8]	Mo Harness (1594 cc March 733-Ford/Brown) 1 m 7.2 s, 93.75 mph (12/8/73)[8]			
Formula 5000		Brian Redman (4992 cc Lola T332-Chevrolet/Smith) 43.8 s 101.92 mph (15/4/74)	Guy Edwards (4992 cc Lola T330-Chevrolet/ Smith) 1 m 24.2 s, 113.30 mph (21/10/73)		Peter Gethin (4992 cc McLaren M10B-Chevrolet/Bartz-Smith) and Howden Ganley (4992 cc McLaren M10B-Chevrolet/Bartz) 56.6 s, 117.03 mph (9/5/70)				
Formula Atlantic		Dave Morgan (1600 cc Chevron B25/27-Ford BDA/ Nicholson) 45.0 s, 99.20 mph (19/10/74)	Tony Brise (1600 cc Modus M3-Ford BDA/Holbay) 1 m 26.1 s, 110.80 mph (29/9/74)		Cyd Williams (1600 cc Chevron B18C-Ford-BDA/ Eden) 1 m 0.6 s,109.31 mph (9/10/71)	David Purley (1600 cc March 722-Ford BDA/ Lec) 1 m 4.1 s, 97.83 mph (1/7/73)			
Formula Ford	Mike Wrigley (1559 cc Merlyn Mk IIA/Piper) 1 m 2.2 s, 94.92 mph (28/7/73)	Rob Wicken (1599 cc Merlyn Mk 17/Piper) 51.4 s, 86.85 mph (20/8/72)	Johnny Gerber (1599 cc Elden PH10A/Rowland), Jay Pollock (1599 cc Crosslé 25F/ Rowland) and Derek Lawrence (1599 cc Titan Mk 6/Titan) 1 m 41.0 s, 94.45 mph (22/10/72)	Ken Bailey (1599 cc Titan Mk 6/ Titan) 1 m 39.0 s, 81.81 mph (16/7/72)	Buzz Buzaglo (1599 cc Elden PH10/ Rowland) 1 m 8.0 s, 96.28 mph (28/8/72)	Peter Harrington (1599 cc Cougar 73F/ Scholar) 1 m 12.8 s, 86.54 mph (25/3/73)	Graham Cuthbert (1599 cc Lotus 69F/ Rowland) 53.2 s, 69.70 mph (13/5/73)	Ian Moore (1599 cc Dulton LD9) 36.2 s, 99.46 mph (28/7/74)	Trevor Lowe (1599 cc Royale RP16/WRA) 25.8 s, 60.25 mph (18/8/74)
Formula Super Vee	Chris Barnett (1585 cc Royale RP18A/Heidegger) 59.2 s, 99.73 mph (3/8/74)	Tom Pryce (1585 cc Royale RP14/Broadspeed) and Brian Henton (1585 cc Crosslé 24F/Rolt) 50.0 s, 89.28 mph (20/8/72)		John Morrison (1585 cc Supernova BH4/Heidegger) 1 m 34.2 s, 85.99 mph (7/4/74). Equalled by Tim Rathmell (1585 cc Supernova BH3) on 23/6/74.	Chris Barnett (1585 cc Royale RP18A/Heidegger) and John Morrison (1585 cc Supernova BH4/Heidegger) 1 m 4.2 s, 103.18 mph (17/8/74)	John Morrison (1585 cc Supernova BH3/Broadspeed) 1 m 9.4 s, 90.78 mph (12/8/73)		John Morrison (1585 cc Supernova BH4/Heidegger) 35.2 s, 102.25 mph (28/7/74)	
Formula Vee	Peter Wimhurst (1285 cc Veemax Mk 4D) 1 m 7.0 s, 89.12 mph (8/6/74)	Olly Hollamby (1285 cc Austro Vee) 53.8 s, 82.97 mph (10/6/73)		Mikko Kazarowitzsky (1285 cc Veemax Mk 4B) 1 m 42.2 s, 79.25 mph (18/7/71)	Brian Urlwin (1285 cc McNamara Vee) 1 m 12.4 s, 91.49 mph (15/4/74)	Brian Urlwin (1285 cc McNamara Vee) 1 m 16.2 s, 82.66 mph (11/8/74)		Olly Hollamby (1285 cc Austro Vee) 37.6 s, 95.74 mph (23/9/73)	

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Formula 4	(997 cc Chevron B16/17-Ford/Lucas) 1 m 4.2 s, 91.96 mph (9/9/72)	(997 cc Chevron B6-Ford/Lucas) and **Fergus Tait** (997 cc Chevron B15/17-Ford/Cosworth) 52.2 s, 85.52 mph (16/9/73)		(997 cc Lotus 41C-Ford/Marks) 1 m 39.2 s, 81.65 mph (2/6/74)	(997 cc GRD 373 Ford/Lucas) and Nick Crossley (997 cc Ensign LNFB/73-Ford/Holbay) 1 m 8.0 s, 97.41 mph (26/8/74)	Vixen VB4-Chrysler/Cartier) (10/5/70)	(875 cc Vixen VB1-Chrysler/Cartier) (13/9/70)	(997 cc Lotus 41C-Ford/Broadspeed) 37.6 s, 95.74 mph (21/4/74) Equalled by **Bob Laughton** (997 cc Brabham BT38-Ford) and **Nick Crossley** (997 cc Ensign LNFB/73-Ford/Holbay) on 30/6/74
Monoposto Formula	**Alan Baillie** (1599 cc Viking Mk 1A-Ford/Scarab) and **John Houghton** (1599 cc Brabham BT23C-Ford/Swindon) 1 m 1.6 s, 96.84 mph (8/6/74)	**Trevor Scarratt** (1599 cc Brabham BT15-Ford/Marks) 50.6 s, 88.22 mph (16/9/73)		**Joe Applegarth** (1599 cc Brabham BT23C-Ford) 1 m 37.8 s, 82.52 mph (21/7/74)	**Bryan Small** (1599 cc Tecno TF68-Ford) 1 m 8 s, 100.63 mph (/74)	**Trevor Scarratt** (1599 cc Brabham BT15-Ford/Marks) 1 m 10.2 s, 94.12 mph (28/7/73)		**Alan Baillie** (1599 cc Viking Mk 1A-Ford/Scarab) 36.0 s, [illegible] mph (30/6/74)	**Alan Baillie** (1599 cc Viking Mk 1A-Ford/Scarab) 1 m 4.25 mph (/74)
Formule Libre	**Kim Mather** (2999 cc BRM P153B) 53.6 s, 100.73 mph (15/9/73)	**Vern Schuppan** (1982 cc Mondial Rondel MR1-Ford/BDG/Cosworth) and **Tom Belso** (4992 cc Lola T330-Chevrolet/Smith) 45.6 s, 97.89 mph (12/8/73)	**Emerson Fittipaldi** (2998 cc John Player Special/Lotus 72-Ford/Cosworth DFV) 1 m 29.4 s, [illegible] mph (28/8/72)	**Tony Trimmer** (1599 cc Brabham BT23C-Ford/Cosworth FVA) [illegible] s, 89.82 mph (17/5/70)	**John Burton** (1780 cc Chevron B18-Ford/Cosworth FVC) 1 m 1.0 s, 107.76 mph (3/10/70)	**Tony Dean** (4992 cc Chevron B24-Chevrolet/Morand) 1 m 2.6 s, 102.94 mph (13/9/70)	**Tommy Reid** (1998 cc Brabham BT38/40-Chevy/Cosworth) 46.1 s, 80.43 mph (13/5/73)	**Peter Deal** (1599 cc Brabham BT21-Ford/Vegantune) 34.4 s, [illegible] mph (27/8/[illegible]) Equalled by **Vern Schuppan** (1599 cc Mallock U2 Mk 14-Ford/Holbay) on 22/9/74	**Kim Mather** (2999 cc BRM P153B) 1 m 23.[illegible] s, 65.87 mph (30/6/73)
Group 5 sports cars up to 2000 cc			**Brian Redman** (1993 cc Chevron B26-Hart) 1 m 26.7 s, 110.03 mph (29/9/74)	**Brian Martin** (1900 cc Martin BM7-BMW) 1 m 46.0 s, 78.42 mph (13/9/70)		**John Miles** (1599 cc Chevron B19-Ford BDA/Hart) 1 m 5.0 s, 98.92 mph (10/6/71)			
Group 5 sports cars over 2000 cc			**Jean-Pierre Jarier** (2999 cc Matra Simca 670C) 1 m 22.6 s, 115.50 mph (29/9/74)			**Chris Craft** (2997 cc Brabham BT40-Ford/Cosworth DFV) 1 m 4.8 s, 97.22 mph (11/7/70)			
Clubman's Formula cars up to 1000 cc or Formula Ford engines	**Derek Walker** (997 cc Ladybird Mk 10-Ford/Holbay) 1 m 1.0 s, 96.79 mph (15/9/73)	**Noel Stanbury** (997 cc Gryphon 713-Ford/Holbay) 52.2 s, 85.51 mph (12/9/71)	**Sid Marler** (997 cc Elova Mk 2 Ford/Cosworth MAE) 1 m 48.6 s, 87.84 mph (12/4/74)	**Creighton Brown** (997 cc Mallock U2 Mk 11B/14-Ford/Holbay) 1 m 42.4 s, 79.10 mph (23/6/74)	Sid Marler (997 cc Elova Mk 2-Ford/Vimbard) 1 m 9.0 s, 96.60 mph (30/9/71) Equalled by Creighton Brown (997 cc Mallock U2 Mk 11-Ford/Holbay) on 14/10/72	Martin White (997 cc Mallock U2 Mk 11-Ford/Holbay) 1 m 16.2 s, 89.28 mph (11/3/73)		**Derek Walker** (997 cc Ladybird Mk 10-Ford/Holbay) and **Martin White** (997 cc Mallock U2 Mk 10-Ford/Holbay) 37.6 s, 95.74 mph (23/9/73)	**Derek Walker** (997 cc Ladybird Mk 10-Ford/Holbay) 27.2 s, 57.14 mph (29/4/73)
Clubman's Formula cars 1001-1600 cc	**Frank Sytner** (1599 cc Mallock U2 Mk 12/15-Ford/Holbay) 57.2 s, 103.21 mph (21/8/74)	**Frank Sytner** (1599 cc Mallock U2 Mk 12/15-Ford/Holbay) 48.2 s, 92.16 mph (13/10/74)	**Stuart Cox** (1599 cc Mallock U2 Mk II-Ford Broadspeed) 1 m 42.6 s, 92.98 mph (12/8/71)	**Geoff Friswell** (1599 cc Mallock U2 Mk 11-Ford Broadspeed) 1 m 30.4 s, 89.60 mph (25/8/72)	**Ray Mallock** (1599 cc Mallock U2 Mk 15-Ford/Holbay) and **Richard Cresswell** (1599 cc Phantom 73-Ford/RE) 1 m 3.0 s, 105.14 mph (17/8/74)	**Geoff Friswell** (1599 cc Mallock U2 Mk 11B-Ford/Holbay) 1 m 9.4 s, 90.77 mph (17/9/72)	**Steve Russell** (1599 cc Mallock U2 Mk 12/15-Ford/Davron) 50.8 s, 72.99 mph (21/7/74)	**Vernon Davies** (1599 cc Mallock U2 Mk 11B/14-Ford/Holbay) and **Steve Russell** (1599 cc Mallock U2 Mk 12/15-Ford/Davron) 34.4 s, 104.66 mph (22/9/74)	**David Orbell** (1599 cc Mallock U2 Mk 11B-Ford/Orbell) 25.0 s, 82.18 mph (21/4/74 and 7/7/74)
750 Formula	**David Newman** (750 cc DNC Mk 5-Reliant) and **Lyn Evans** (750 cc Centaur-Reliant) 1 m 11.6 s, 82.46 mph (21/9/74)	**Robin Smyth** (803 cc Warren-Reliant s/c) 1 m 0.8 s, 73.42 mph (16/9/73)		**David Newman** (750 cc DNC Mk 5-Reliant) 1 m 52.4 s, [illegible]6 mph (9/9/74)	**Keith Stanbury** (598 cc Kestrel Vitesse 3-Reliant) 1 m 25.4 s, 77.56 mph (7/6/70)	**Rodney Hill** (747 cc Mystic-Reliant) 1 m 25.4 s, 73.77 mph (7/7/74)		**Bill Cowley** (747 cc Cowley Mk 3-Austin) 1 m 3.1 s, 57.05 mph (2/9/68)	**Mike Whatley** (642 cc Martin-Reliant) 30.[illegible] s, 50.47 mph (25/[illegible]/73)
1300 Formula	**Tim Gath** (1298 cc Mallock U2 Mk11B-Ford) 1 m 3.2 s, 93.42 mph (21/9/74)	**Mike Taylor** (1174 cc Tetranchus Telarius Mk 3-Ford) 53.2 s, 83.91 mph (16/9/73)		**Tom Hudson** (1200 cc Hudson LC Mk 1A-Ford) 1 m 44.4 s, 77.89 mph (21/7/74)	**Tim Gath** (1298 cc Mallock U2 Mk 11B-Ford) 1 m 9.6 s, 95.17 mph (26/8/74)	**Cyril Lyford** (997 cc Squegon-Ford) 1 m 31.2 s, 69.08 mph (10/5/70)		**Phil Lloyd** (1200 cc Nomad Mk 1-Ford) 38.4 s, 93.75 mph (30/6/74)	
Sports GT cars up to 1300 cc	**Lynden Thorne** (1298 cc Aldon AL2X-Ford/Cosworth FVA) 1 m 0.6 s, 97.43 mph (3/8/74)	**Michael Andrew** (1298 cc Alexis Mk 19-Ford BDA/Swindon) 51.6 s, 86.51 mph (11/8/74)	**Roger Nathan** (998 cc Costin-Nathan-Chrysler) 1 m 47.4 s, 88.83 mph (2/10/66)	**Martin Raymond** (1148 cc Daren Mk 2-Ford/Lucas) 1 m 43.2 s, 78.89 mph (19/7/70)	**Les Aylott** (1298 cc Ardua Mk 4-Ford BDA) 1 m 6.0 s, 100.30 mph (26/8/74)	**Michael Andrew** (1298 cc Alexis Mk [illegible]-Ford BDA/[illegible]don) [illegible] m 10.6 s, 88.24 mph (27/5/74)	Fisher Spyder-BLMC) [illegible] s, 71.02 mph	**Michael Andrew** (1298 cc Alexis Mk [illegible]-Ford BDA/[illegible]) 37.0 s, 97.29 mph (21/4/74)	**[illegible]n Raffo** (1293 cc [illegible]to Mk 3-BLMC) [illegible].0 s, 56.73 mph (30/9/73)
Sports GT cars 1151-1650 cc	**John Blanckley** (1594 cc Scorpion-Ford/Cosworth FVA) 58.6 s, 100.75 mph (15/9/73)	**Jeremy Lord** (1594 cc Astra RNR1A-Ford/Cosworth FVA) 49.8 s, 89.60 mph (20/8/72)	**Roger Nathan** (1594 cc Astra RNR1A-Ford/Cosworth FVA) 1 m 41.8 s, 93.71 mph (28/9/69)	**John Corfield** (1594 cc Martin BM10-Ford/Cosworth FVA) 1 m 37.6 s, 82.99 mph (7/4/74)	**Jeremy Lord** (1594 cc Astra RNR1A-Ford/Cosworth FVA) 1 m 4.0 s, 103.50 mph (3/10/70)	**Tony Charnell** (1594 cc Lola T212-Ford/Cosworth FVA) 1 m 8.6 s, 91.84 mph (27/5/74)	**Tony Charnell** (1594 cc Lola T212-Ford/Cosworth FVA) 49.8-s, 74.46 mph (12/5/74 and 18/8/74)	**Tony Charnell** (1594 cc Lola T222-Ford/Cosworth FVA) 36.0 s, 100.00 mph (21/4/74)	**Frank Aston** (1594 cc Astra RNR1A-Ford/Cosworth FVA) 24.8 s, 62.68 mph (30/9/73)

Class	Aintree Club 1.64 miles	Brands Hatch Club 1.24 miles	Brands Hatch Grand Prix 2.65 miles	Cadwell Park Full 2.25 miles	Castle Combe 1.84 miles	Croft 1.75 miles	Ingliston 1.03 miles	Llandow 1.00 mile	Longridge 0.4318 mile
Sports GT cars over 1650 cc	**Jeremy Lord** (2994 cc Lola T280-Ford DFV/Cosworth) 56.0 s, 105.42 mph (3/8/74)	**Pedro Victor de Lamare** (1990 cc March 74S-BMW) 48.0 s, 93.00 mph (11/8/74)	**Chris Craft** (1990 cc Chevron B8 BMW) 1 m 40.6 s, 94.83 mph (29/9/68)	**David Farnell** (1790 cc Lola T212-Ford/Cosworth FVC) 1 m 34.0 s, 86.17 mph (16/5/71)	**Jeremy Lord** (2994 cc Lola T280-Ford/Cosworth DFV) 1 m 3.0 s, 105.14 mph (26/8/74)	**John Lepp** (1994 cc Chevron B26-Ford BDA/Hart) 1 m 4.6 s, 97.52 mph (27/5/74 and 8/9/74)	**John Miles** (1790 cc Chevron B19-Ford/Cosworth FVC) 48.7 s, 76.14 mph (18/7/71)	**John Markey** (1990 cc Lola T212-BMW) 35.8 s, 100.51 mph (21/4/74)	
Modified Sports cars up to 1150 cc	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 4.8 s, 91.11 mph (8/6/74)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 54.0 s, 82.68 mph (19/8/73 and 9/9/73)	**Alan Woode** (1143 cc MG Midget) 1 m 49.0 s, 87.52 mph (28/9/69 and 19/10/69)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 44.0 s, 77.88 mph (2/6/74)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 11.2 s, 93.03 mph (26/8/74)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 15.4 s, 83.55 mph (23/9/73)	**Ken Allen** (998 cc Clan Crusader) 54.2 s, 68.41 mph (18/8/74)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 38.2 s, 94.24 mph (30/6/74)	**Mike Donovan** (1100 cc MG Midget) 27.2 s, 57.15 mph (21/4/74)
Modified Sports cars 1151-1300 cc	**Tony Williams** (1293 cc Austin-Healey Sprite) 1 m 5.2 s, 90.55 mph (14/4/73)	**David Hipperson** (1293 cc MG Midget) 55.4 s, 80.58 mph (28/4/74 and 12/5/74)		**Ian McCullough** (1293 cc Austin-Healey Sprite) 1 m 46.6 s, 75.98 mph (4/8/74)		**Tony Williams** (1293 cc Austin-Healey Sprite) 1 m 16.8 s, 82.03 mph (12/8/73)	**Andrew Talbot** (1296 cc Triumph Spitfire) 57.4 s, 64.60 mph (22/7/73)		**John Bury** (1275 cc MG Midget) 27.4 s, 56.73 mph (18/8/74)
Modified Sports cars 1301-2000 cc	**Peter Evans** (1800 cc Lotus Elan) 1 m 1.2 s, 96.47 mph (21/9/74)	**Richard Jenvey** (1594 cc Lotus Elan) 53.0 s, 84.23 mph (11/8/74)	**Alan Woode** (1293 cc MG Midget s/c) 1 m 45.6 s, 90.34 mph (27/9/70)	**Jon Fletcher** (1800 cc Lotus Elan) 1 m 39.0 s, 81.82 mph (2/6/74)	**John Evans** (1594 cc Lotus Elan) 1 m 8.0 s, 97.41 mph (26/8/74)	**John Absalom** (1760 cc Ginetta G4-Ford) 1 m 12.2 s, 87.26 mph (4/8/74)	**John Absalom** (1760 cc Ginetta G4-Ford) 52.8 s, 70.23 mph (16/9/73 and 18/8/74)	**Richard Jenvey** (1594 cc Lotus Elan) 38.2 s, 94.24 mph (30/6/74)	**Jon Fletcher** (1800 cc Lotus Elan) 25.8 s, 60.25 mph (30/9/73)
Modified Sports cars 2001-3000 cc	**Brian Hough** (2994 cc TVR Tuscan V6)	**Nick Faure** (2687 cc Porsche 911 Carrera RS) 52.4 s, 85.19 mph (11/8/74)	**John Chatham** (2912 cc Austin-Healey 3000) 1 m 52.8 s, 84.57 mph (28/9/69)	**Win Percy** (2392 cc Datsun 240Z) 1 m 40.2 s, 80.84 mph (2/6/74)	**Alan Broad** (2687 cc Porsche 911 Carrera RS) 1 m 6.8 s, 99.16 mph (26/8/74)	**Nick Faure** (2997 cc Porsche 911 Carrera RS) 1 m 15.4 s, 83.55 mph (27/5/74)	**John Gott** (2962 cc Austin-Healey 3000) 1 m 0.8 s, 60.99 mph (7/9/69)	**Nick Faure** (2997 cc Porsche 911 Carrera RS) 37.6 s, 95.74 mph (30/6/74)	
Modified Sports cars over 3000 cc	**Brian Hough** (5400 cc TVR Tuscan V8) 1 m 0.4 s, 97.75 mph (28/7/73)	**Mick Jones** (3781 cc Jaguar E-type), 53.6 s, 83.28 mph (14/11/71). Equalled by **John Pearson** (3781 cc Jaguar XK120) on 19/8/73	**Mike Franey** (3781 cc Jaguar E-type) 1 m 44.6 s, 91.20 mph (28/9/68)	**Robin Gray** (3528 Morgan Plus 8) 1 m 42.0 s, 79.41 mph (2/6/74)	**John Pearson** (3781 cc Jaguar XK120) 1 m 7.0 s, 98.87 mph (26/8/74)	**John Pearson** (3781 cc Jaguar XK120) 1 m 13.6 s, 85.60 mph (17/6/73)	**Tom Thomson** (3781 cc Jaguar E-type) 1 m 0.0 s, 61.80 mph (17/5/70)	**John Pearson** (3781 cc Jaguar XK120) 38.4 s, 93.75 mph (29/7/73)	**Brian Murphy** (3781 cc Jaguar E-type) 25.6 s, 60.72 mph (29/4/73)
Production Sports cars up to £1200		**Geoff Till** (1275 cc MG Midget Mk 3) 1 m 5.8 s, 67.84 mph (8/9/74)		**Geoff Till** (1275 cc MG Midget Mk 3) 2 m 3.6 s, 65.53 mph (9/9/73)		**Geoff Till** (1275 cc MG Midget Mk 3) 1 m 35.0 s, 66.32 mph (1/7/73)		**Geoff Till** (1275 cc MG Midget Mk 3) 45.8 s, 78.60 mph (23/9/73)	
Production Sports cars £1200-£1625		**Ron Hopkinson** (1798 cc MGB) 1 m 4.2 s, 69.53 mph (8/9/74)		**Shaun Jackson** (2498 Triumph TR6) 2 m 1.0 s, 66.94 mph (9/9/73)		**Ron Hopkinson** (1798 cc MGB) 1 m 32.4 s, 68.18 mph (7/7/74)		**Shaun Jackson** (2498 cc Triumph TR6) 45.4 s, 79.30 mph (23/9/73)	
Production Sports cars £1625-£4500		**John Britten** (3528 cc Morgan Plus 8) and **Rod Gretton** (1558 cc Lotus Europa Special) 1 m 1.0 s, 73.18 mph (8/9/74)		**John Lepp** (1558 cc Lotus Europa Special) 1 m 50.6 s, 73.24 mph (9/9/73)	**John Northcroft** (3528 cc Morgan Plus 8) 1 m 24.6 s, 78.30 mph (27/5/74)	**Julien Stock** (1558 cc Lotus Europa Special) 1 m 23.4 s, 75.54 mph (1/7/73)		**Malcolm Wayne** (1558 cc Lotus Europa Special) 41.6 s, 86.54 mph (23/9/73)	
Production Sports cars over £4500		**Chris Meek** (5763 cc De Tomaso Pantera) 1 m 0.2 s, 74.15 mph (31/3/74)				**Chris Meek** (5763 cc De Tomaso-Pantera) 4 m 19.6 s, 79.15 mph (1/7/73)		**Chris Meek** (5763 cc De Tomaso Panteras) 40.2 s, 89.55 mph (23/9/73)	
Special Saloon cars up to 850 cc	**Brendan Chappel** (848 cc BLMC Mini) 1 m 10.2 s, 84.10 mph (3/8/74)	**Neil Dineen** (848 cc BLMC Mini) 57.2 s, 78.04 mph (30/9/73)	**Neil Dineen** (848 cc BLMC Mini) 1 m 55.8 s, 82.38 mph (24/9/72)	**Peter Crouch** (848 cc BLMC Mini) 1 m 49.4 s, 74.04 mph (21/7/74)	**Neil Dineen** (848 cc BLMC Mini) 1 m 17.6 s, 85.36 mph (28/8/72)	**Peter Crouch** 848 cc BLMC Mini) 1 m 22.8 s, 76.09 mph (23/9/73)	**Bob Fox** (848 cc BLMC Mini) 1 m 1.8 s, 60.00 mph (8/9/68)	**Ken Bowen** (848 cc BLMC Mini) 40.8 s, 88.24 mph (23/4/73)	
Special Saloon cars 851-1000 cc	**Sedric Bell** (997 cc BLMC Mini-Ford/Holbay) 1 m 5.8 s, 89.73 mph (28/7/73)	**John Homewood** (998 cc Sunbeam Imp) 53.6 s, 83.28 mph (13/10/74)	**Sedric Bell** (997 cc BLMC Mini-Ford/Holbay) 1 m 48.7 s, 87.76 mph (24/9/72)	**Sedric Bell** (997 cc BLMC Mini-Ford/ Holbay) 1 m 43.6 s, 78.19 mph (24/6/73) Equalled by **Alex Clacher** (998 cc Hillman Imp) on 2/6/74	**Richard Longman** (997 cc BLMC Mini-Ford/Longman) 1 m 15.0 s, 88.32 mph (17/8/74) Equalled by **Brian Prebble** (998 cc Hillman imp) and Longman on 26/8/74	**Alex Clacher** (998 cc Hillman Imp) 1 m 16.2 s, 82.68 mph (31/4/74)	**Sedric Bell** (998 cc BLMC Mini Clubman/ Allen) 54.1 s, 68.54 mph (13/10/74)	**Len Brammer** (999 cc BLMC Mini-Cooper S) 40.0 s, 90.00 mph (24/9/72 and 23/4/73)	**Lionel Dickson** (999 cc BLMC Mini Clubman) 27.0 s, 57.57 mph (30/9/73)

Special Saloon cars 1001-1300 cc	**Eric Smith** (1298 cc BLMC Mini 1275 GT-Allen) 1 m 4.4 s, 91.68 mph (28/7/73)	**Brian Cox** (1298 cc BLMC Mini Clubman-Ford BDA) 53.8 s, 82.97 mph (12/8/73)	**Alan Jones** (1293 cc BLMC Mini-Cooper S) 1 m 49.2 s, 87.36 mph (24/9/72)	**Tom Powell** (1293 cc BLMC Mini-Cooper S) 1 m 42.4 s, 79.10 mph (9/9/73)	**Vince Woodman** (1298 cc Ford Escort GT BDA) 1 m 10.8 s, 93.56 mph (16/6/73)	**Eric Smith** (1298 cc BLMC Mini 1275 GT/Allen) 1 m 15.6 s, 83.33 mph (29/7/73)	**Eric Smith** (1298 cc BLMC Mini 1275 GT/Allen) 53.6 s, 69.18 mph (18/8/74)	**Greg Taft** (1293 cc BLMC Mini-Cooper S) 39.4 s, 91.37 mph (30/6/74)	**Eric Smith** (1298 cc BLMC Mini 1275 GT/Allen) 25.6 s, 80.72 mph (29/9/74)
Special Saloon cars over 1300 cc	**Chris Meek** (1850 cc Ford Escort RS1600) 1 m 0.4 s, 97.75 mph (15/9/73)	**Brian Muir** (3300 cc BMW 3.0 CSL), 51.4 s, 86.85 mph (19/8/73) Equalled by **Nick Whiting** (1900 cc Ford Escort-Cosworth FVC) on 30/6/74, 13/10/74 and 26/12/74 and **John Turner** (4992 cc Skoda S110R Coupe-Chevrolet on 10/11/74	**Mick Hill** (4727 cc Ford Capri V8) and **Norman Abbott** (2150 cc Ford Escort/Cosworth FVA) 1 m 44.6 s, 91.20 mph (24/9/72)	**Chris Meek** (1850 Ford Escort RS1600) 1 m 38.4 s, 82.32 mph (9/9/73)	**Mick Hill** (4985 cc Ford Capri V8) 1 m 4.8 s, 102.22 mph (17/8/74) Equalled by **John Turner** (4992 cc Skoda S110R Coupé-Chevrolet) on 26/8/74	**Mick Hill** (4985 cc Ford Capri V8) 1 m 10.2 s, 89.64 mph (11/8/74)	**Bill Dryden** (2300 cc Vauxhall Firenza Coupé) 52.2 s, 71.03 mph (18/8/74)	**Chris Meek** (1850 cc Ford Escort RS1600) 37.0 s, 97.30 mph (23/9/73)	**Brian Whiting** (1798 cc Ford Escort RS1600) 26.2 s, 61.69 mph (21/4/74)
Mini Seven Formula		**Mick Moss** (848 cc BLMC Mini) 1 m, 1.0 s, 73.18 mph (16/11/73)			**Mick Osborne** (848 cc BLMC Mini) 1 m 22.6 s, 80.19 mph (28/6/69)	**Reg Armstrong** (848 cc BLMC Mini) 1 m 29.6 s, 70.31 mph (24/3/74)		**Danny Boulton** (848 cc BLMC Mini) 43.6 s, 82.57 mph (29/5/72)	
Miglia Mini Formula		**Jim Burrows** (998 cc BLMC Mini) 57.8 s, 77.23 mph (1/10/72) Equalled by **Phil Spurling** (998 cc BLMC Mini) on 16/9/73.		**Russell Dell** (998 cc BLMC Mini) 1 m 52.2 s, 72.19 mph (23/6/74)	**Len Brammer** and **Mick Osborne** (both 998 cc BLMC Mini) 1 m 18.0 s, 84.92 mph (14/8/71)			**Mick Osborne** (998 cc BLMC Mini) 42.0 s, 85.71 mph (29/5/72)	
Standard Production Saloon cars up to £999		**Danny Alderton** (1169 cc Honda Civic 1200) 1 m 7.6 s, 66.04 mph (3/11/74)	**Tony Lanfranchi** (1478 cc Moskvich 412) 2 m 15.4 s, 70.46 mph (24/9/72)[10]	**Jo Bailey** (875 cc Sunbeam Imp Sport) 2 m 10.4 s, 62.12 mph (21/7/74)	**Tony Lanfranchi** (1478 cc Moskvich 412) 1 m 31.6 s, 72.31 mph (27/8/73)[11]	**Eric Horsfield** (1478 cc Moskvich 412) 1 m 38.6 s, 63.98 mph (12/8/73)[11]		**Alan Greenhalgh** (998 cc Datsun Sunny 100A) and **Jo Baily** (875 cc Sunbeam Imp Sport) 49.4 s, 72.87 mph (21/4/74)	
Standard Production Saloon cars £1000-£1249		**Trevor Moore** (1298 cc Ford Escort GT) 1 m 4.2 s, 69.53 mph (3/11/74)	**Jeremy Walton** (1298 cc Ford Escort Sport) 2 m 5.7 s, 75.90 mph (24/9/72)[10]	**Alan Minshaw** (1598 cc Hillman Avenger GT) 2 m 4.2 s, 65.22 mph (21/7/74)	**John Lyon** (1298 cc Ford Escort Sport) 1 m 25.2 s, 77.75 mph (27/8/73)[11]	**Ivan Dutton** (1298 cc Ford Escort Sport) and **Tony Charnell** (1294 cc Simca 1000 Rallye 1) 1 m 33.8 s, 67.89 mph (12/8/73)[11]	**Bob Leckie** (1598 cc Hillman Avenger GT) 1 m 4.2 s, 57.76 mph (15/9/74)	**Bill Sydenham** (1598 cc Hillman Avenger GT) 46.8 s, 76.92 mph (21/4/74)	
Standard Production Saloon cars 1250-1599		**Barrie Williams** (2279 cc Vauxhall Magnum 2300 Coupe) 1 m 3.0 s, 70.86 mph (11/8/74). Equalled by **Rex Greenslade** (2279 cc Vauxhall Magnum 2300 Coupe) on 3/11/74.	**Gerry Marshall** (2279 cc Vauxhall Firenza 2300SL) 2 m 0.2 s, 79.37 mph (24/9/72)[10]	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupé) 2 m 0.0 s, 67.50 mph (21/7/74)	**Bernard Unett** (1725 cc Hillman Hunter GLS) 1 m 22.4 s, 80.39 mph (27/8/73)[11]	**Bernard Unett** (1725 cc Hillman Hunter GLS) 1 m 27.4 s, 72.08 mph (12/8/73)[11]	**Graham Birrell** (1725 cc Hillman Hunter GLS) 1 m 4.4 s, 57.58 mph (15/9/74)	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupé) 44.2 s, 81.45 mph (21/4/74)	
Standard Production Saloon cars over 1600		**Tony Lanfranchi** (5736 cc Chevrolet Camaro Z28) 1 m 0.4 s, 73.91 mph (26/12/74)	**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 1 m 56.2 s, 82.10 mph (24/9/72)[10]	**Brian Pepper** (5736 cc Chevrolet Camaro Z28) 1 m 57.0 s, 66.98 mph (21/7/74)	**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 1 m 16.2 s, 86.93 mph (27/8/73)[11]	**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 1 m 21.6 s, 77.21 mph (12/8/73)[11]	**Ed Labinjoh** (1962 cc Alfa Romeo 2000 GT Veloce) 1 m 4.0 s, 57.94 mph (18/8/74)	**Nigel Stovin-Bradford** (5736 cc Chevrolet Camaro Z28) 43.6 s, 82.57 mph (21/4/74)	
Group 1 (RAC) Saloon cars up to 1600 cc		**Bernard Unett** (1598 cc Hillman Avenger GT) 59.0 s, 75.66 mph (26/8/74)	**Bernard Unett** (1598 cc Hillman Avenger GT) 1 m 53.6 s, 83.98 mph (20/10/74)				**Bernard Unett** and **Roger Bell** (both 1598 cc Hillman Avenger GT) 59.0 s, 62.85 mph (18/8/74)		
Group 1 (RAC) Saloon cars 1601-2500 cc		**Barrie Williams** (2264 cc Mazda RX3 Coupé) 57.6 s, 77.50 mph (26/8/74)	**Barrie Williams** (2264 cc Mazda RX3 Coupé) 1 m 49.6 s, 87.04 mph (20/10/74)				**Tom Walkinshaw** (1993 cc Ford Escort RS2000) 57.6 s, 64.35 mph (18/8/74)		
Group 1 (RAC) Saloon cars 2501-4000 cc		**Peter Hanson** (2784 cc Opel Commodore GS/E) and **Tom Walkinshaw** (2994 cc Ford Capri 3000) 57.0 s, 78.32 mph (26/8/74)	**Tom Walkinshaw** (2994 cc Ford Capri 3000) 1 m 49.8 s, 86.88 mph (20/7/74)				**Tom Walkinshaw** (2994 cc Ford Capri 3000) 57.6 s, 64.35 mph (18/8/74)		
Group 1 (RAC) Saloon cars over 4000 cc		**Richard Lloyd** and **Stuart Graham** (5736 cc Chevrolet Camaro Z28) 55.6 s, 80.29 mph (26/8/74)	**Stuart Graham** (5736 cc Chevrolet Camaro Z28) 1 m 45.2 s, 90.68 mph (20/7/74)				**Les Nash** (5736 cc Chevrolet Camaro Z28) 58.0 s, 63.93 mph (18/8/74)		

Class	Aintree Club 1.64 miles	Brands Hatch Club 1.24 miles	Brands Hatch Grand Prix 2.65 miles	Cadwell Park Full 2.25 miles	Castle Combe 1.84 miles	Croft 1.75 miles	Ingliston 1.03 miles	Llandow 1.00 mile	Longridge 0.4318 mile
Ford Escort Mexico	Neil McGrath (1601 cc Ford Escort Mexico) 1 m 14.4 s, 79.38 mph (15/9/73)	Andy Rouse (1601 cc Ford Escort Mexico) 1 m 1.6 s, 72.47 mph (7/5/72). Equalled by Mike Chittenden (1601 cc Ford Escort Mexico) on 28/5/72.	Andy Rouse (1601 cc Ford Escort Mexico) 1 m 59.4 s, 79.80 mph (15/7/72)	Neil McGrath (1601 cc Ford Escort Mexico) 1 m 64.4 s, 68.59 mph (4/8/74)	Andy Rouse (1601 cc Ford Escort Mexico) 1 m 20.6 s, 82.18 mph (28/8/72)	Mike Young (1601 cc Ford Escort Mexico) 1 m 27.2 s, 72.25 mph (3/4/72)		Andy Rouse (1601 cc Ford Escort Mexico) 42.6 s, 84.51 mph (24/9/72)	
Renault 5		Stuart McCrudden (956 cc Renault 5TL) 1 m 10.6 s, 63.23 mph (5/5/74)		Mick Hill (956 cc Renault 5TL) 2 m 14.6 s, 60.18 mph (4/8/74)	Stuart McCrudden (956 cc Renault 5TL) 1 m 38.5 s, 59.14 mph (15/9/74)	John Chandler (956 cc Renault 5TL) 1 m 43.3 s, 50.93 mph (7/7/74)		Tony Dron (956 cc Renault 5TL) 37.6 s, 64.29 mph (10/5/74)	Dave Hedges, Maggie Anderson and Brian Butler (all 956 cc Renault 5TL) 34.9 s, 44.67 mph (7/7/74)
Historic Racing cars post-war		John Horton (1967 cc Connaught A-type) 1 m 11.8 s, 62.17 mph (26/12/65)	Neil Corner (2491 cc BRM P25) 1 m 43.7 s, 92.00 mph (20/7/74)		Neil Corner (2992 cc Aston Martin DBR4/300) 1 m 11.6 s, 92.26 mph (1/9/69)		John Roberts (2495 cc Lotus 16-Climax FPF) 57.6 s, 64.38 mph (14/10/73)		
Historic Racing cars pre-war	Sid Day (1488 cc ERA B-type s/c) 1 m 12.0 s, 82.00 mph (/8/62)	Chris Mann (2653 cc Alfa Romeo Monza s/c) 1 m 2.4 s, 71.54 mph (22/7/73)	Peter Waller (1488 cc ERA E-type s/c) 1 m 58.2 s, 80.71 mph (7/4/69)		Peter Waller (1488 cc ERA B-type s/c) 1 m 17.6 s, 85.36 mph (/69)		John Venebles-Llewelyn (1488 cc ERA A-type s/c) 1 m 0.4 s, 61.39 mph (14/10/73)	Hamish Moffat (1488 cc ERA B-type s/c) 43.0 s, 83.72 mph (9/9/73)	
Historic Racing cars vintage					Bernard Kain (2267 cc Bugatti T35B s/c) 1 m 18.6 s, 84.27 mph (17/9/7)			Ron Footitt (1991 cc Cognac Special/ G.N.-AC) 48.4 s, 74.38 mph (9/9/73)	
Historic Sports cars up to 2000 cc	Mike Adlington (1098 cc Lola Mk I-Climax FWA) 1 m 10.4 s, 83.86 mph (21/9/74)		Alain de Cadenet (1587 cc Porsche RSK) 1 m 58.6 s, 81.81 mph (20/10/74)		Barrie Bird (1971 cc AC Ace-Le Mans-Bristol) 1 m 20.6 s, 81.98 mph (26/6/71)	Robb Stephenson (1098 cc Lotus 11-) 46.8 s, mph (23/	1 m 9.8 s, mph (19/8/7		
Historic Sports cars over 2000 cc		Nick Faure (2890 cc Maserati 151) 58.6 s, 76.18 mph (7/5/72)	Willie Green (5369 cc Lister-Chevrolet) 1 m 45.2 s 90.62 mph (20/7/74)		Peter Skidmore (3781 cc Jaguar -type) 1 m 11.2 s, 93.03 mph (/8/68)	Neil Corne (3781 cc Jaguar D-type) 1 m 23.8 s, 75.18 mph (28/8/67)			
Post-Historic Sports cars up to 2000 cc front-engined GT	Hugh Clifford (1594 cc Lotus Elan) 1 m 10.6 s, 83.63 mph (21/9/74)				Bill Nichols (1798 cc M 1 m 19.8 s, mph (15/9/73)				
Post-Historic Sports cars up to 2000 cc sports-racing	Richard Inwards (1990 cc Elva Mk 7S-BMW) 1 m 5.4 s, 90.28 mph (21/9/74)								
Post-Historic Sports cars over 2000 cc front-engined GT	6 cc Aston tin Project 212) 5 s, 89.79 mph (21/9/74)				Mike Salmon (4196 cc Aston Martin Project 212) 1 m 13.6 s, 90.00 mph (15/9/73)				
Post Historic Sports cars over 2000 cc sports-racing	Anthony Hutton (4942 cc Mirage M1-Ford GT40) 1 m 1.0 s, 96.79 mph (8/6/74)				Tony Walker (3286 cc Ferrari 250LM) 1 m 14.4 s, 89.03 mph (15/9/73)				
Thoroughbred Sports cars up to 1650 cc		Brendan Steward (1622 cc MGA) 1 m 14.0 s, 60.32 mph (9/6/74)			Bruce Bown (1622 cc Elva Courier) 1 m 20.4 s, 82.39 mph (26/8/74)				
Thoroughbred Sports cars 1651-2700 cc		Chris Lawrence (1991 cc Morgan Plus 4) 1 m 3.8 s, 69.97 mph (3/6/73)			Reg Woodcock (2136 cc Triumph TR3) 1 m 17.8 s, 85.14 mph (26/8/74)				

Thoroughbred Sports cars over 2700 cc		**Richard Williams** (3670 cc Aston Martin DB4) 1 m 3.8 s, 69.97 mph (3/6/73)			**John Chatham** (2912 Austin-Healey 3000) 1 m 16.4 s, 86.70 mph (26/8/74)				
Class	**Lydden 1.00 mile**	**Mallory Park Clubman's 1.00 mile**	**Mallory Park Full 1.35 miles**	**Oulton Park 2.761 miles**	**Rufforth 1.70 miles**	**Silverstone Club 1.608 miles**	**Silverstone Grand Prix 2.927 miles**	**Snetterton 1.904 miles**	**Thruxton 2.356 miles**
Outright	**Alan Jones** (1594 cc Brabham BT28-Ford/ Vegantune) and **Roger Williamson** (1594 cc March 713M-Ford/Holbay) 42.2 s, 85.31 mph (20/11/71)	**Steve Thompson** (4992 cc Surtees TS8A-Chevrolet/ Morand-RES) 33.0 s, 109.09 mph (9/7/72)	**Ian Ashley** (4992 cc Lola T330-Chevrolet/ Oates) 41.4 s, 117.39 mph (13/10/74)	**Brian Redman** (4992 cc Lola T332-Chevrolet/ Smith) and **Teddy Pilette** (4992 cc Chevron B28-Chevrolet/ Morand) 1 m 24.0 s, 118.32 mph (12/4/74)	**Tony Dean** (4992 cc Chevron B24-Chevrolet/ Morand) 1 m 5.2 s, 93.87 mph (2/9/73)	**David Prophet** (4992 cc McLaren M10B-Chevrolet/ Morand) 52.2 s, 110.90 mph (7/10/72)	**Ronnie Peterson** (2994 cc John Player Special/Lotus 72-Ford/Cosworth DFV) 1 m 17.5 s, 135.96 mph (8/4/73)	**Bob Evans** (4992 cc Lola T332-Chevrolet/ Smith), **Teddy Pilette** and **Peter Gethin** (both 4992 cc Chevron B28-Chevrolet/Morand) 1 m 0.2 s, 113.83 mph (6/10/74)	**Vern Schuppan** (4992 cc Lola T332-Chevrolet/Smith) 1 m 11.0 s, 119.46 mph (18/8/74)
Formula 1			**John Surtees** (1494 cc Lola Mk 4-Climax FWMV) 50.8 s, 95.67 mph (11/6/62)[3]	**Denny Hulme** (2994 cc McLaren M19A-Ford/ Cosworth DFV) 1 m 24.4 s, 117.76 mph (29/5/72)			**Ronnie Peterson** (2994 cc John Player Special/Lotus 72-Ford/Cosworth DFV) 1 m 17.5 s, 135.96 mph (8/4/73)		
Formula 2			**Jean-Pierre Jarier** (1990 cc March 732-BMW) 41.8 s, 116.27 mph (11/3/73)	**Ronnie Peterson** (1860 cc March 722-Ford BDA/ Hart), **Niki Lauda** (1930 cc March 722-Ford BDG/ Cosworth), **James Hunt** (1798 cc March 712M-Ford BDA/ Hart) and **John Watson** (1930 cc Chevron B20-Ford BDA/ RES) 1 m 27.4 s, 113.73 mph (16/9/72)		**Ron Carter** (1475 cc Cooper T45-Climax FPF) 1 m 9.0 s, 83.90 mph (3/6/60)[4]	**Jochen Rindt** (1594 cc Brabham BT23-Ford/ Cosworth FVA) and **Graham Hill** (1594 cc Lotus 48-Ford/ Cosworth FVA) 1 m 29.2 s, 118.13 mph (27/3/67)[4]		**Jacques Coulon** and **Jean-Pierre Jarier** (both 1990 cc March 732-BMW) and **Carlos Pace** (1994 cc Surtees TS16-Ford BDA/Hart) 1 m 11.2 s, 119.12 mph (23/4/73)
Formula 3	**Alan Jones** (1594 cc Brabham BT28-Ford/ Vegantune) and **Roger Williamson** (1594 cc March 713M-Ford/ Holbay) 42.2 s, 85.31 mph (20/11/71)[4]		**Brian Henton** (1994 cc March 743-Ford/Holbay R74) 45.0 s, 108.00 mph (25/8/74)	**Brian Henton** (1994 cc March 743-Ford/ Holbay R74) 1 m 34.4 s, 105.24 mph (27/7/74)	**Rikki von Opel** (1594 cc Ensign LNF3/72-Ford/ Vegantune) 1 m 20.0 s, 76.50 mph (1/4/72)[5]	**Brian Henton** (1994 cc March 743-Ford/Holbay R74) and **Tony Rouff** (1900 cc GRD 373-Ford/ Vegantune) 57.0 s, 101.56 mph (17/3/74) Equalled by **Danny Sullivan** (1800 cc March 723/733-Ford/Vegantune) on 8/9/74	**Tony Rouff** (1594 cc GRD 373-Ford/ Vegantune) 1 m 21.9 s, 114.66 mph (14/7/73)[6]	**Brian Henton** (1994 cc March 743-Ford/Holbay R74) 1 m 2.4 s 109.82 mph (28/7/74)	**Brian Henton** (1968 cc March 743-Toyota/Novamotor) and **Conny Andersson** (1968 cc March 733/ 743-Toyota/ Novamotor) 1 m 17.2 s, 109.87 mph (27/10/74)
Formula 5000			**Ian Ashley** (4992 cc Lola T330-Chevrolet/Oates) 41.4 s, 117.39 mph (13/10/74)	**Brian Redman** (4992 cc Lola T332-Chevrolet/ Smith) and **Teddy Pilette** (4992 cc Chevron B28-Chevrolet/ Morand) 1 m 24.0 s, 118.32 mph (12/4/74)			**Brett Lunger** and **David Hobbs** (both Lola T330-Chevrolet/ Morand) 1 m 18.0 s, 135.09 mph (7/4/73)	**Bob Evans** (4992 cc Lola T332-Chevrolet/ Smith), **Teddy Pilette** and **Peter Gethin** (both 4992 cc Chevron B28-Chevrolet/Morand) 1 m 0.2 s, 113.83 mph (6/10/74)	**Vern Schuppan** (4992 cc Lola T332-Chevrolet/Smith) 1 m 11.0 s, 119.46 mph (18/8/74)
Formula Ford	**Bob Arnott** (1599 cc Merlyn Mk 24/Scholar) 45.6 s, 78.95 mph (25/3/73)	**John Sheldon** (1599 cc Lotus 69F/Rowland) 36.2 s, 99.49 mph (13/8/72)	**Patrick Neve** (1599 cc Lola T340/ Scholar) 49.6 s, 97.98 mph (11/8/74)	**Derek Lawrence** (1599 cc Titan Mk 6/Titan) 1 m 44.0 s, 95.57 mph (13/5/72). Equalled by **Richard Morgan** (1599 cc Crossle 25F/Minister), on 8/9/74	**Ken Bailey** (1599 cc Titan Mk 6/BRM) and **Neil Ginn** (1599 cc Lotus 69F/ Rowland) 1 m 18.6 s, 77.86 mph (29/5/71). Equalled by **Ken Bailey** (1599 cc Titan Mk 6/Titan) on 2/9/72	**Rob Cooper** (1599 cc Merlyn Mk 20A/ Cooper) 1 m 2.6 s, 92.47 mph (2/9/72)	**Geoff Lees** (1599 cc Royale RP16/RE) 1 m 38.6 s, 106.87 mph (5/10/74)	**Richard Morgan** (1599 cc Crossle 25F/Minister) 1 m 10.0 s, 97.89 mph (27/5/74)	**John Stevens** (1599 cc Merlyn Mk 117/20/Rowland) 1 m 25.4 s, 99.32 mph (27/8/72)

Class	Lydden 1.00 mile	Mallory Park Clubman's 1.00 mile	Mallory Park Full 1.35 miles	Oulton Park 2.761 miles	Rufforth 1.70 miles	Silverstone Club 1.608 miles	Silverstone Grand Prix 2.927 miles	Snetterton 1.904 miles	Thruxton 2.356 miles
Formula Atlantic			**John Nicholson** (1600 cc Lyncar-Ford BDA/ Nicholson) and **Dave Morgan** (1600 cc Chevron B25/27-Ford BDA/ Nicholson) 42.8 s, 113.65 mph (11/8/74). Equalled by **Alan Jones** (1600 cc March 74B-Ford BDA/ Richardson) on 13/10/74	**John Nicholson** (1600 cc Lyncar-Ford BDA/ Nicholson) and **Jim Crawford** (1600 cc Chevron B25-Ford BDA/RES) 1 m 28.8 s, 111.93 mph (7/10/73) Equalled by **Cyd Williams** (1600 cc Brabham BT40-Ford BDA/Eden) on 27/5/74		**Geoff Friswell** (1600 cc March 73B-Ford BDA/Hart) 54.2 s, 106.80 mph (29/7/73) Equalled by **Friswell** and **Bev Bond** (1600 cc March 74B-Ford BDA/Lec) on 31/3/74 ; by **Alan Jones** (1600 cc March 74B-Ford BDA/ Richardson) and **Ted Wentz** (1600 cc March 74B-Ford BDA/Swindon) on 30/6/74 and **Ray Mallock** (1600 cc Brabham BT40-Ford BDA/Swindon) on 28/7/74	**Tony Brise** (1600 cc March 733-Ford BDA/Holbay) 1 m 25.0 s, 123.97 mph (7/4/74) Equalled by **Richard Scott** (1600 cc Lola T360-Ford BDA/ Cosworth) on 12/5/74	**Dave Morgan** (1600 cc March 74B-Ford BDA/Smith) 1 m 0.4 s, 113.45 mph (14/4/74)	**Dave Morgan** (1600 cc Chevron B25/27-Ford BDA/ Nicholson) 1 m 13.6 s, 115.24 mph (7/7/74)
Formula Super Vee	**John Morrison** (1585 cc Supernova BH3/Broadspeed) 45.4 s, 79.30 mph (1/7/73)	**Tom Pryce** (1585 cc Royale RP9) 36.6 s, 98.36 mph (12/9/71)	**Mark Litchfield** (1585 cc Crosslé 24F/Rolt) 48.2 s, 100.83 mph (30/9/73)	**Greger Kronegard** (1585 cc Lola T250/ Bonnier) 1 m 42.0 s, 97.45 mph (18/9/71). Equalled by **Tony Roberts** (1585 cc Royale RP9/Broadspeed) on 12/8/72	**John Morrison** (1585 cc Supernova BH4/Heidegger) 1 m 14.4 s, 82.26 mph (25/5/74)	**Chris Barnett** (1585 cc Royale RP18A/Heidegger) and **Bruce Venn** (1585 cc Elden PH14) 1 m 0.6 s, 95.52 mph (15/4/74)	**John Morrison** (1585 cc Supernova BH4/Heidegger) and **Chris Barnett** (1585 cc Royale RP18A/Heidegger) 1 m 34.8 s, 111.15 mph (22/9/74)		**Lasse Sirvio** (1585 cc Veemax Mk 5), **Manfred Schurti** (1585 cc Royale RP9) and **Bror Jaktlund** (1585 cc RPB) 1 m 21.2 s, 104.4[illegible] mph (3/4/72)
Formula Vee	**Bruce Venn** (1285 cc Scarab Vee) 46.4 s, 77.59 mph (25/3/73)	**Bruce Venn** (1285 cc Scarab Vee) 39.2 s, 91.84 mph (21/5/72)	**Brian Henton** and **Ron Grant** (both 1285 cc Austro Vees) 53.8 s, 90.33 mph (15/8/71)	**Bruce Venn** (1285 cc Scarab Vee) 1 m 47.4 s, 92.55 mph (7/4/73)	**Malcolm Horwood** (1285 cc CM Vee) 1 m 23.4 s, 73.38 mph (1/9/74)	**Leo Steenbergen**, **Jelle Hingst** and **Martin van Ginneken** (all 1285 cc Kaimann Vees) 1 m 3.0 s, 91.89 mph (27/5/74)	**Bruce Venn** (1285 cc Scarab Vee) 1 m 52.8 s, 93.42 mph (9/10/71)	**Gordon Rae** (1285 cc Rae BP Special Vee) 1 m 14.8 s, 93.61 mph (18/8/74)	**Tommy Brorsson** and **Kenneth Persson** (both 1285 cc Hansen Vee) 1 m 29.8 s, 94.45 mph (2[illegible]/4/72)
Formula 4	**Fergus Tait** (997 cc Brabham BT28-Ford) 44.6 s, 80.72 mph (13/10/74)	**Bob Laughton** (997 cc Brabham BT28-Ford) 36.0 s, 100.00 mph (16/6/74)	**Nick Crossley** (997 cc Ensign LNFB/73-Ford/ Holbay) 50.6 s, 96.05 mph (29/9/74)	**Ken Crook** (997 cc Lotus 41C-Ford/Marks) 1 m 47.0 s, 92.89 mph (27/4/74)		**Keith Norman** (875 cc Vixen VB4-Chrysler/Carter) 1 m 3.6 s, 91.02 mph (7/4/69)	**Mike Greenwood** (997 cc Alexis Mk 12-Ford/Lucas) 1 m 43.2 s, 102.11 mph (9/10/71)	**Nick Crossley** (997 cc Ensign LNF[illegible]/73-Ford/ Holbay) 1 m 10.0 s, 97.89 mph (11/8/74)	**John Cavill** (998 cc Vixen VB5-Chrysler/Carter) 1 m 29.4 s, 94.87 mph (13/6/71)
Monoposto Formula	**Alan Baillie** (1599 cc Viking Mk 1A-Ford/Scarab) and **Brian Jordan** (1657 cc Nike HC-Ford/Panther) 44.4 s, 81.00 mph (1/7/73)	**Brian Jordan** (1657 cc Nike HC-Ford/Panther) 35.2 s, 102.27 mph (19/8/73)	**Trevor Scarratt** (1599 cc Brabham BT15-Ford/Marks), **John Davies** (1498 cc Brabham BT15-Ford/ Holbay) and **Brian Jordan** (1657 cc Nike HC-Ford/Panther) 49.0 s, 99.18 mph (22/7/73)	**Jim Yardley** (1498 cc Beagle-Ford/Beagle) 1 m 48.0 s, 92.03 mph (3/5/69)		**Trevor Scarratt** (1599 cc Brabham BT15-Ford/Marks) and **Brian Jordan** (1857 cc Nike HC-Ford/Panther) 58.8 s, 98.45 mph (15/9/73)		**Bryan Small** (1599 cc Tecno TF68-Ford/ Holbay) 1 m [illegible].2 s, 101.97 mph (11/8/74)	**Bryan Small** (1599 cc Tecno TF68-Ford/ Holbay) 1 m 26.0 s, 98.62 mph (7/7/74)
Formule Libre	**Jim Moore** (4727 cc Kincraft-Ford/Shelby) 44.0 s, 81.52 mph (1/9/68) Equalled by **Hugh Dibley** (1[illegible] cc Palliser WDB3-Ford/BRM) on 4/10/70 and **Alan Fowler** (1790 cc Mercury-Ford/Cosworth FVC) on 18/7/71	**Steve Thompson** (4992 cc Surtees TS8A-Chevrolet/ Morand-Res) 33.0 s, 109.09 mph (9/7/72)	**Geoff Friswell** (1600 cc March 73B-Ford/BDA/ Hart) 45.2 s, 107.52 mph (23/9/73)	**Tony Dean** (4992 cc McLaren M7A-Chevrolet/ Bartz-McLaren) 1 m 35.0 s, 104.63 mph (20/3/71)	**Tony Dean** (4992 cc Chevron B24-Chevrolet/ Morand) 1 m 5.2 s, 93.87 mph (2/9/73)	**David Prophet** (4992 cc McLaren M10B-Chevrolet/ Morand) 52.2 s, 110.90 mph (7/10/72)	**John Lepp** (1790 cc Chevron B19/21-Ford Cosworth FVC) 1 m 27.6 s, 120.29 mph (22/10/72)	**Geoff Friswell** (1600 cc March 73B-Ford BDA/Hart) 1 m [illegible].3 s, 108.77 mph (24/3/74)	**Martin Webb** (1594 Brabham BT30-Ford/Cosworth FVA) 1 m 20. 2 s, 105.76 mph (11/6/72)
Group 5 sports cars up to 2000 cc			**John Lepp** (1990 cc Chevron B8-BMW) 49.6 s, 97.98 mph (29/6/69)	**Chris Craft** (1790 cc Chevron B19-Ford/ Cosworth FVC) 1 m 33.2 s, 106.65 mph (9/4/71)[9]			**Dieter Quester** (1990 cc Chevron B21-BMW) 1 m [illegible].3 s, [illegible] mph (18/6/72)		**John Hine** (1790 cc Chevron B19-Ford/ Cosworth FVC) 1 m 14.4 s, 114.00 mph (19/9/71)[9]

Group 8 sports cars over 2000 cc			**Frank Gardner** (4982 cc Lola T30 Mk 3-Chevrolet/Smith) 47.8 s, 101.67 mph (23/5/68)	**Herbert Müller** (4992 cc Lola T70 Mk B-3 Chevrolet/Trasco) 1 m 34.4 s, 105.29 mph (26/5/69)			**Frank Gardner** (4982 cc Lola T70 Mk 3B-Ford DFV/Cosworth DFV) 1 m 28.6 s, 118.93 mph (27/7/68)*		**Tony Trimmer** (4982 cc Lola T70 Mk 3B-Ford DFV/Cosworth DFV) 1 m 10.2 s, 111.31 mph (12/4/71)*
Clubman's Formula cars up to 1000 cc or Formula Ford engines	**Noel Stanbury** (997 cc Gryphon C71-Ford/Holbay) 46.4 s, 77.59 mph (8/8/71)	**Creighton Brown** (997 cc Mallock U2 Mk 11B-Ford/ Holbay) 37.6 s, 95.74 mph (5/8/73)	**Noel Stanbury** (997 cc Gryphon C71-Ford/Holbay) 50.0 s, 97.20 mph (24/10/71) Equalled by **Peter Cooke** (997 cc Centaur Mk 14-Ford/ Holbay) on 28/10/73	**Derek Walker** (997 cc Ladybird Mk 10-Ford/ Holbay) 1 m 43.8 s, 95.76 mph (9/9/73)	**Peter Froude** (997 cc Gryphon C71-Ford/Holbay) 1 m 21.8 s, 74.81 mph (25/5/74)	**Peter Cooke** (997 cc Mallock U2 Mk 8B/ 11-Ford/Holbay) and **Creighton Brown** (997 cc Mallock U2 11B-Ford/Holbay) 1 m 2.0 s, 93.37 mph (27/8/73)	**Sid Marler** (997 cc Ellova Mk 2-Ford/ Cosworth MAE) 1 m 41.8 s, 103.51 mph (9/10/71)	**Andrew Marler** (1599 cc Ellova Mk 2-Ford) and **Nick Adams** (1599 cc Mallock U2 Mk 14-Ford) 1 m 13.0 s, 93.87 mph (22/9/74)	**Noel Stanbury** (997 cc Gryphon C71-Ford/Holbay) 1 m 26.8 s, 97.71 mph (6/6/71) Equalled by **Creighton Brown** (997 cc Mallock U2-Mk 11B/14-Ford/ Holbay) on 7/7/74
Clubman's Formula cars 1001-1600 cc	**Noel Stanbury** (1599 cc Gryphon C72-Ford/Holbay) 43.6 s, 82.57 mph (3/9/72)	**Frank Sytner** (1599 cc Mallock U2 Mk 11B-Ford/ Holbay) 34.4 s, 104.65 mph (5/8/73)	**Richard Mallock** (1599 cc Mallock U2 Mk 12/15-Ford/Davron) 46.2 s, 105.19 mph (11/8/74)	**Noel Stanbury** (1599 cc Gryphon C72-Ford/Holbay) 1 m 37.6 s, 101.84 mph (13/5/72)	**Richard Cresswell** (1599 cc Phantom P73-Ford/Swindon) 1 m 33.4 s, 83.38 mph (25/5/74)	**Vernon Davies** (1599 cc Mallock U2 Mk 11B-Ford/Holbay) 57.4 s, 100.85 mph (27/8/73)	**Andy Diamond** (1599 cc Gryphon C4A-Ford/Holbay) 1 m 32.0 s, 114.54 mph (5/10/74)	**Noel Stanbury** (1599 cc Gryphon C4A-Ford/Holbay) 1 m 6.4 s, 103.21 mph (12/5/74) Equalled by **David Orbell** (1599 cc Mallock U2 Mk 11B-Ford/Orbell) on 11/8/74	**Noel Stanbury** (1599 cc Gryphon C4A-Ford/Holbay) 1 m 20.0 s, 106.02 mph (7/7/74)
750 Formula	**David Newman** (750 cc DNC Mk 5-Reliant) and **Alec Perry** (750 cc DNC Mk 3-Reliant) 50.6 s, 71.15 mph (13/10/74)	**John Richardson** (750 cc DNC Mk 3-Reliant) 42.8 s, 84.11 mph (16/6/74)	**Mike Whatley** (642 cc Marlin-Reliant), **Mike Street** (642 cc DC Plus-Reliant) and **Iain Millar** (642 cc DNC Mk 3-Reliant) 1 m 1.0 s, 79.67 mph (28/10/73)	**Jim Yardley** (747 cc Complexity-Austin) 2 m 11.6 s, 75.53 mph (14/8/65)	**David Newman** (599 cc DNC Mk 3-Reliant) and **Robin Smyth** (803 cc Warren-Reliant s/c) 1 m 37.2 s, 62.96 mph (27/5/72)	**David Newman** (750 cc DNC Mk 5-Reliant) 1 m 11.6 s, 80.85 mph (17/8/74)	**David Coombs** (642 cc DC-Reliant) 2 m 5.4 s, 84.08 mph (18/10/69)	**John Richardson** (750 cc DNC Mk 3-Reliant) 1 m 21.0 s, 84.60 mph (11/8/74)	**Mike Street** (598 cc DC Plus-Reliant) 1 m 47.2 s, 79.12 mph (14/5/72)
1300 Formula	**Bill Cowling** (1300 cc Navajo-Ford) 46.0 s, 78.26 mph (13/10/74)	**Mike Taylor** (1174 cc Tetranychus Telarius Mk 3-Ford) 37.2 s, 96.78 mph (9/9/73)	**Tim Gath** (1298 cc Mallock U2 Mk 11B-Ford) and **Tom Hudson** (1198 cc Hudson Mk 1A-Ford) 53.0 s, 91.69 mph (29/9/74)	**Tim Gath** (1298 cc Mallock U2 Mk 11B-Ford) 1 m 54.6 s, 86.73 mph (27/4/74)	**Peter Cooke** (1200 cc Mallock U2 Mk 8B-Ford/Holbay) 1 m 32.6 s, 88.09 mph (27/5/72)	**Tim Gath** (1298 cc Mallock U2 Mk 11B-Ford) 1 m 2.6 s, 92.47 mph (1/9/74)	**David Childs** (997 cc Spook/DRW Mk 1-Ford) 1 m 50.6 s, 95.27 mph (9/10/71)	**John Allan** (1198 cc Allen Mk 4-Ford) and **Tom Hudson** (1198 cc Hudson Mk 1A-Ford) 1 m 13.6 s, 93.11 mph (11/8/74)	**Richard Cash** (1198 cc Mallock U2 Mk 8-Ford) 1 m 27.2 s, 97.27 mph (11/6/72)
Sports GT cars up to 1300 cc	**Martin Raymond** (1148 cc Daren Mk 2-Ford/Lucas) 45.6 s, 78.95 mph (4/10/70)	**Les Aylott** (1298 cc Ardua Mk 3-Ford BDA) 37.4 s, 96.26 mph (5/8/73)	**John Calvert** (1298 cc Royale RP8-Ford/DBR8) 51.4 s, 94.19 mph (8/10/72)	**Mark Cole** (1298 cc Sturdgess SL3-Ford/Panther) 1 m 45.0 s, 94.66 mph (7/10/73)	**Les Aylott** (1298 cc Ardua Mk 3-Ford BDA) 1 m 20.8 s, 75.74 mph (26/5/73)	**Les Aylott** (1298 cc Ardua Mk 4-Ford BDA) 1 m 0.4 s, 95.84 mph (30/6/74)	**Martin Raymond** (1148 cc Daren Mk 2-Ford/Lucas) 1 m 40.6 s, 104.74 mph (19/8/70)	**Lynden Thorne** (1298 cc Aldon AL2X-Ford/Cosworth FVA) 1 m 10.6 s, 97.06 mph (12/4/74)	**Michael Andrew** (1298 cc Alexis Mk 19-Ford BDA/ Swindon) 1 m 23.0 s, 102.19 mph (15/4/74)
Sports GT cars 1301-1650 cc	**Alan Fowler** (1594 cc Mercury/ Lotus 23-Ford) 46.6 s, 77.25 mph (30/6/68)	**Jeremy Lord** (1594 cc Lola T212-Ford/ Cosworth FVA) 35.8 s, 103.45 mph (5/8/73)	**Jeremy Lord** (1594 cc Astra RNR-Ford/ Cosworth FVA) 47.4 s, 102.53 mph (8/10/72)	**Jeremy Lord** (1594 cc Astra RNR-Ford/ Cosworth FVA) 1 m 38.6 s, 100.81 mph (12/8/72)	**Richard Simms** (1594 cc Chevron B19-Ford/ Cosworth FVA) 1 m 15.6 s, 80.95 mph (2/9/73)	**Jeremy Lord** (1594 cc Lola T212-Ford/Cosworth FVA) 57.2 s, 101.20 mph (10/6/73)	**Trevor Taylor** (1594 cc Lotus Europa 47-Ford) 1 m 38.6 s, 106.87 mph (19/10/68)	**Peter Andrews** (1594 cc Martin BM10-Ford FVA/ Cosworth) 1 m 10.2 s, 97.62 mph (12/4/74)	**Jeremy Lord** (1594 cc Cosworth FVA) Lola T212-Ford/ 1 m 20.6 s, 105.23 mph (2/5/71)
Sports GT cars over 1650 cc	**Bill Tuckett** (1998 cc Gropa CMC-BRM P123) 46.6 s, 77.25 mph (19/7/70)	**Ian Grob** (1930 cc Chevron B23-Ford/ Cosworth FVC) 33.8 s, 106.51 mph (5/8/73)	**Tony Dean** (2997 cc Porsche 908/02 Spyder) 45.2 s, 107.52 mph (25/5/70)	**John Bridges** (1970 cc Chevron B23-Ford/ Cosworth FVC) 1 m 35.2 s, 104.41 mph (7/10/73)	**Tony Dean** (2997 cc Porsche 908/02 Spyder) 1 m 10.4 s, 86.93 mph (23/5/70)	**Jeremy Lord** (2994 cc Lola T280-Ford/Cosworth DFV) 54.8 s, 105.64 mph (31/3/74)	**Alain de Cadenet** (2997 cc Porsche 908/02 Spyder) 1 m 29.8 s, 117.34 mph (18/10/69)		**John Burton** (1930 cc Chevron B21-Ford/Cosworth FVC) 1 m 14.0 s, 114.62 mph (24/9/72)
Modified Sports cars up to 1150 cc	**Pat Longhurst** (998 cc Davrian Mk 5-Chrysler/ Carter) 47.8 s, 75.21 mph (4/8/74)	**Barry Wood** (1074 cc Ginetta G15-Chrysler/ Carter) 39.8 s, 90.45 mph (12/9/71)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/ Carter) 53.0 s, 91.69 mph (29/9/74)	**John Absalom** (1148 cc Ginetta G4-Ford/Lucas) 1 m 52.4 s, 88.43 mph (30/9/72)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 21.2 s, 75.37 mph (2/9/73)	**Bob Jarvis** (1111 cc Davrian Mk 5-Porsche 911 Carrera 1 m 4.8 s, 89.33 mph (10/6/73)	**John Gould** (997 cc Ginetta G4-Ford/ Cosworth MAE) 1 m 50.6 s, 95.27 mph (18/10/69)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 15.0 s, 91.37 mph (12/5/74)	**Bob Jarvis** (1111 cc Davrian Mk 5-Chrysler/Carter) 1 m 27.2 s, 97.27 mph (17/11/74)
Modified Sports cars up to 1150 cc	**Paul Butler** (1293 cc Austin-Healey Sprite) 48.6 s, 74.07 mph (9/8/70)		**Richard Gamble** (1293 cc MG Midget) 55.6 s, 87.41 mph (28/10/73)			**Tony Williams** (1293 cc Austin-Healey Sprite) 1 m 7.2 s, 86.14 mph (18/8/73)			

Class	Lydden 1.00 mile	Mallory Park Clubman's 1.00 mile	Mallory Park Full 1.35 miles	Oulton Park 2.761 miles	Rufforth 1.70 miles	Silverstone Club 1.608 miles	Silverstone Grand Prix 2.927 miles	Snetterton 1.904 miles	Thruxton 2.356 miles
Modified Sports cars 1301-2000 cc	**Tony Dunderdale** (1650 cc Turner GT-Ford) 49.0 s, 73.47 mph (3/6/73). Equalled by **Ed Reeve** (1293 cc MG Midget s/c) on 2/6/74	**Dave Brodie** (1594 cc Lotus Elan) 37.8 s, 95.24 mph (9/7/72)	**Jon Fletcher** (1800 cc Lotus Elan) 50.2 s, 98.81 mph (29/9/74)	**Jon Fletcher** (1594 cc Lotus Elan) 1 m 48.4 s, 93.42 mph (18/9/71)	**Jon Fletcher** (1809 cc Lotus Elan) 1 m 19.4 s, 77.07 mph (26/5/73)	**John Pearson** (1594 cc Lotus Elan) 1 m 1.0 s, 94.90 mph (5/5/74)	**Carl Ripley** (1890 cc Elva Cebring Courier) 1 m 48.6 s, 97.03 mph (9/10/71)	**John Pearson** (1594 cc Lotus Elan) 1 m 12.6 s, 94.39 mph (12/5/74)	**Richard Jenvey** (1594 cc Lotus Elan) 1 m 26.8 s, 97.71 mph (17/11/74)
Modified Sports cars 2001-3000 cc	**Syd Segal** (2912 cc Austin-Healey 3000) 50.0 s, 72.00 mph (30/8/70)	**Brian Hough** (2994 cc TVR Tuscan V6) and **John Gott** (2912 cc Austin-Healey 3000) 39.4 s, 91.37 mph (9/7/72)	**Win Percy** (2393 cc Datsun 240Z) and **Nick Faure** (2997 cc Porsche 911 Carrera RS) 51.2 s, 94.92 mph (28/7/74)	**Nick Faure** (2997 cc Porsche 911 Carrera RS) 1 m 46.8 s, 93.08 mph (27/7/74)		**Win Percy** (2393 cc Datsun 240Z) 1 m 4.0 s, 90.45 mph (5/5/74)	**John Chatham** (2912 cc Austin-Healey 3000) 1 m 50.0 s, 95.79 mph (19/10/68)		**Nick Faure** (2997 cc Porsche 911 Carrera RS) and **David Purley** (2687 cc Porsche 911 Carrera RS) 1 m 27.6 s, 96.82 mph (7/7/74)
Modified Sports cars over 3000 cc	**John Quick** (3781 cc Jaguar E-type) 39.8 s, 72.29 mph (13/8/67)	**John Pearson** (3781 cc Jaguar XK120) 37.8 s, 95.24 mph (9/7/72)	**John Pearson** (3781 cc Jaguar XK120) 50.6 s, 98.05 mph (28/7/74)	**John Pearson** (3781 cc Jaguar XK120) 1 m 45.8 s, 93.95 mph (27/7/74)	**John Pearson** (3781 cc Jaguar XK120) 1 m 19.4 s, 77.07 mph (26/5/73)	**Brian Hough** (5400 cc TVR Tuscan V8) 59.4 s, 97.45 mph (27/8/73)	**Richard Tett** (5400 cc TVR Tuscan V8) 1 m 42.0 s, 103.31 mph (9/10/71)	**Robin Gray** (3528 cc Morgan Plus 8) and **Christopher White** (4727 cc TVR Tuscan V8) 1 m 15.0 s, 91.37 mph (12/5/74)	**John Pearson** (3781 cc Jaguar XK120) 1 m 26.8 s, 96.85 mph (17/11/74)
Production Sports cars up to £1300			**Geoff Till** and **Terry Hathaway** (both 1275 cc MG Midget Mk 3s) 1 m 3.8 s, 76.17 mph (14/10/73)	**Geoff Till** (1275 cc MG Midget Mk 3) 2 m 11.4 s, 75.64 mph (27/10/73)	**Michael Payne** (1275 cc MG Midget Mk 3) 1 m 40.6 s, 60.86 mph (1/9/74)	**Terry Hathaway** (1275 cc MG Midget Mk 3) 1 m 26.4 s, 66.99 mph (5/8/73)	**Geoff Till** (1275 cc MG Midget Mk 3) 2 m 7.2 s, 82.84 mph (6/10/73)	**Terry Hathaway** (1275 cc MG Midget Mk 3) 1 m 32.6 s, 74.00 mph (27/5/74)	
Production Sports cars £1300-£1625			**Shaun Jackson** (2498 cc Triumph TR6) 1 m 1.8 s, 78.64 mph (24/6/73)	**Shaun Jackson** (2498 cc Triumph TR6) 2 m 5.6 s, 79.14 mph (27/10/73)	**Ron Hopkinson** (1798 cc MGB) 1 m 38.6 s, 62.07 mph (1/9/74)		**Shaun Jackson** (2498 cc Triumph TR6) 2 m 4.8 s, 84.43 mph (6/10/73)	**Ron Hopkinson** (1798 cc MGB) 1 m 27.8 s, 78.05 mph (26/1/74)	
Production Sports cars £1625-£4600			**Alan Minshaw** (1558 cc Lotus Europa) 56.0 s, 86.78 mph (14/10/73)	**Alan Minshaw** (1558 cc Lotus Europa) 1 m 54.8 s, 86.58 mph (27/10/73)	**Colin Blower** (1553 cc Lotus Europa Special) 1 m 30.6 s, 67.54 mph (4/8/74)	**Malcolm Wayne** (1553 cc Lotus Europa Special) 1 m 15.0, 77.18 mph (5/8/73)	**Julian Stock** (1558 cc Lotus Europa Special) 2 m 53.6 s, 84.05 mph (6/10/73)	**Peter Taylor** (5343 cc Jaguar E-type V12) 1 m 22.8 s, 83.17 mph (26/1/74)	
Production Sports cars over £4600			**Chris Meek** (5763 cc De Tomaso Pantera) 54.2 s, 89.01 mph (14/10/73)	**Nick Faure** (2687 cc Porsche 911 Carrera RS) 1 m 50.2 s, 90.20 mph (27/10/73)	**Chris Meek** (5763 cc De Tomaso Pantera) 1 m 27.4 s, 70.02 mph (25/5/74)	**John de Stefano** (2687 cc Porsche 911 Carrera RS) and **Chris Meek** (5763 cc De Tomaso Pantera) 1 m 14.2 s, 78.02 mph (5/8/73)	**Nick Faure** (2507 cc Porsche 911 Carrera RS) 1 m 46.2 s, 88.[illegible] mph (6/10/73)	**Chris Meek** (5763 cc De Tomaso Pantera) 1 m 19.3 s, 89.83 mph (27/5/74)	
Special Saloon cars up to 850 cc	**Bobby Enderby** (848 cc BLMC Mini) 46.[illegible] s, 72.[illegible] mph (4/8/74)	**Jeb Shepherd** (848 cc BLMC Mini) [illegible] s, 86.54 mph (16/6/74)	**Peter Crouch** (848 cc BLMC Mini) 56.8 s, 85.[illegible] mph (14/7/74)	**Peter Crouch** (848 cc BLMC Mini) 1 m 58.0 s, 84.23 mph (27/4/74). Equalled by **Neil Dineen** (848 cc BLMC Mini) on 27/5/74)	**Neil Dineen** (848 cc BLMC Mini) 1 m 29.0 s, 68.76 mph (2/9/73)	**Peter Crouch** (848 cc BLMC Mini) 1 m 10.8 s, 81.76 mph (10/6/73)	**Charles Bernstein** (848 cc BLMC Mini) 1 m 54.6 s, 91.95 mph (5/10/74)	**Neil Dineen** (848 cc BLMC Mini) 1 m 20.0 s, 85.66 mph (24/3/74)	**Peter Crouch** (848 cc BLMC Mini) 1 m 37.2 s, 87.20 mph (7/7/74)
Special Saloon cars 851-1000 cc	**John Homewood** (998 cc Hillman Imp) 48.6 s, 74.07 mph (3/9/72)	**Jeff Ward** (998 cc Hillman Imp) 39.4 s, 91.37 mph (9/9/73)	**Sedric Bell** (997 cc BLMC Mini-Ford/Holbay) 53.2 s, 91.35 mph (5/11/72)	**Alex Clacher** (998 cc Hillman Imp) 1 m 50.8 s, 89.71 mph (9/3/74)	**Alex Clacher** (998 cc Hillman Imp) 1 m 21.8 s, 74.82 mph (13/4/74)	**Geoff Farmer** and **Ray Payne** (both 998 cc Hillman Imp) 1 m 7.2 s, 86.14 mph (28/7/74)	**Jeff Ward** (998 cc Hillman Imp) 1 m 48.2 s, 97.39 mph (5/10/74)	**Jeff Ward** (998 cc Hillman Imp) 1 m 15.0 s, 91.37 mph (26/8/74)	**Jeff Ward** (998 cc Hillman Imp) 1 m 32.8 s, 91.40 mph (21/9/74)
Special Saloon cars 1001-1300 cc	**Terry Harmer** (1293 cc BLMC Mini-Cooper S) 48.2 s, 74.69 mph (2/7/72)	**Tom Powell** (1293 cc BLMC Mini Cooper S) 39.0 s, 92.31 mph (20/5/73)	**John Hipkiss** (1298 cc Riley Elf-Ford BDA) 51.8 s, 93.82 mph (26/8/73)	**Eric Smith** (1298 cc BLMC Mini 1275 GT/Allen) 1 m 48.8 s, 91.36 mph (27/10/73)	**Eric Smith** (1298 cc BLMC Mini 1175 GT/Allen) 1 m 21.8 s, 74.82 mph (1/9/74)	**Eric Smith** (1298 cc BLMC Mini 1275 GT/Allen) 1 m 4.0 s, 90.45 mph (15/9/73)	**John Robinson** (1298 cc Ford Escort GT/BDA) 1 m 44.2 s, 101.12 mph (5/10/74)	**Peter Kitchen** (1298 cc BLMC Mini Clubman/Allen) 1 m 16.2 s, 89.93 mph (28/7/74)	**Alec Poole** (1298 cc Datsun Sunny Coupe) 1 m 30.0 s, 94.24 mph (17/11/74)
Special Saloon cars over 1300 cc	**Gerry Marshall** (2300 cc Vauxhall Firenza Coupé) 46.4 s, 77.59 mph (14/10/73)	**Dave Brodie** (2150 cc Ford Escort RS1600) and **Mick Hill** (4924 cc Ford Capri V8) 37.6 s, 95.75 mph (8/8/71)	**Tony Hazlewood** (5000 cc Daf 55-Rover V8) 48.8 s, 99.59 mph (11/8/74)	**John Turner** (4992 cc Skoda S110R Coupe-Chevrolet) 1 m 40.8 s, 98.61 mph (27/7/74)	**Chris Meek** (1850 cc Ford Escort RS 1600) 1 m 17.4 s, 79.06 mph (2/9/73 and 13/4/74)	**Gerry Marshall** (4992 cc Vauxhall Ventora/Repco V8) 58.2 s, 99.46 mph (31/3/74)	**Ian Richardson** (7600 cc Chevrolet Corvair V8) 1 m 31.4 s, 115.29 mph (5/10/74)	**Mick Hill** (6000 cc Ford Capri V8) 1 m 7.6 s, 101.37 mph (14/4/74)	**Mick Hill** (4985 cc Ford Capri V8) 1 m 21.8 s, 103.94 mph (17/11/74)

Mini Seven Formula	**Mick Collins** (848 cc BLMC Mini) 52.8 s, 68.18 mph (3/6/73)	**Mick Osborne and Clive Trickey** 44.0 s, 81.82 mph (8/9/68). Equalled by **Len Brammer** on 5/7/70 and **Tim Wright, Reg Armstrong, Danny Boulton** and **Mick Moss** on 13/8/72. (All 848 cc BLMC Minis)	**Chris Tyrrell** (848 cc BLMC Mini) 1 m 0.4 s, 80.46 mph (10/9/72). Equalled by **Dave Parry** (848 cc BLMC Mini) on 28/10/73			**Mick Moss and Geoff Gilkes** (both 848 cc BLMC Mini) 1 m 17.4 s, 74.78 mph (18/8/73)		**Chris Tyrrell** (848 cc BLMC Mini) 1 m 24.4 s, 81.20 mph (11/8/74)	**Chris Tyrrell** (848 cc BLMC Mini) 1 m 45.0 s, 80.78 mph (19/4/70). Equalled by **Reg Armstrong** (848 cc BLMC Mini) on 14/5/72
Miglia Mini Formula	**Phil Spurling** (998 cc BLMC Mini) 50.2 s, 71.71 mph (3/6/73)	**Phil Spurling and Jim Burrows** (both 998 cc BLMC Minis) 40.4 s, 89.11 mph (13/8/72)	**Jim Burrows** (998 cc BLMC Mini) 55.8 s, 87.10 mph (10/9/72)			**Mick Osborne** (998 cc BLMC Mini) 1 m 10.8 s, 81.76 mph (7/10/72)		**Russell Dell** (998 cc BLMC Mini) 1 m 19.8 s, 85.87 mph (11/8/74)	**Mick Osborne** (998 cc BLMC Mini) 1 m 38.0 s, 88.35 mph (13/8/72)
Standard Production Saloon cars up to £999		**Tony Lanfranchi and Eric Horsfield** (both 1478 cc Moskvich 412s) 49.0 s, 73.47 mph (5/8/73)[11]	**Danny Alderton** (1169 cc Honda Civic 1200) 1 m 6.2 s, 73.41 mph (13/10/74)	**Tony Stubbs** (1478 cc Moskvich 412) 2 m 20.6 s, 70.69 mph (27/7/74)	**Tony Lanfranchi** (1478 cc Moskvich 412) 1 m 40.0 s, 61.20 mph (2/9/73)[11]	**Alan Greenhalgh** (1169 cc Honda Civic 1200) 1 m 26.2 s, 67.16 mph (26/8/74)	**Syd Fox** (1478 cc Moskvich 412) 2 m 15.6 s, 77.71 mph (20/5/73)[11]	**Alan Greenhalgh** (1169 cc Honda Civic 1200) 1 m 34.0 s, 72.96 mph (28/7/74)	**Tony Stubbs** (1478 cc Moskvich 412) 1 m 55.0 s, 73.75 mph (18/8/74)
Standard Production Saloon cars £1000-£1249		**Simon Kirkby** (1294 Simca 1000 Rallye 1) 46.0 s, 78.26 mph (5/8/73)[11]	**Alan Minshaw** (1598 cc Hillman Avenger GT) 1 m 2.6 s, 77.63 mph (23/6/74). Equalled by **Bill Sydenham** (1598 cc Hillman Avenger GT) on 13/10/74	**Alan Minshaw** (1598 cc Hillman Avenger GT) 2 m 10.4 s, 76.22 mph (27/7/74)	**Ivan Dutton** (1298 cc Ford Escort Sport) 1 m 26.2 s, 68.62 mph (2/9/73)[11]	**Alan Minshaw** (1598 cc Hillman Avenger GT) 1 m 19.2 s, 70.94 mph (26/8/74)	**Ivan Dutton** (1298 cc Ford Escort Sport) 2 m 7.0 s, 82.97 mph (20/5/73)[11]	**Alan Minshaw** (1598 cc Hillman Avenger GT) 1 m 27.8 s, 78.05 mph (28/7/74)	**Gerry Marshall** (1598 cc Hillman Avenger GT) 1 m 45.8 s, 80.17 mph (27/10/74)
Standard Production Saloon cars £1250-£1599		**Bernard Unett** (1725 cc Hillman Hunter GLS) 44.2 s, 81.45 mph (5/8/73)[11]	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupe) 1 m 1.0 s, 79.67 mph (29/9/74)	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupe) 2 m 7.6 s, 77.90 mph (27/7/74)	**Bernard Unett** (1725 cc Hillman Hunter GLS) and **Tim Stock** (2279 cc Vauxhall Firenza 2300SL) 1 m 32.6 s, 66.06 mph (2/9/73)[11]	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupe) 1 m 16.4 s, 75.77 mph (26/8/74) and 2/9/74)	**Bernard Unett** (1725 cc Hillman Hunter GLS) 1 m 58.8 s, 88.70 mph (20/5/73)[11]	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupe) 1 m 24.4 s, 81.20 mph (28/7/74)	**Derrick Brunt** (2279 cc Vauxhall Magnum 2300 Coupe) 1 m 42.8 s, 82.51 mph (27/10/74)
Standard Production Saloon cars over £1600		**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 41.8 s, 86.12 mph (5/8/73)[11]	**Brian Pepper** (5736 cc Chevrolet Camaro Z28) 57.8 s, 84.08 mph (13/10/74)	**Bob Ridgard** (5736 cc Chevrolet Camaro Z28) 1 m 59.4 s, 83.25 mph (5/5/74)	**Stuart Graham** (5736 cc Chevrolet Camaro Z28) 1 m 25.4 s, 71.66 mph (2/9/73)[11]	**Malcolm West** (5736 cc Chevrolet Camaro Z28) 1 m 10.8 s, 81.19 mph (26/8/74)	**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 1 m 52.2 s, 93.91 mph (20/5/73)[11]	**Malcolm West, Nigel Stovin-Bradford and Bob Ridgard** (all 5736 cc Chevrolet Camaro Z28) 1 m 22.4 s, 83.17 mph (14/4/74)	**Bob Ridgard** (5736 cc Chevrolet Camaro Z28) 1 m 37.0 s, 87.44 mph (27/10/74)
Group 1 (RAC) Saloon cars up to 1600 cc			**Simon Kirkby** (1598 cc Hillman Avenger GT) 1 m 4.0 s, 75.94 mph (10/3/74)	**John Markey** (1588 cc Toyota Celica GT) 1 m 58.4 s, 83.95 mph (8/9/74)			**Stan Clark** (1570 cc Alfa Romeo Junior GT) 1 m 33.6 s, 92.75 mph (8/9/74)	**Bernard Unett** (1598 cc Hillman Avenger GT) and **Stan Clark** (1570 cc Alfa Romeo Junior GT) 1 m 30.4 s, 75.81 mph (6/10/74)	**Stan Clark** (1570 cc Alfa Romeo Junior GT) 1 m 37.8 s, 86.72 mph (15/4/74)
Group 1 (RAC) Saloon cars 1601-2500 cc			**Tony Dron** (1988 cc Triumph Dolomite Sprint) 1 m 1.4 s, 79.15 mph (10/3/74)	**Barrie Williams** (2264 cc Mazda RX3 Coupe) 1 m 54.0 s, 87.19 mph (8/9/74)			**Barrie Williams** (2264 cc Mazda RX3 Coupe) 1 m 54.0 s, 87.19 mph (22/9/74)	**Barrie Williams** (2264 cc Mazda RX3 Coupe) (6/10/74)	**Barrie Williams** (2264 cc Mazda RX3 Coupe) 1 m 42.3 s, 80.84 mph (27/6/74)
Group 1 (RAC) Saloon cars 2501-4000 cc			**Tony Lanfranchi** (2985 cc BMW 3.0 CSi) 1 m 2.0 s, 78.39 mph (10/3/74)	**Peter Hanson** (2784 cc Opel Commodore GS/E) 1 m 53.2 s, 87.80 mph (8/9/74)			**Tony Lanfranchi** (2985 cc BMW 3.0 CSi) 1 m 47.4 s, 98.11 mph (12/5/74)	**Tom Walkinshaw** 2994 cc Ford Capri 3000) 1 m 24.6 s, 81.00 mph (6/10/74)	**Peter Hanson** (2784 Opel Commodore GS/E) 1 m 33.0 s, 91.20 mph (15/4/74)

Class	Lydden 1.00 mile	Mallory Park Clubman's 1.00 mile	Mallory Park Full 1.35 miles	Oulton Park 2.761 miles	Rufforth 1.70 miles	Silverstone Club 1.608 miles	Silverstone Grand Prix 2.927 miles	Snetterton 1.904 miles	Thruxton 2.356 miles
Group 1 (RAC) Saloon cars over 4000 cc			**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 59.2 s, 82.10 mph (10/3/74)	**Stuart Graham** (5736 cc Chevrolet Camaro Z28) 1 m 47.4 s, 92.55 mph (8/9/74)			**Richard Lloyd** (5736 cc Chevrolet Camaro Z28) 1 m 42.8 s, 102.50 mph (8/4/74). Equalled by **Stuart Graham** (5736 cc Chevrolet Camaro Z28) on 12/5/74	**Jon Fletcher** (5736 cc Chevrolet Camaro Z28) 1 m 23.4 s, 82.17 mph (6/10/74)	**Richard Lloyd** and **Stuart Graham** (both 5736 cc Chevrolet Camaro Z28) 1 m 30.2 s, 94.03 mph (15/4/74)
Ford Escort Mexico			**Andy Rouse, Mike Chittenden** and **Stuart McCrudden** (all 1601 cc Ford Escort Mexicos) 59.8 s, 81.27 mph (27/8/72)	**Neil McGrath** (1601 cc Ford Escort Mexico) 2 m 5.6 s, 79.14 mph (30/3/74)	**Richard Martin-Hurst** (1601 cc Ford Escort Mexico) 1 m 34.0 s, 65.11 mph (10/4/71)	**David da Costa** (1601 cc Ford Escort Mexico) 1 m 16.4 s, 75.77 mph (1/7/73)	**Andy Rouse** (1601 cc Ford Escort Mexico) 2 m 8.0 s, 82.32 mph (5/8/72)	**Neil McGrath** (1601 cc Ford Escort Mexico) 1 m 24.2 s, 81.39 mph (14/4/74)	**Barrie Williams** and **Andy Rouse** (both 1601 cc Ford Escort Mexico) 1 m 42.6 s, 82.67 mph (23/4/72)
Renault 5			**Mick Hill, Chris Bruce** and **Maggie Anderson** (all 956 cc Renault 5TLs) 1 m 8.8 s, 70.64 mph (13/10/74)	**John Chandler** and **Dave Hedges** (both 954 cc Renault 5TLs) 2 m 27.2 s, 67.52 mph (13/7/74)	**Mick Hill** (956 cc Renault 5TL) 1 m 47.6 s, 56.88 mph (1/9/74)			**Brian Butler** and **Dave Hedges** (both 956 cc Renault 5TL) 1 m 37.8 s, 70.07 mph (27/5/74)	
Historic Racing cars post-war				**Neil Corner** (2491 cc BRM P25) 1 m 45.4 s, 94.30 mph (8/9/74)		**Neil Corner** (2992 cc Aston Martin DBR4/300) 1 m 2.0 s, 93.37 mph (6/7/74)	**Neil Corner** (2992 cc Aston Martin DBR4/300) 1 m 39.2 s, 106.22 mph (23/9/73)		**Neil Corner** (2491 cc BRM P25) 1 m 30.8 s, 93.41 mph (18/8/74)
Historic Racing cars pre-war			**Sid Day** (1488 cc ERA B-type s/c) 1 m 3.8 s, 76.17 mph (2/8/59)	**Colin Crabbe** (5660 cc Mercedes-Benz W125 s/c) 1 m 53.6 s, 87.50 mph (17/6/72)		**Colin Crabbe** (5660 cc Mercedes-Benz W125 s/c) 1 m 6.4 s, 87.18 mph (10/7/71)	**Martin Morris** (1990 cc ERA B1type s/c) 1 m 51.2 s, 94.76 mph (12/5/74)		**Colin Crabbe** (5660 cc Mercedes-Benz W125 s/c) 1 m 36.6 s, 86.56 mph (12/9/71)
Historic Racing cars vintage	**Chris Warwick-Drake** (1971 cc Lotus Mk 10-Bristol) 54.8 s, 65.69 mph (19/7/70)			**Hamish Moffat** (2261 cc Bugatti T35B s/c) 2 m 3.0 s, 80.81 mph (17/6/72)		**David Llewellyn** (24,000 cc Bentley Napier) 1 m 10.6 s, 81.99 mph (28/4/68)			**Peter Morley** (24,000 Bentley-Napier) 1 m 43.2 s, 82.19 mph (1/9/74)
Historic Sports cars up to 2000 cc				**Terry Harrison** (1098 cc Lola Mk 1-Climax FWA) 2 m 1.8 s, 81.61 mph (11/8/73)	**Cecil Booth** (1971 cc Frazer-Nash Le Mans) 1 m 35.4 s, 64.15 mph (5/9/71)	**Colin Crabbe** (1986 cc Maserati 150) 1 m 9.2 s, 83.65 mph (31/8/68)	**Murray Smith** (1966 cc Porsche RSK) 1 m 52.2 s, 93.91 mph (22/9/74)		**Charlie Appleby** (1098 cc Lola Mk 1-Climax FWA) 1 m [illegible] s, 78.97 mph (28/[illegible]/73)
Historic Sports cars over 2000 cc				**Willie Green** (5359 cc Lister-Chevrolet) 1 m 45.2 s, 94.48 mph (6/9/74)		**Willie Green** (5359 cc Lister-Chevrolet) 1 m 2.2 s, 93.07 mph (6/7/74)	**Willie Green** (5359 cc Lister-Chevrolet) 1 m 40.4 s, 104.95 mph [illegible]/74)	**[illegible]ham** (3781 cc [illegible]aguar) [illegible].0 s, 80.75 mph (14/7/74)	**Willie Green** (5359 cc Lister-Chevrolet) 1 m 32.0 s, 92.19 mph (18/8/74)
Post-Historic Sports cars up to 2000 cc front-engined GT			**Hugh Clifford** (1594 cc Lotus Elan) 58.2 s, 83.50 mph (27/8/74)	**John Harper** (1594 cc Lotus Elan) 2 m 2.4 s, [illegible].21 mph [illegible]/74)		**Hugh Clifford** (1594 cc Lotus Elan) 1 m 10.6 s, 81.99 mph (8/[illegible]/74)			**David Pratley** (1900 cc Marcos GT-Volvo) 1 m 40.6 s, 84.31 mph (15/4/74)
Post-Historic Sports cars up to 2000 cc sports-racing			**Richard Thwaites** (1998 cc Lola Mk [illegible] 83.4 s, [illegible]3 mph 7[illegible] (27/8/74)	(1931 cc Porsche 708) [illegible]		**[illegible]** (1098 cc Lola Mk 7S-BMW) [illegible] mph [illegible]/74)			**Rupert Glydon** (1098 cc Lola Mk 1-Climax FWA) 1 m 41.6 s, 83.48 mph (15/4/74)
Post-Historic Sports cars over 2000 cc front-engined GT			**Mike Salmon** (4196 cc Aston Martin Project 212) 54.6 s, 89.01 mph (27/8/74)	**Nick Cussons** (3996 cc Aston Martin Project 214) 1 m 52.6 s, 88.27 mph (11/8/73)		**Mike Salmon** (4196 cc Aston Martin Project 212) 1 m 5.8 s, 87.98 mph (7/7/73)			**James Mehew** (5359 cc Iso Grifo Bizzarrini-Chevrolet) 1 m 34.8 s, 89.47 mph (15/4/74)
Post-Historic Sports cars over 2000 cc sports-racing			**Charles Lucas** (3286 cc Ferrari 250LM) 54.2 s, 89.67 mph (27/8/74)	**Anthony Hutton** (4942 cc Mirage M1-Ford GT40) 1 m 46.6 s, 93.24 mph (11/8/73)		**John Cooper** (4727 cc Ford GT40) 1 m 2.6 s, 92.74 mph (25/8/73)			**Anthony Hutton** (4942 cc Mirage M1-Ford GT40) 1 m 26.4 s, 98.17 mph (15/4/74)
Thoroughbred Sports cars up to 1650 cc			**Brendan Steward** (1622 cc MGA) 1 m 11.0 s, 68.45 mph	**Roy McCarthy** (1622 cc MGA) 2 m 20.2 s, 70.90 mph (10/8/74)		**Bruce Brown** (1588 cc Elva Courier Mk 1) 1 m 13.8 s, 78.65 mph (26/5/74)	**Jeremy Trace** (1588 cc Elva Courier Mk 1) 1 m 58.4 s, 89.00 mph		

120 mph record for Thruxton?

This year's question posed by MIKE KETTLEWELL who laboriously compiled this survey

During 1974 only six of the 18 motor racing circuits in England, Scotland and Wales could boast a new outright lap record, and none of these could in any way be described as "dramatic." Perhaps Niki Lauda's only consolation at Brands Hatch for the British Grand Prix was a new record: he boosted the speed from 114.94 mph to 117.64 mph, an improvement of 2.35%. Brian Redman raised the Brands Hatch Club circuit record from 101.45 mph to 101.92 mph; Brian Henton improved the Cadwell Park record from 90.40 mph to 90.60 mph; Ian Ashley cracked the Mallory Park Full circuit record, upping it from 116.27 mph to 117.39 mph; Teddy Pilette and Brian Redman lifted Oulton Park's speed from 117.76 mph to 118.32 mph; and Vern Schuppan's new speed for Thruxton is 119.46 mph, compared to the old record of 119.12 mph. Finally, Clubmen's formula drivers Vernon Davies and Steve Russell contrived to equal Llandow's lap record of 104.66 mph.

All 18 circuits which saw action in 1973 continued to be active in 1974, although Snetterton was completely revised during the winter. The Norwich and Home Straights were eliminated, together with the infamous hairpin that linked them, and a new connecting road between Sear and the Esses gave a "new" circuit of 1.904 miles in length. When the circuit was found to be unsatisfactory the Esses end was revised, making the circuit length 1.917 miles. The new circuit (if you see what I mean!) was in operation only for the final one-and-a-half meetings of the season (again, if you see what I mean!), but for the purposes of this survey only times set on the old new circuit have been taken into account—apart from Formula 5000 and Group 1.

For this year, of course, there are more revisions in the pipeline. Oulton Park is being shrunk from 2.761 to 1.654 miles by the deletion of Island and Esso Bends and the addition of a new link road between Cascades and Knicker Brook (*not* the old Club circuit link). Snetterton should stabilise at 1.917 miles, while looking through the MCD 1975 fixture booklet it is evident that the 1-mile Mallory Clubman's circuit is being dropped; it was only used for one car race meeting in 1974 plus the Tour of Britain.

Naturally, Silverstone's Grand Prix circuit remains Britain's fastest motor racing track. The lap record of 135.96 mph was set in 1973 by Ronnie Peterson and, given favourable weather conditions, is bound to be broken this year at either the *Daily Express* Trophy or John Player Grand Prix meetings. Silverstone is Britain's only 130 mph circuit—indeed, there are no 120 mph circuits at the moment. This is a situation likely to be remedied during the course of the coming year. Either a Formula 2 or a Formula 5000 car could crack Thruxton's 119.46 mph; Oulton Park's 118.32 mph stands forever with the closing down of the 2.761-mile circuit for car racing; the resurfacing at Brands Hatch might mean the Grand Prix circuit figures could be boosted well above 117.64 mph. But it would take a super-human effort to raise Mallory Park's speed much above its 117.39 mph, while the 117.03 mph speed for Castle Combe is unlikely to be improved upon now that the circuit is used only for clubbies.

Taking AUTOSPORT's charts as a guide, the greatest number of current lap records held by one driver is 12. The honour goes to Bob Jarvis whose fleet Davrian Mk 5 holds the records at Aintree, Brands Hatch Club, Cadwell Park, Castle Combe, Croft, Llandow, Mallory Park Full, Rufforth, Silverstone Club, Snetterton and Thruxton. In addition Jarvis claims the Croft Formula 4 lap record, a time set back in 1970. Another Modsports exponent, John Pearson, follows with 11 lap records. His elderly but agile Jaguar XK120 claims the records for Brands Hatch Club, Castle Combe, Croft, Llandow, Mallory Park Clubmen's, Mallory Park Full, Oulton Park, Rufforth and Thruxton, while in the VRM Lotus Elan he broke the records at Silverstone Club and Snetterton.

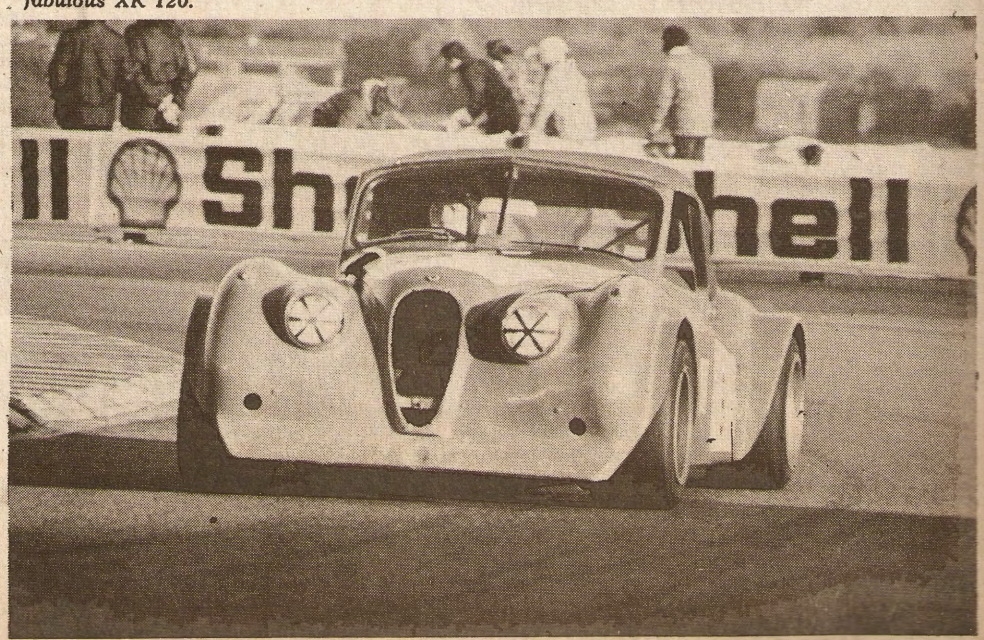
This year, incidentally, lap records for Group 7 sports cars and Group 2 saloon cars have been omitted. The only G7 event was at Silverstone, but the Interserie leviathans failed to break any records. No G2 races were run, although a round of the European Championship is scheduled for Oulton Park this year. New categories added this year are Group 1 (as opposed to club production) saloons, post-historic sports cars and Renault 5s. The Sports GT records have also been rearranged into the 1300cc, 1650cc and over 1650cc classes to which most races are run these days, while the Monoposto Formula is but one category and is no longer divided into two classes.

Thoroughbred Sports cars 1051-2700 cc			Robin Gray (1991 cc Morgan Plus 4) 1 m 3.4 s, 76.66 mph (28/4/74)	Reg Woodcock (2136 cc Triumph TR3) 2 m 1.4 s, 81.87 mph (11/8/73)			Reg Woodcock (2136 cc Triumph TR3) 1 m 9.4 s, 83.31 mph (6/7/74)	Reg Woodcock (2136 cc Triumph TR3) 1 m 52.8 s, 93.42 mph (5/10/74)	Alan Ede (2240 cc Triumph TR2) 1 m 21.8 s, 83.76 mph (18/8/74)	Reg Woodcock (2136 cc Triumph TR3) 1 m 40.2 s, 84.66 mph (16/9/73)
Thoroughbred Sports cars over 2700 cc			John Harper (3781 cc Jaguar XK120) 1 m 6.0 s, 73.64 mph (28/4/74)	Bill Nicholson (3781 cc Jaguar XK120) 1 m 59.6 s, 83.11 mph (11/8/73)			John Harper (3781 cc Jaguar XK120) 1 m 7.8 s, 85.38 mph (6/7/74)	John Harper (3781 cc Jaguar XK120) 1 m 49.8 s, 95.97 mph (5/10/74)	Derek Allanson (2912 cc Austin-Healey 3000) 1 m 43.2 s, 82.19 mph (14/7/74)	John Harper (3781 cc Jaguar XK120) 1 m 39.8 s, 84.99 mph (16/9/73)

NOTES

1 2-litre limit for circuit (except for saloon and modified sports cars)
2 1954-1960 2½-litre Formula 1 (no races run to present formula)
3 1961-1965 1½-litre Formula 1 (no races run to present formula)
4 1947-1953 2-litre Formula 2 (no races run to present formula)
5 1957-1960 1½-litre Formula 2 (no races run to present formula)
6 1967-1971 1600 cc Formula 2 (no races run to present formula)
7 1964-1970 1-litre Formula 3 (no races run to present formula)
8 1971-1973 1600 cc Formula 3 (no races run to present formula)
9 Old Group 6 merged (with revisions) with Group 5 in 1972.
10 1972 regulations (no 1973 or 1974 races) when no tyre restrictions
11 1973 regulations (no 1974 races) with 'cheat' road tyres

Second in the lap scorer's league is John Pearson with 11 lap records, nine of them in this fabulous XK 120.



Rally record

by John Davenport



". . . my driver decided to take a left in the yard rather than assault a wall, and when we reached the dip there was an unidentifiable Escort choked out in the middle."

Free weekends do not often come the way of Rallies Editors and I had one scheduled after the Monte Carlo. But then, post-retirement blues caught up on me and I accepted an offer of a ride on the Redditch and District's Esso/Uniflo Rally for the first weekend of February. Some unkind chap who was starting just behind us and is not unconnected with the Dunlop Rally Division said that it was like going from the sublime to the ridiculous. At least I was in a works car—or at least an ex-works car—as the offer to compete had come from the Bernie Ecclestone of Coleshill, John Foden, who has the dubious privilege of owning the Triumph 2.5 PI that Brian Culcheth used to win the Scottish Rally in 1970. As I was team manager for the Lancia that got disqualified to allow that victory I should have realised that it was unwise to trust myself to that vehicle.

The first shock came when I realised that the Triumph was Group 5 and possessed no heater. To step from the warmth of a proper car to a cold tomb is a nasty shock at seven o'clock in the morning and my resolution nearly failed me. The driver assured me that it would warm up later, but I don't think that he had any idea just how that prophecy would come true. The start was at the Belfry Hotel, famous as the scene of many different kind of motor sport exploits, and now the scene for scrutineering and the start. The narrow driveway got a bit blocked with service cars trying to find their way in via the scrutinering queue, but this gradually sorted itself out though there were fewer scrutineers than the organisers had intended. In any case there were three bays and only one working so I assume that the cold and the early hour had proved an effective deterrent to someone. It didn't seem to have affected the competitors and the first thing that astounded me was the sheer size of the entry. John Horton may have suggested that this was on a slightly different level to the Monte Carlo, but at least here were the entries that the other event lacked.

The first stage looked good as the start was on tarmac and the road was shown on the map so I was able to brief my driver on what might happen. This looked as if it might prove useful as the fog had come down and one could only see a matter of twenty yards or so. The fog lasted throughout the stage but the tarmac didn't. At the farm it petered out and we were on mud and bumps which really gave the Triumph a good working over.

Stage two was cancelled as probably impassable so we moved on to stage three which was a short blind over part of an old main road finishing with a sharp left turn into a farm. I would think that ninety-nine per cent of the entry missed this turning and had to handbrake or reverse for otherwise it was on at the set average. Stage four was behind the Lucas test track and again, like stage one, attempted to deceive by starting on tarmac. When it reached the farm it bore sharp right, past the cowshed and into a dip full of mud and cow effluent. We actually did a tour of the farm as my driver decided to take a left in the yard rather than assault a wall, and when we reached the dip there was an unidentifiable Escort choked out in the middle. We got past him and rocketed up the lane and . . . into a grass field. The route lay right and left before going straight to the finish, but that was easier said than done. Various Mini drivers spent most of the day in there and it was eventually scrubbed. The next stages were both tarmac and very short and easily cleanable but enjoyable none-the-less.

Stage seven was 2.9 laps of a circuit at Long Marston which proved to be excellent fun though the RAC does now have a regulation saying that 1.99 laps is the most allowed. I will draw a veil over our performance at the track, but suffice it to say that my driver will be having a few apologetic words with the owner about a certain piece of fencing which got tired and lay down as we passed. Two things I would say about this stage; one was the number of sheep still around on the track for Gordon Batchelor was one of many to have near misses, and the other is that there was a lot of body damage done at the narrow passage through the DUKWs which could easily have been moved (so I am told having never tried it) to allow a bit more room for enthusiasm and errors.

For stages eight and nine, it had been decided that I should try my hand behind the steering wheel. It has been said that in every co-driver there is a driver lurking to get out. In this co-driver, the lurking stage is still current and likely to remain so for many years to come. Still, I did my best and on stage eight which was a 1.9 mile lap of another old airfield plus farm tracks, the only mistake I made was to nearly miss the finish by not seeing the mud spattered logs that separated it from the normal track. This stage was like the Curate's Egg, good in parts, and was considerably rougher in places than anything one would find on an international rally, with the sole exception of some river crossings in Morocco. Stage nine was approached down a farm track which eventually became a field of winter wheat. A marshal who was still in his teens informed us that we could have the choice of the rutted track or the farmer's wheat and I only hope the farmer agreed with my choice, which was down the wheat. The start was under a Dutch Barn which would have been nice if it was raining, but just lent an air of unreality to the countdown. After the first few yards on thick mud the stage became a chalky track which after a very fast section, if a bit narrow, wound up on some nice ninety degree bends through open fields.

Our rally was almost over by this stage as it became clear at the lunch halt that the head gasket was gone and the radiator needed topping up with water every stage. The steam blowing in during the stages did at least keep us warm. We did the first three after lunch, of which two were on Enstone airfield, both nice stages with nothing too rough and plenty of opportunity to get it sideways. The only problem was the exit from the stages which was virtually impassable, and the rally cars had to be hauled through a ford one at a time by willing helpers in various four wheel drive Rovers. Eventually we had to call it a day and made our way back to Chipping Norton in the company of Peter Harris and Roger Brook who now have the title 'By appointment, suppliers of water to. . . .' They had retired with the clutch gone in their Escort RS1600.

Despite all our troubles and the final disappointment of retiring, I had quite enjoyed my day's rallying. The stages had been well organised despite the terrible wet weather and I can only recall a delay at the start of one of them. The timing was accurate as far as we went though we did get a minute too fast at one stage and modesty forbids to tell which one. The organisation of the start and lunchtime halt left a bit to be desired, but I suspect that this was due to two factors. The first was just shortage of manpower to marshal the service crews and the large entry as well as marshalling and timing the stages, and the other lack of anticipation as to what would happen at the halt where, although service vehicles were technically banned, they too wanted to get petrol. The congestion caused no fewer than three police cars to arrive and start moving people off the sides of the Clearway. There was no acrimony and the police stayed to chat and look on benignly as the rally set off again.

The really impressive thing about the rally was the tremendous enthusiasm of both organisers and competitors. The stages were less than fantastic, which anyone would admit and the blame can be laid on the weather for their condition. However, the competitors were quite prepared to pay money to come out and spend a Sunday driving on them. In like fashion, the organisers were prepared to give untold hours of work plus their own money to find the stages and get the rally off the ground. To me the moral is clear; they deserve better stages. If there is this much interest and enthusiasm for the sport at a time when the country is supposed to be in its worst financial state for years and petrol costs have doubled within a year, then it is time we started to implement all those promises that we heard this time last year when the future of rallying was being discussed in the aftermath of the Green Paper. Half a dozen road closure orders would have given the Redditch Esso Uniflo Rally something to offer its competitors rather more challenging than airfields and farm tracks. Obviously a forestry allocation doesn't help a club which intends to try and run such a rally in the Midlands and the Cotswolds, but some solution *must* be found to provide stages for these events or the competitors will turn to something other than motor sport to fill their leisure time.

More forest mileage for "clubbies?"—David Jones' Mexico on New Park Farm stage of the "Hi-Fi."



Divina's 1.8 Escort

Announced on Monday was the welcome news that Divina Galica, the former British alpine ski-ing captain, is to enter motor racing professionally, although she admits that her early earnings will be "nothing." Sponsored by Southern Organs and ShellSport as part of a deal arranged by John Webb of Motor Circuit Developments Divina will run a 1.8 BDA-powered Escort, run by Nick Whiting's All Car Equipe concern, contesting the Simoniz and Tricentrol special and super saloon championships.

Divina Galica-SO and Shell.



Britain's ski-ing captain for six years and champion—she was awarded an MBE for her services to ski-ing — first raced in a SPARKS celebrity race at Oulton last year, where she came second to Chay Blyth. Her next race, and second ever was at Brands where, against regular members of the British Women's Racing Drivers' Club, she was second again, this time to Jenny Dell, but beating such regulars as Alison Davies, Wendy Markey, etc. Since then Divina has raced in MRS races against men, winning one and crashing when trying to take the lead in the second.

In announcing the deal, John Webb recounted the career of Lella Lombardi, and made no secret that he intended Divina to follow closely in Lella's steps to F5000 in 1976. The Escort is the ex-Lawrie Hickman G2 car which Whiting has had in the garage for the past season as a spare car, and is now fitted with an 1850 BDA on carburetters, while Divina becomes accustomed to the power.

Valentine walks away

With an index of performance of only 29.3%, Colin Valentine simply walked away from the opposition in his Sunbeam Stiletto on last Sunday's British Hub Trial organised by Castle Bromwich MC at Toboggan Field near Lichfield. He dropped only 29 marks all day on 40 sections and 20 of these were lost in the first tour of 10 sections!

Forty-seven contenders in the usual four classes produced some fairly close struggles within the classes and the best of these was in the front engined rear wheel drive class where winner of the Dudley Tocky Bonk Trial Mike Stephens came a real cropper in his Mexico finishing a distant third behind the battling Skodas of Stephen Courts and Dennis Wells. Courts eventually beat Wells by a single mark with a total of 45 marks lost.

The Mini class went to John Rose on 72 marks, a lead of seven over Geoff Hayes in his 1275GT and Mrs Hazel Spencer was third in her husband's Cooper. Mike Harrison and Malcolm Brown finished only four marks apart in the sports car class while Bob Gilhooley took the rear engined class in his Imp on 77 marks. The British Hub Trial trophy for the best organising club competitor was awarded to Paul Cheshire (MGB) who dropped 141 marks.

Overall: C. Valentine (Stiletto), 29 marks lost.
Class winners: J. Rose (Mini), 72 marks; S. Courts (Skoda Combi), 45 marks; M. Harrison (Midget), 63 marks; B. Gilhooley (Imp), 77 marks.

Lancia pushed by Mini

South Derbyshire member, John Haden, took outright victory last Sunday when Rolls-Royce MC from Derby ran the first of their production car trials at Kniveton near Ashbourne. In his 1600 Lancia he dropped 57 marks on the 18 sections. Class 1 winner was Roger Goadby in a Mini on 58 marks beating Peter Farnworth by six marks and the club's comp sec John Mort took his Honda S 800 to a comfortable 11 mark win in the combined Class 2 and 3 entry.

Best performance in the rear engined category was achieved by Phil Irwin in his Imp who dropped 75 marks and he collected the award for best Rolls-Royce member. This left the class to Reg Fitt (Imp), on 82 marks who pipped Peter Dingley's Fiat 850 by a couple of marks.

Overall: J. Haden (Lancia HF), 57 marks.
Class winners: R. Goadby (Mini), 58 marks; J. Mort (Honda S 800), 91 marks; R. Fitt (Imp), 82 marks. **Best Rolls Royce:** P. Irwin (Imp), 75 marks.

● Popular sporting trials enthusiast, Bob Furness, has given up his unequal stuggle with his side valve Ford, and hopes to have a 1.3 BMC in the Cannon by the Pollard in a week's time.

● Latest secret weapon in the sporting trials torque stakes is the Reece Fish carburetter. Laurie Brown and Bill Warr both have used them to good effect, and Jack Pearce is awaiting a couple for his Kincraft.

Bird flies at Lydden

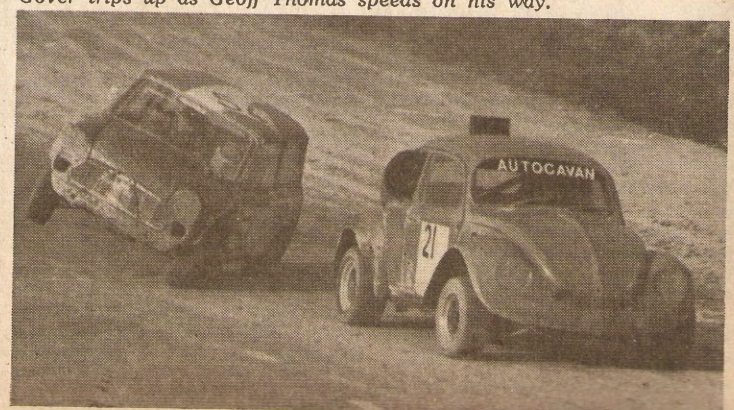


Mick Bird won each of the three runs, here being chased hard by Hugh Wheldon, just before he spun. Below: John Taylor has one of his two spins. Will Gollop and Tom Airey squeeze through. Airey took a second and fourth, Gollop a third and sixth.





Judith Jesty hangs on to the inside line, squeezing husband Nick (3.5 Imp), out of the line. Nick took fifth on the second run. Below: Tony Gover trips up as Geoff Thomas speeds on his way.



Benson waltzes to win

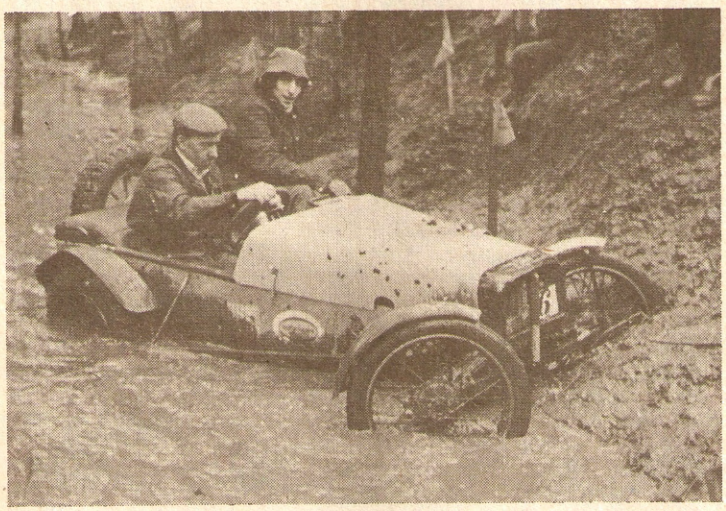
The 750 Motor Club chartered the sandy wastes of Weaversdown just off the Portsmouth road, for their Walsingham trial. Counting towards the Semperit/BTRDA and Duckhams trials series, the event attracted 34 competitors. The spring-like weather made for a pleasant day's sport although the ground still held the many weeks of rain with a result that the going did not improve and the late runners had more than their fair share of slip.

It was hoped that Gordon Jackson would appear in his new Ford-powered Ibex, but time had beaten his final efforts and the trials world had to wait for Gordon's maiden voyage. Like all 750 events, the club had three classes grouped in friendly bands, to obviate the luck of the draw. But like all things of chance, it paid to be first on the bracken slopes. George Fisher was an early starter on these hills and had pulled ahead of the field until his exuberance and a stubborn tree stump took his front wheel off. This left Chris Highwood in the lead with John Benson close behind in the class, although Cyril Gamblen in his delightful looking 750 was in third place overall. The 750 and 950s are allowed knobbly tyres and at Weaversdown they proved helpful on the tricky going. The 950 battle was another close tussle with Alan Gisby holding a two point lead over Dick Hansford. Round two over the same eight hills was completed before lunch and John Benson with a neat eight moved level with Chris Highwood.

After the break the keen contenders made to the hills once more, although John Peckham and Bill Hicks had already retired. The two remaining circuits were of a similar pattern with John Benson pulling ahead of Chris Highwood. Cyril Gamblen did something for the 750 cause by finishing third overall, with Colin Taylor next having been troubled on the hills by a misfiring engine. The 950 mounts were next led by Hansford who, after a day-long tussle, pipped Alan Gisby by four points. The friendly pair of Colin Walker and Roy Denton were next in their Mudsport NTF mounts in the class, although the 750 of Dick Lee parted them in overall honours. As dusk fell the day's sport of 32 hills and much effort ended with more than value for a gallon of petrol.

1, John Benson (Jab), 63 marks lost; 2, Chris Highwood (Cannon), 79 marks lost; 3, Cyril Gamblen (Pimpernel), 81 marks lost. **Class winners**: Benson, Gamblen, Dick Hansford (BMC), 102.

Dereck Clark looks to have ground to a halt on the Walsingham trial.



Smith starts again

Despite police interference which cost them an hour, Eastbourne & District MC still managed to complete the first round of the BT & RDA Autotest championship on time down at the south coast resort last Sunday.

A dispute as to whether the event was being held on public car parks caused the delay — and subsequent annoyance to all concerned—but it was deemed that the Langney shopping centre car park was private and all was well. Despite a penalty Trevor Smith, the 1973 champion, took outright victory in his Sprite on 474.8 s the next quickest and class winner being the all rounder Phil Darbyshire in his Clubman GT.

Sixteen tests were arranged and 46 competitors, well down on the previous year, were in attendance. Smith dominated the event and his class throughout for the sports car class winner Denis Beare (Sprite) dropped 30 s in penalties and provided no serious challenger to the Oxford lad.

Darbyshire took his class on 499.4 s to finish some 13.6 s up on his friend and one time regular competitor John Larkin (Clubman). Terry Armstrong (Cooper S), gave Larkin a good run and was only five seconds down. Second in the sports car class was Alan Rayner (Midget) well ahead of David Ovenden (Midget).

Only six seconds separated Mini class winner Tony Johnstone from John Scott and Stephen Stringer (Lotus Seven) took Class 6 though his car really should not have been in the class. Garry Fryer's Mexico beat Colin Chandler (VW) for the places.

Overall: T. Smith (Sprite), 474.8 s. **Class winners**: P. Darbyshire (Clubman GT), 499.4 s; D. Beare (Sprite), 508.4 s; T. Johnstone (Mini), 530.8 s; S. Stringer (Lotus Seven), 544.6 s. **Novice**: I. Muir (Mini), 597.6 s. **Ladies**: Mrs F. Kerr (Cannon), 572.2 s.

Under 21 awards structure

Details of the under 21 awards in the Radio One production saloon car championship have now been announced, despite earlier fears that, with a deficit of eligible drivers, the series would be cancelled.

Drivers eligible must be under 21 on the March 2 opening round, and they must declare this on entry forms. Highest placed junior driver in each class will receive a Radio One merit award at each round. Of those four drivers the highest placed in his class will win £20. At the end of the season, the junior driver with the highest points score, based on the normal scale, will receive £100.

Despite his claims, and the fact that, indeed, he hasn't worn well, Tony Lanfranchi is not eligible for this award.

Griffiths' 2m 40s Jaunt

John Griffiths and Mike Turner took their Avenger Tiger to a 2 m 40 s victory last Saturday night on the Hereford MC's Hereford Jaunt Rally over a 150 mile route in Herefordshire and Shropshire. The event attracted 39 starters of whom 28 were finishers. Fastest on both the selectives Griffiths and Turner were some 23 s down on Bob Bennett and Stuart Harrold at the halfway stage but the Bennett Mexico went out in the second half with engine bothers. Wettest crew on an otherwise dry night were Tony Didlick and Stuart Golding who drowned their Skoda in a ford after going off route.

1, J. Griffiths/M. Turner (Avenger Tiger), 14 m 10 s; 2, P. Gerbez/D. Hurd (Clubman), 16 m 50 s; 3, R. Gough/N. Hollis (RS 2000), 23 m 17 s; 4, J. Carr/N. Lloyd (Lancia), 24 m 14 s; 5, D. Davies/T. Davies (Clubman), 25 m 48 s; 6, R. Chilman/D. Burgoyne (RS 2000), 29 m 4 s. **Novice**: J. Orr/M. Rowley (Fiat 850), 53 m 54 s.

Scott easily

Sechford Hall Hotel, near Woodbridge was the venue for last Sunday's Eastern Counties MC production car trial and the closed to club event was won by Bob Scott in his Imp on 30 marks.

Fifteen sections were arranged and Scott was an easy winner for his nearest class rival, Guy Wong, dropped 49 marks in his Imp. Norman Perren (MG 1100) had a good afternoon in taking the front engined FWD class on 42 marks from Bill Hammond (Cooper). Len Wills was leading his class when the clutch burnt out on his Mexico letting Rob Vince in for victory in his Escort GT on 52 marks.

Overall: B. Scott (Imp), 30 marks. **Class winners**: N. Perren (MG 1100), 42 marks; T. Brook (Sprite), 60 marks; R. Vince (Escort GT), 52 marks; G. Wong (Imp), 49 marks. **Ladies**: Mrs S. Brook (Sprite), 69 marks.

Harrower's POW Riley

London pubs rear their ugly heads again with the news that customers of infamous up-market hostelry of the Prince of Wales in Dovehouse Street, Chelsea, have unearthed a Riley (immaculate) for use in the Classic saloon car series. Chevron driver, Ian Harrower, had been asked, with his mechanic Andrew Britten, to co-ordinate the effort.

It is envisaged to run a two car team, with each member of the buying syndicate from the pub having a drive, with Jackie Calcoon, landlady, as the patron. There will be a supporters section offering tee shirts, stickers etc. Harrower reckons, regretfully, that it might be his only racing, and throws down the challenge to other pubs. Sounds dangerous.

Webb's £100 ladies' races

That man with an eye for the girls, John Webb (see the latest saga elsewhere in this week's issue), attended the British Women's Racing Drivers Club dinner last weekend, and made himself very popular by offering the lady racers a £100 prize fund for four races in his cars, Shell-Sport Mexicos.

The races will take place at Brands Hatch, Mallory Park and Snetterton, and Webb is quoted as saying that he is always ready to seek new talent.

Venue needed

The need for more motor sport venues in Suffolk was voiced at a meeting of the Eastern Counties Motor Club held at Woodbridge near Ipswich.

Members heard that it would be ideal to find a local farmer who was prepared to allow part of his land to be used for trials and tests. Failing that a large car park would be acceptable.

Club officers elected for the new term were: Ivan Butcher (chairman), Winifred Moss (secretary), Bernard Baker (competitions secretary), Eddie Kerridge (treasurer) and Ric Tichorn (vice-chairman).

Cramer continues

Chris Cramer, one of the few survivors of the retirement trait going through hillclimbing at the moment, will be staying on the hills next year, complete with F2 March, Grunhalle and Shell Sport sponsorship. The Stroud architect has figured in the winning few over the past two years, and is tipped by many to take the



Cramer — development mill.

1975 premier hillclimb championship, the RAC.

However, Chris will be changing engines next year, and despite at one time thinking of going into the 3 litre world of DFVs, will be staying with a Hart development of his experimental 2 litre. Both car and engine will be a development of last year's model, a better power to weight ratio being sought.

Loos takes advantage of errors

After two crews well ahead of them both missed the same time control late in the event, Jeff Loos and John Kappler came through to score a fine win on last weekend's Cambridge CC Fildyke Rally, the event counting towards the London Counties Association Championship.

On a tight 200 mile route which contained two selectives they dropped 23 m 40 s to win by almost two minutes. Second were Keith Webb and David Bates in their Escort TC who finished more than a minute ahead of Roland Shepherd and Mike Wise in their RS 2000.

The scrapping leaders who lost their way were Phil Wardle/Doug Smith and Jeff Bartram/John Porter, both in Escort GTs. They were not running consecutively so it was not a case of follow the leader. Their error dropped them to 17th and 18th respectively.

J. Loos/J. Kappler (Vauxhall Magnum), 23 m 40 s; 2, K. Webb/D. Bates (Escort TC), 25 m 37 s; 3, R. Shepherd/M. Wise (RS 2000), 26 m 58 s; 4, G. Lobb/R. Crowther (Ascona), 28 m 38 s; 5, C. Blyth/C. Parsons (RS 1600), 35 m 2 s; 6, M. Jones/M. Hopper (Escort TC), 39 m 8 s. **Novices:** D. Liddell/R. Scott (Cooper), 4F 97 m 5 s. **Ladies:** Mrs M. Cottam/L. Cottam (Saab), 7F 82 m 02 s.

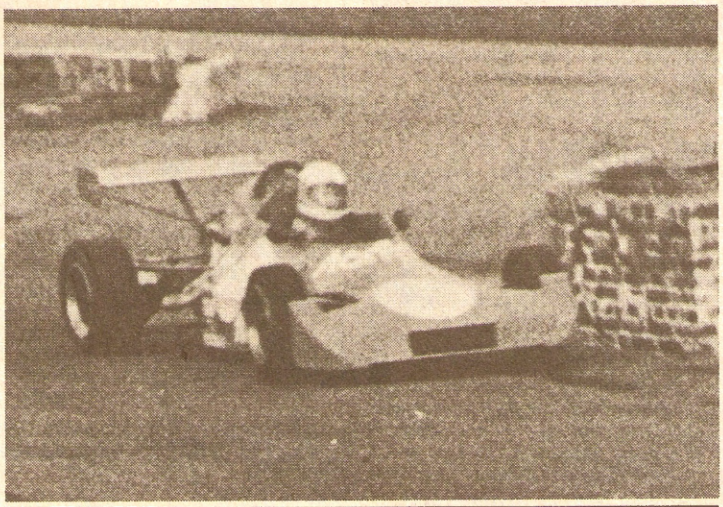
FF2000 teams testing

Four teams were out over the past week giving their FF2000s some testing miles including Dulon, Starfire, Van Diemen and Reynard. Dulon have tested at both Goodwood and Snetterton, with Ian Taylor doing the honours. At Snetterton, the driver was reported as being disappointed with the power, this being proven by an ever attendant Formula Ford, and at Goodwood, the engine dropped a valve early on.

Van Diemen were testing midweek with Don MacLeod at Snetterton, and despite a flat spot which is rapidly becoming a bug bear of FF2000, MacLeod professed himself well satisfied with the car. Reynard had a less happy time at Snetterton, for Jeremy Rossiter ran out of road and had quite a considerable accident.

Down at Goodwood, Starfire ran for the first time with Frank Hopper driving at the first session, and Richard Scott at the second. Once again, the flat spot reared its head, and Scott found it hard to adjudge the handling. However, he considered the car had considerable potential. Mike Eastick of Scorpion Racing and Tim Rathmell were both on hand to try the car.

Richard Scott tested the Starfire with promising results.



All change to Platform One

Platform One, a Clifton nightclub in a converted railway station, have taken over as major sponsors of Roger Ongee's FF2000 Royale RP22, with Modern Engineers and Berni Inns as co-sponsors. The new sponsorship is for the first year of a two year deal, with F3 or Atlantic the target for 1976.

Platform One are planning a back-up promotion campaign with a selection of personalised items to be given away at race meetings, including tee shirts, and . . . ladies' knickers. Queue here, you butch fellahs.

Kodak at Druids Bend

In conjunction with their photographic competition Kodak will once again have a special gallery for amateur photographers at Brands' Druids Bend.

The Kodak Gallery will be a two tier 100 ft stand on the inside on the approach to Druids and will hold 150 people. The transfer fee per person is 30p for all meetings except the Race of Champions which will be 50p.

Rostron for Wroe-Johnson

Lee Wroe-Johnson, the Jersey kartist who campaigned a Rostron FF car last year, will again be sponsored by Modern Hotels of Jersey. The Rostron is currently undergoing some modifications, including the straightening of the chassis, plus a karting tweak which is undisclosed as no other FF has this mod. Wroe-Johnson is being adopted as a works driver, and the car will be powered by a Minister engine.

Prod saloon invasion for Brands

Among the 30 cars entered for the opening Radio One production saloon car race at Brands Hatch on March 2 are seven Ford Capris for drivers including Holman Blackburn and Ivan Dutton. Three Camaros head the list for Tony Lanfranchi, Brian Rice and Derrick Brunt, and five Mazda RX3s with drivers including Cozy Powell, Jock Robertson and Wendy Markey. With a week to go before entries close, the situation is looking very healthy.

The Brandon family excel

Star performance on the BP Auto Club's Silamic Rally in Shropshire and the Welsh border country last Saturday night was put up by Tony and Gwen Brandon who took the novice and mixed crew awards in their Clubman GT and finished fourth overall less than four minutes down on the winners.

With a field of 59 and a route of 170 miles, including a four and a half mile selective, competition was keen right from the start and the first and second crews finished a mere six seconds apart. Winners Mike Pattison and David Taylor brought their RS 2000 home on 27 m 36 s leaving Peter Openshaw and Peter Whittle (Escort GT), to rue a wrong slot at the first junction on the selective which was to cost them the rally.

The Welsh Border crew of Peter Taylor and James Bothwell set BTD on the selective in 7 m 58 s in their Cooper and were third overall on 27 m 58 s. Of the non-winners Peter Dalby/Brian Garton were docked a fail for missing the out control after the halfway halt when leading by half a minute, Vin Huxley put his Porsche Carrera into the shrubbery early in the event and Keith and Margaret Teare deposited their Avenger Tiger deep in the undergrowth for the night.

1, M. Pattisn/D. Taylor (RS 2000), 27 m 36 s; 2, P. Openshaw/P. Whittle (Escort GT), 27 m 42 s; 3, P. Taylor/J. Bothwell (Clubman), 27 m 58 s; 4, A. Brandon/Mrs G. Brandon (Clubman), 31 m 27 s; 5, M. Byron/B. Race (Escort TC), 33 m 0 s; 6, P. Tomlinson/R. Manifold (Imp), 34 m 45 s.

Lane stays with McRae for the hills

Twice runner-up and fourth on four occasions, Roy Lane must be favourite for this year's RAC Hill Climb Championship in which he will again be using his McRae GM1. Lane, who started hill climbing in 1963, has made only minor changes to the car during the winter lay off, the most significant of which is to incorporate the latest cross over fuel injection system which has been developed by Dave Whitehurst of Alan Smith's company in Derby.

Lane will contest the championship in full, other commitments allowing, and he may make occasional appearances at rounds in the BARC series.

● Chris Meek is rumoured to be making his usual extensive efforts to be at the top of his class in racing, returning to prodsports, but on a slightly less elaborate basis than the de Tomaso. He is rumoured to have commissioned Lotus to build a prodsports Europa, complete with two engines, very heavily blueprinted.



Giving their Ziebart rustproofing something to work on are Keith Watkinson/Jeff Smith, provisional winners of the Demdike.

Watkinson's consistency

A consistent run by Keith Watkinson and Jeff Smith in their Escort 1800—they dropped only two minutes on the 230 mile route—gave them a comfortable win on the Lancs AC Demdike Rally in Yorkshire and the Lake District last weekend. They finished five minutes ahead of a field of 118 while the battle for the places was fairly close with the next five crews finishing eight minutes apart.

Second overall were R. Beecroft/J. Millington (Mexico), who lost 7 m to pip Trevor Roberts/Ian Gringrod (Cooper S), by a minute. Fourth, in a VW were Dave Moore and Tim Cork while Tom Paul and Paul Harmer brought their RS 2000 into fifth spot.

The leaderboard was completed by another Cooper S of Brian Harper and Norman Jackson who pipped last year's winners Paul Dennison and Malcolm Capstick (Mexico), by a minute. Semi-expert winners Bernard Griffin/Andrew Milner (Cooper) had 10 minutes in hand over Dick Bradley/Mike Wilkinson (Mexico), and the best novices Lance Rawlinson/Alan Mason in an Escort GT dropped 50 minutes to beat Phil Shannon / William Eynon (RS2000), by 14 minutes.

1, K. Watkinson/J. Smith (Escort), 2 m; 2, R. Beecroft/J. Millington (Mexico), 7 m; 3, T. Roberts/I. Gringrod (Cooper), 8 m; 4, D. Moore/T. Cork (VW), 11 m; 5, T. Paul/P. Harmer (RS 2000), 12 m; 6, B. Harper/N. Jackson (Cooper), 15 m. **Semi-experts**: B. Griffin/A. Milner (Cooper), 24 m. **Novices**: L. Rawlinson/A. Mason (Escort GT), 50 m.

Kodak competition

Kodak are to organise a photographic competition for the 1975 season (March 1-October 31) for photographers of any racing car events at MCD circuits, Brands Hatch, Mallory Park, Oulton Park and Snetterton.

The competition is open to amateur photographers only and prizes will be awarded for the six photographs which, in the opinion of the judges, best represent motor racing atmosphere.

The prizes will be Kodak films or equipment to the retail value of £50 for first, £30, £20 for second and third and three consolation prizes of £5 each.

The rules for the competition state that all entries must be on Kodak materials and the photos must be of car meetings at MCD circuits in 1975. Competitors may submit any quantity of colour transparencies, colour prints (maximum 5 inches x 7 inches) or black and white prints (maximum 6½ inches x 8½ inches).

Entries should be sent to Kodak "Focus on Motor Racing" Competition, Kodak Ltd, Department A11m/RO, PO Box 66, Kodak House, Station Road, Hemel Hempstead, Herts HP1 1JU. Closing date is November 30, 1975.

● Continuing his allegiance with Crossle is Paul Smith, son of Don Smith, the former Jaguar driver. Last year, following two seasons of karting, Paul Smith raced a Crossle 16F, and he has now bought Jim Sherry's 25F, which won 16 races in 1974. The car will be sponsored by Birmingham Motor Tyres Ltd.

● The Harrow Car Club are once again the only club to run an unsponsored sprint at Brands Hatch this year. The event takes place on April 6. For entries, competitors should write or telephone Peter Tunnard, 30 Lodge Avenue, Elstree, Herts. Tel: Elstree 2321.

Centres' championships

Four BRSCC Centres will be promoting their own centre championships during the coming season. The Northern Centre will be promoting a special saloon series for cars up to 1000 cc with backing from the Troy Tire and Auto Centre. The Tate Trophy will again be run for Formula Fords, and Derek Cook's Datsun dealership will support a prod sports series while the centre itself will be sponsoring a special saloon series and a *Formule Libre* championship. All of these rounds will be run over 12 qualifying rounds at Croft, Cadwell Park and Rufforth.

The Midland centre's championships have already been announced recently, and the East Anglian Centre will be promoting their special saloon car championship over 12 rounds at Snetterton.

The South Western Centre will be running a 1000 cc special saloon car challenge as well as their Formula Ford series. These will be run at Castle Combe and Llandow.

McGrath in Renault again

Neil McGrath, winner of last year's inaugural Renault 5 championship, will be contesting the series again this year with a car prepared by Hardings Autos of Birkenhead.

Plans for McGrath to compete in the Southern Organs National Saloon championship have had to be dropped due to a breakdown in sponsorship but he is currently looking for extra saloon drives.

McGrath—Renault 5 again.



● Neil Hamilton, a class winner in the Scottish Players Autocross Championship, has formed, along with Alex Kelly, the firm of Circuit Catering, who claim to serve hot food at reasonable prices, making an outing at the waterlogged Knockhill Rallycross recently. They would be willing to attend motor sport events and ask any club interested to contact 041-429 6685.

Briefly . . . .

● The championship winning Formula Four Ensign, driven by Nick Crossley 1974, has been sold to former kart driver and Wimbledon Citroen distributor Bruce Coate-Bond. It has been sold complete with Holbay engine, and will be looked after by Crossley's P and M preparation business in Brighton for the coming F4 season.

● Correction to the Autocavan piece about their rallycross VW: their valves don't drop 'em (says Geoff Thomas), nor are they seen smoking in public. The problem was that a threaded nut fell off the top of a carb and damaged a valve seat.

● It seems that there's another recruit to the ranks of Kincraft owners, in the form of historic car racer, Cameron Millar. Judging by Jack Pearce's recent performance, he's picked the right car.

● The BRSCC meeting at Brands Hatch on March 2 will have a Special Saloon car race in two classes (over 1300 cc and 1001 to 1300 cc) with prize money of £25, £15 and £10 in each class. All interested competitors should contact Ann Bradshaw at the BRSCC, Empire House, Chiswick High Road, London W4 5TW. Tel: 01-995 0345. Entries close February 17.

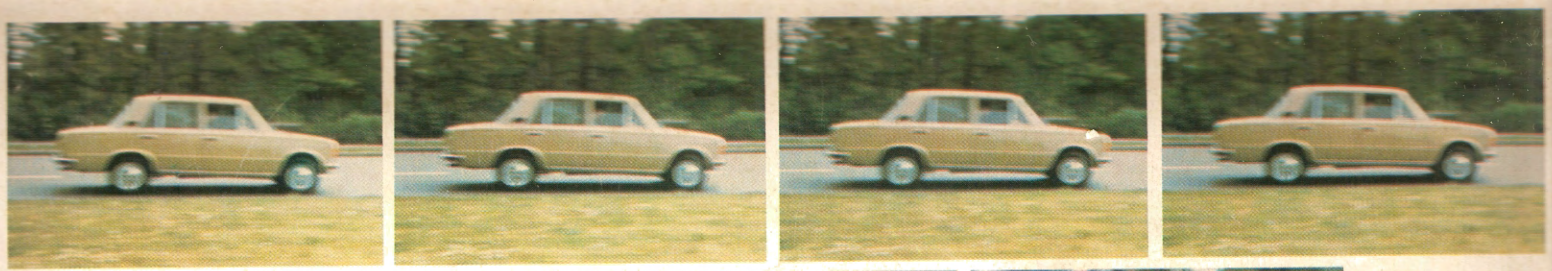
● The most successful Escort of Nick Whiting, run in the yellow All Car Equipe colours, and regular Gerry Marshall/Vauxhall Firenza baiter, has been sold to northern competitor, Norman Hodgson. Nick has kept the engine and box however, and, while hoping to slot them into a new Escort, failed to get the co-operation from Dagenham, and is now building up a new/old Escort shell.

● Former Renault racer, Maggie Anderson was seen driving a Mazda RX3 at Snetterton on Thursday last, and is rumoured to be running one in the Radio One G1 production saloon car series this year.

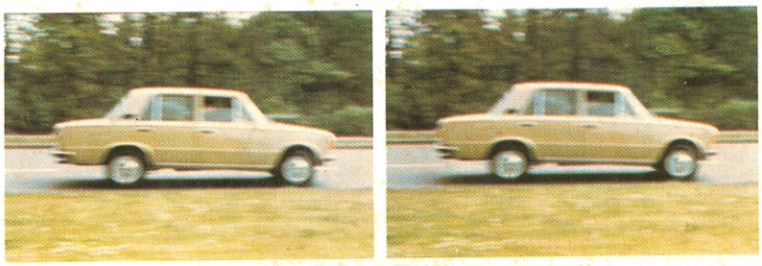
● With Jon Fletcher concentrating on the Southern Organs/RAC championship programme in the Camaro, his Elan in which he won the BARC modsports championship two years running, will stay in the garage. "But if things get too frustrating in the Camaro, then I might come out in the Elan just to stir the championship up a bit," said the amiable northerner.

● When asked by a dealer whether he wanted competition brake pads for his car a certain G1 competitor replied that they were illegal. The reply came back, "well, all the other ——— competitors have got them." Spot the manufacturer!

● Sprint exponent Mike Overton is to venture into production car trials. He's bought the Sprite used for the past few seasons by Brian Betteridge and hopes to contest the new AMMC Prod Trials Championship.









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