

COLEMAN'S JIM CLARK RALLY — POLSKI - FIAT TEST

AUTOSPORT

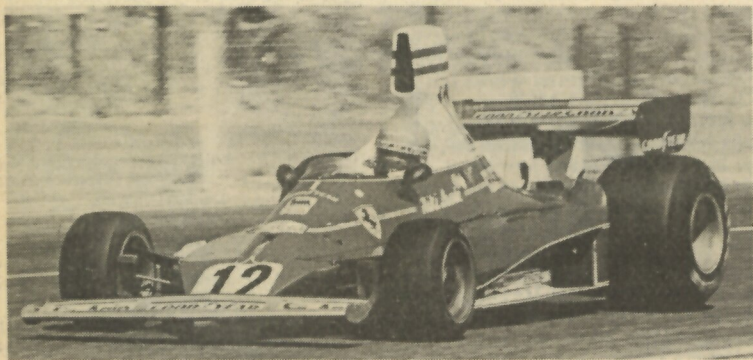
Laudar's Ferrari dominates French Grand Prix



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The French GP was Niki Lauda's 14th pole position in less than two seasons' racing but he is still a long way behind Jim Clark's 33.



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EDITORIAL

All that glitters...

Politics have been the dominating factor in motor racing comment in recent weeks; they are not solved by any means as yet, but let us not forget the fact that racing is continuing despite all the wrangling.

At the top end of the scale Formula 1 continues to provide an excellent shop window for the sport. At just over half distance in the World Championship, there is a clear leader in the race for the prestigious title, but it's by no means over. In terms of drivers the Formula is going through a change. The races are now being dominated by the young, barely established stars. The new blood brings fresh interest to the sport which can only be good. Media coverage for motor sport has improved this year, with a few notable exceptions.

It is heartening to see that among the talented new boys in Formula One Britain has four outstanding drivers in James Hunt, Tony Brise, Tom Pryce and John Watson, who have all shown the ability to put us back on top. This is vitally important to motor sport in this country; like England winning the football World Cup, international success breeds extra interest in national competition. James Hunt's timely win at Zandvoort and second place at Ricard will undoubtedly be a great stimulant for our own Grand Prix at Silverstone in just over a week's time. A win for one of the British drivers at Silverstone will undoubtedly generate interest in the sport at a national level and at a time when sponsors are being sought for next year, this type of interest is invaluable. The great thing is that there is every possibility of this happening.

Ferrari may have dominated nearly half of the Grands Prix this year but don't write off the Ford powered brigade. Development of the famous Cosworth DFV engine continues and the Ferrari success only serves to stimulate this. In previous years the hare has nearly always been a driver, Clark, Stewart, Rindt and so on — now it's a car, albeit the most magic name in motor sport — the one everyone likes to see win, but the one that everybody wants to beat.

The Ferrari competitiveness is, perhaps, the only predictable factor in F1 at the moment. There's no real pattern to the racing, except that it is really wide open. This unpredictability is part of the attraction of the sport to the public at large.

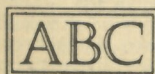
The unfortunate thing about the rather splendid shop window is that everything inside has tended to become rather shoddy. Formula 2 is wavering, sometimes it appears healthy and others quite the reverse. Sports car racing, especially the 2-litre division, is stumbling.

The problem, of course, is a financial one. Formula 1 was in a similar state not too many years ago, yet the participants banded themselves together and pulled themselves out of it, there being a lack of direction from the top. It's difficult for other classes of racing to do this because they are not 'famous names'. But if only they can get together and present a united front and then, for the time being at least, until there is some sort of intelligent authority at the top, ride on the back of the F1 Constructors to get their point across, they will have a greater chance of getting things sorted out in a satisfactory manner.

our cover picture

Niki Lauda took the lead at the start of the French GP at Ricard last Sunday and never lost it. Pete Lyons' report tells all starting on page 10.

Photo: David Winter



Member of the Audit Bureau of Circulations.

CSI meet the F1CA —wing ban revoked?

We received a press release from Claude Le Guezec on behalf of the CSI earlier this week outlining the meeting which took place at the Paul Ricard circuit. It regarded the wing and tyre restrictions which many people had been led to believe was an official directive from the CSI's Technical sub-committee.

The release said: "On the occasion of the French Grand Prix, the CSI members in attendance met with an important delegation of Formula One Constructors, together with tyre company experts, to discuss specific F1 problems.

"A wide debate permitted these parties to reach a perfect agreement on most of the problems which arose. The set up of a specialised working group was confirmed, and this will be made official by the Bureau of the CSI in September at Milan.

"The next meeting between the

interested parties will take place at the Nurburgring on August 2 before the German Grand Prix."

Among those present at the meeting, which took place just outside the circuit and which was chaired by Pierre Ugeux (the Belgian delegate strongly tipped to succeed Le Guezec), were Huschke von Hanstein, Paul Frere, Herbert Schmitz (BPI-CA) and Vittorio Ceard to name but a few while Dany Chrobak, Bert Baldwin (Goodyear), Max Mosley, Bernie Ecclestone and Gordon Coppuck represented the Constructors.

The fact that "a perfect agreement on most of the problems which arose" was reached may well infer that the F1CA were more than happy with the outcome on the so called wing and tyre restrictions and that the CSI may well be backing down on their original release which, we gather, has divided them within their ranks.

Ippokampos back Hesketh

Appearing on James Hunt's Hesketh at Ricard last week was the seahorse symbol of Ippokampos Racing.

"An association of motor racing enthusiasts," was Ippokampos Racing Director Tony Vlassopulo's description of his recent tie-up with Lord Alexander Hesketh's F1 team.

It is stressed that the arrangement is a private one and not sponsorship. "Hesketh Racing will continue as the only serious unsponsored team in Formula 1." With the team's recent run of success this situation surely cannot last much longer.

Tony Vlassopulo will be remembered as being one of the top circuit commentators before turning to racing patron. Ippokampos Racing started in Formula Ford with Buzz Buzaglo, Johnny Gerber, Danny Sullivan and Ian Grob. Vlassopulo then became involved in Rondel Racing in F2 before coming back with Token Racing in F1 and Ippokampos in F3. It will be remembered that Tom Pryce's big break came when he was asked to drive the Ippokampos F3 March at Monaco in 1974. He walked away with the race



Seahorse insignia on the Hesketh.

and the rest is recent history.

The announcement of the new association states that it is "for all the remaining Grand Prix races in 1975 and with more than an eye to 1976."

MacDonald and RAM to go F1?

RAM Racing to enter F1? "Where did you hear that," said Team spokesman John MacDonald last week from their Willesden Autos headquarters. "We might be but I'd better say 'No

John MacDonald — big plans.



comment' at the moment. I may tie up the deal tomorrow. I'll invite you to the cocktail party."

It is heavily rumoured that Ralph and Macdonald Racing will, in fact, be putting together a March 751 and that the driver will be Derek Bell. Macdonald said that if the deal, reported to be worth £196,000, did come off it would take about a month before they actually raced.

Whatever the outcome of their F1 plans RAM intend to continue in F5000 this year with backing from Thursdays. Although they have not sold their Chevron B28s, it is most likely that the team will re-appear at Snetterton with a V6 powered March, also a 751 chassis. The driver will probably be either Derek Bell or Alan Jones depending on their other commitments.

Hulme defends GPDA

Denny Hulme, President of the Grand Prix Drivers' Association has pointed out to us that "the final paragraph of your *Pit and Paddock* feature regarding the Silverstone chicane (in last week's issue) would give the impression that, in your opinion, the GPDA had handed over its authority regarding circuit safety to the F1CA. Nothing could be further from the truth.

"In the editorial of the same edition you are again complaining that the bodies concerned in Motor Sport are still failing to get together. The recent moves by the GPDA and the F1CA show the opposite to be happening.

"The formula for Official Circuit Inspections remains unchanged. These continue to be carried out by appointed representatives of the CSI and the GPDA. There may well be representatives of the F1CA present, but it is certainly not their intention to interfere in any way with the recommendations made by the Official Inspectors. However, once the official report has been issued, the F1CA will be kept informed of the recommendations which it contains.

"This would seem an intelligent step in communications as it should then remove the possibility of the F1CA negotiating an irrevocable contract to race at a circuit which had no intention of carrying out the required work.

"Reverting to the Silverstone Chicane. Our understanding of the situation is that the F1CA made no



Denny Hulme — speaking out.

demand to the Silverstone management but solely drew their attention to certain possible circumstances. Had Silverstone expressed themselves completely happy with the situation at Woodcote, no pressure would have been put on them. However, in the light of the action which has now been taken, this Association supports wholeheartedly any move to improve spectator safety in a potentially dangerous area."

Tunmer wins Ricard unsafe?

There was a shock result in the False Bay 100 South African F1 championship race at Killarney, Cape Town last Sunday. Victory went to young Team Gunston driver Guy Tunmer in one of the ex-works Lotus 72s. His teammate Eddie Keizan had in fact led from the second of the 40 laps but halfway round the last lap he lost concentration and spun off. He couldn't restart but was classified fourth a lap down.

Pole-man Ian Scheckter (Lexington Tyrell) made a storming start but only went about 100 yards before the clutch overheated. He completed the race, taking life very gently, in fifth place two laps in arrears.

Dave Charlton led initially but a late change of tyres, after punctures on the warm up late, saw his McLaren on the wrong compound. He relinquished second place to Tunmer, recovering from an early spin, five laps from the end despite three spins but inherited the place again when Keizan spun.

Third overall and leading Formula 2 driver was Tony Martin in his Chevron-Hart B25. Scheckter's lead in the championship is now down to one point over Charlton.

● There is a fifty/fifty per cent chance that the Matra engined Shadow Formula 1 car will make its first public appearance at the John Player Grand Prix next week. Although it is extremely doubtful whether the team will race the car, it's thought that the shrill sound of the Matra V12 could be given an airing for a few laps of practice. F-a-n-t-a-s-t-i-c!

Although Denny Hulme has outlined the GPDA's primary role in Circuit Safety above, we feel that we have to outline several points which were brought to our notice by a CSI representative at the Paul Ricard circuit last week.

The circuit, like all circuits, receives an inspection well before the event. Anything that needs to be done is then written into a report. This process is well known.

At Ricard, a circuit with a reputation of being "supersafe," it was found that during the weekend, washers were found to be missing from parts of the Armco barrier, several sections were improperly located and, along the main straight, there were only four fire points so we're told. Our source doubted whether these were sufficient on such a long stretch of track to be able to deal with accident should it occur.

The matter wasn't brought to the drivers' notice for fear of an "argument" (and a threatened boycott as in Barcelona?) we were told but, and we specifically queried this point, the circuit is to be reprimanded for failing to carry out the necessary wishes of the Circuit Inspector.

● Commenting on recent reports, especially in the Italian press, that he would be driving for Ferrari in Grand Prix racing next season, Tony Brise told us on Monday that "In the same way as John Watson admitted to you, I, too, have had talks with them... but so have a lot of people."

Merzario leaves Frank

Frank Williams told us on Monday that Arturo Merzario is "officially" no longer with his Grand Prix team.

This is not surprising news for the Italian driver has been "on the rack" with the Williams team ever since the Spanish Grand Prix when, in the team's new car, Merzario seemed to "give up" and, in protest, drove slowly around the track at a similar speed to Emerson Fittipaldi.

Merzario looked to have shot his bolt with Frank but the diminutive Italian remained for both the Monaco and Belgian Grands Prix. In Sweden and Holland, he was replaced by Ian Scheckter while in France last weekend, Francois Migault substituted.

There is no love lost between Williams and Merzario and as Frank said, "they'll probably rubbish me like hell in the Italian press."

Arturo Merzario - finally leaves



Huge 67 F3 entry for John Player GP

Suddenly the Formula 3 race at the John Player Grand Prix has become absolutely alive with interest and the recent surge of entries from all over Europe has meant that the RAC have received nearly 70 entries for the race.

Because so many competitors applied for entries at such a late stage, the RAC weren't able to split the race into two qualifying heats and a final. So large was the day's programme that at first it was feared many people would be turned away. However, the RAC have relented and everyone has been accepted. This means that on Thursday and Friday of next week,

the entry will split into two and the fastest 18 cars from each session will qualify for the race.

No less than 10 Italians are making the trip, including Monaco winner Renzo Zorzi, current Italian series leader, Gianfranco Brancatelli, Gaudentio Mantova, Alessandro Pésenti-Rossi and Luciano Pavesi to name but a few.

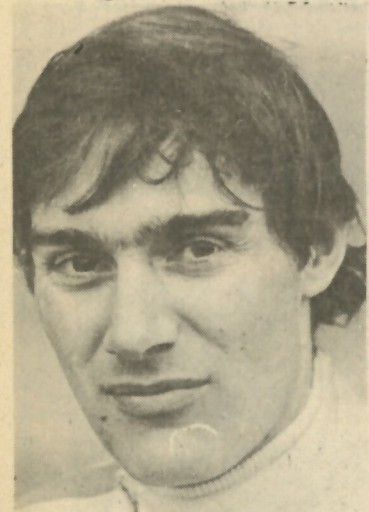
Interesting "one-off" entries come from former BOC FF champion Don MacLeod, Jac Nellemann, Jorge Koechlin, FSV driver Tim Rathmall and Ireland's Eddie Jordan in Alex Ribiero's GRD from last year now owned by Brian Henton.

Morgan's F1 Surtees

There is a chance that Dave Morgan will drive a second Surtees in the John Player Grand Prix. John Surtees has come to an arrangement with Morgan's sponsor, Sidney Miller of Southern Organs, to field a second car but the RAC had not accepted the entry at the time of going to press.

Morgan, who has been without a permanent drive of any sort this

Dave Morgan - F1 chance?



year, was testing an F2 car for Surtees at Goodwood last week prior to the car being delivered to Austrian Kurt Reidler.

Following his recent class winning drives with John Lepp in the March 2-litre sports car at the Nurburgring and Osterreihing it would not be surprising that the deal with Surtees stretched to the German and Austrian GPs as well.

● Following Ian Ashley's shunt in his F5000 Lola T400 at Silverstone several weeks ago during private testing (he apparently crashed leaving the pit road), we hear that Richard Scott damaged the similar Durex/McKechnie car at the circuit early last week. Neither driver was hurt.

Monkey business

Returning to Britain this week a concluding "some very nice deals" in America was Irish entrepreneur Tony "Monkey" Brown who wanted to make sure we knew he had the ex-Alan Jones Hesketh. "Actually it's for sale or for hire for the British GP. It's a very competitive car and would give somebody a nice day out at the races."

Was there a chance the honourable Mr Brown might run the car for Damien Magee? "If I could find a sponsor I'd like to. But Damien's in Canada right now and I've already got him an F1 contract which I said I would. You know nobody loves the sport more than I do, but I'm a business man at heart, I'm only interested in a little profit."

Rosberg's Alfa test

Keijo Rosberg, the flying Finnish Formula Super Vee man, who's won seven out of ten FSV races in Europe this season, has been offered a test drive by Willi Kauhsen.

Rosberg, who's currently campaigning a FSV Kaimann sponsored by the German Uwes Modes clothing concern, is expected to test one of Kauhsen's works maintained 3-litre Alfa Romeo 33 TT 12 sports prototypes at the end of this month. The venue is expected to be at Zolder.

Although there are no more championship sports car races after Watkins Glen this weekend, there is a possibility that Kauhsen will run Rosberg in some Interserie events.

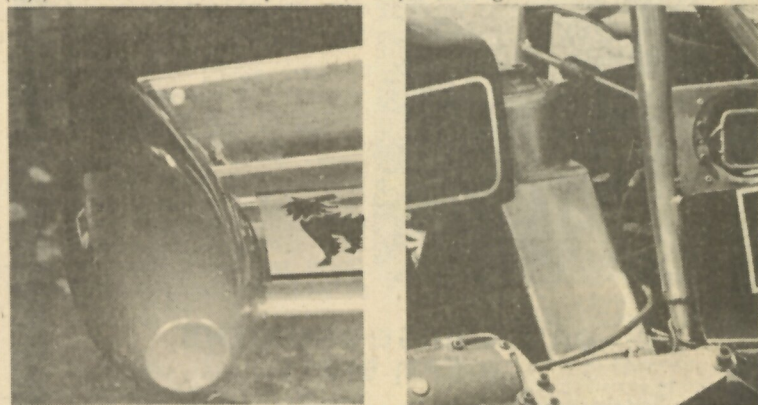
● Current leader of this year's Interserie is . . . wait for it, Jorg Obermoser in the little 2-litre ToJ-BMW, after two rounds.

● The Canadian Player's Atlantic race scheduled to take place at St Johns on August 3 has now been cancelled. This means that Mosport Park (July 19) and Halifax (August 17) are the final remaining rounds.

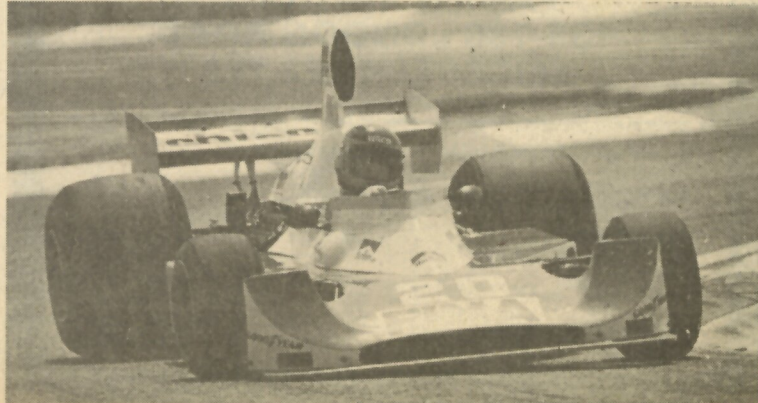
Seen at the French GP



Gijs van Lennep (above) gave the new Ensign its first F1 outing while Ferrari (left) tried these neat little pods on their front wingtabs.



The JPS 72s (right) ran in their longer wheelbase trim while Francois Migault (below) appeared in the second Williams but failed to start.





Mark Donohue in the works' March test car. On Tuesday, however, in the team's brand new 751, Donohue astounded many by lapping in 1m 16.6s and reckoned there was more to come.

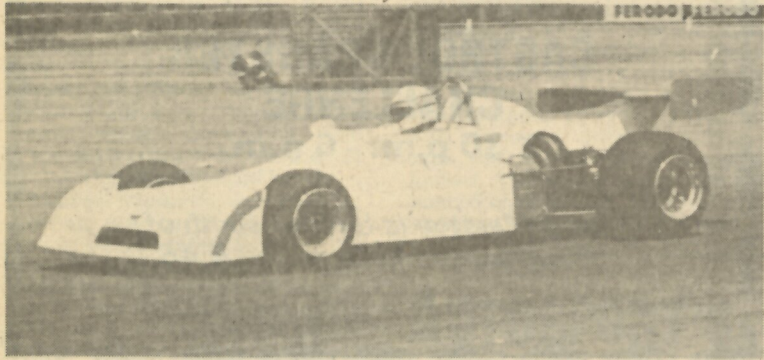
Donohue tests F1 March

With the Grand Prix coming up next week, many teams were out in force at Silverstone last week making use of the Grand Prix circuit facilities, despite the fact that the "chicane" wasn't installed.

Seen giving the F1 March test car an airing was none other than Mark Donohue who, with the imminent arrival of the Penske team's own March, was taking the opportunity of finding out what the car was like. Donohue was soon lapping easily in times that he has had to struggle to achieve while driving the Penske PCI.

Peter Gethin was also present, experimenting with wide noses on the VDS F5000 Lola T400 while Brian Redman continued his development

The works F2 Chevron-BMW driven by Brian Redman.



Economy measures at Le Mans

Some very interesting statistics have arisen out of the new economy regulations which were put into force at Le Mans this year. A table has been issued of the first thirty cars which finished taking into consideration their engine capacity, weight; distance covered during the race; average speed and total fuel consumption. The end result in litres per 100 kilometres outlines some absorbing facts and figures. In fact, 80% of this year's finishers managed to run the race in accordance with next year's proposed regulations.

The winning Gulf of Bell/Ickx, weighing 756 lbs, ran a total distance of 4,595.577kms at an average of 41.95 litres per 100 kms. The sister car of Schuppan/Jaussaud was a little more economical on 41.53 litres

per 100 kms, although it covered less in overall mileage. Apart from the big Ferrari Daytonas and de Cadenet's Lola, the Gulfs were heaviest on fuel and the Joest/Casani/Barth Porsche 908 was almost the same. The second placed Ligier (also Ford DFV powered) of Lafosse/Chasseuil (weighing 816 lbs) ran at 35.028 litres per 100 kms while the de Cadenet/Craft Lola T380-Ford DFV (the lightest 3-litre car at 721 lbs) proved the heaviest at 42.542 litres per 100 kms.

All the Porsche Carreras proved slightly better than the Ligier-Ford while one of the 2-litre Chrysler-powered ROC Lolas returned the best kph at a very conservative 24.164 litres per 100 kms.

Petty...

The American NASCAR circus moved back to the Daytona super-speedway last week (Thursday) when the Florida track ran a double header to celebrate independence day. The race is commonly known as the Firecracker 400 and victory, not surprisingly went to the current championship leader Richard Petty driving his STP Dodge.

The race featured a three car tussle between Petty, Buddy Baker (Bud Moore Ford) and David Pearson (Purolator Mercury), "King Richard" having started from pole. As the race moved toward the latter stages, Baker, in a bid to win his fourth straight Firecracker 400, eased clear. With just 78 miles to the chequered flag, it looked all smiles in the Bud Moore camp but suddenly the engine blew, just 20 miles from the finish.

This allowed Petty to move into the lead which he maintained to just over 3s at the end. It was his eighth NASCAR win this season. Third, behind Baker, and a lap down was Dave Marcus (Chevrolet Chevelle) ahead of the similar car driven by Darrell Waltrip. Donnie Allison brought his troubled DiGard Chevelle in next, two laps down, ahead of Richard Brooks (Ford) who was a further lap down.

...and Stuck

Supporting the NASCAR race was an IMSA Camel GT qualifier and this was won by Hans Stuck in his works BMW CSL. It was his fourth IMSA win this season.

The lanky German qualified his BeeEm on the pole and covered the 65lap (200 mile) race relatively unopposed, winning by 35.2s. The race was run on the regular Daytona road circuit but, because of the festivities, started at midnight last Thursday and ran through until the early hours.

The next five places were all taken, almost inevitably, by Porsche Carreras with only Hurley Haywood and Al Holbert remaining on the same lap as the CSL. Championship leader Peter Gregg didn't feature. George Dyer and Charlie Kemp were a lap down while Bob Beasley's RSR was a further two laps adrift.

Stuck's team-mate, Sam Posey, retired the sister car after just six laps.

● The Brands Hatch Shellsport Escort Sports are in for a torrid time this weekend. Competing for the FICA are Max Mosley, Bubbles Horsley, Ray Brimble, Harvey Postlethwaite, Tony Southgate, Robin Herd, Gordon Murray, Alan Rees, Bernie Ecclestone, Frank Williams, Ralph Bellamy and Alistair Caldwell. The second leg will be for showbiz stars; Bill Cotton, Jeremy Lloyd, Trevor Bannister, Ronald Leigh-Hunt, Anita Harris, Ann Simmonds, Linda Cunningham, Tim Brooke-Taylor, Bill Oddie, Graham Stark, John Howard-Davis and a BBC DJ, while the final for the drivers will comprise Graham Hill, Denny Hulme, Mark Donohue, Tom Pryce, Carlos Pace, Bob Evans, Tony Brise, Alan Jones, Mike Wilds, Robert Langford (GPDA), Guy Edwards and Peter Gethin or Ian Ashley.

Double header at the Glen

Even though they clinched the World Championship of Makes in Austria last week, Willi Kauhsen's Alfa Romeo team are crossing the Atlantic to take part in the Watkins Glen Six Hours race, an event which now becomes the last round in the series.

Joining Arturo Merzario in one of the 33 TT 12s will be Mario Andretti while Derek Bell and Henri Pescarolo handle the other car.

Opposing them will be two turbo-charged Alpine-Renaults for the same quartet who drove them in Austria; Gerard Larrousse/Jean-Pierre Jarier and Jody Scheckter/Patrick Depailler, the latter three all being able to get in some practice laps prior to October's Grand Prix.

Depending on monies being offered, the remainder of the entry will be made up of American machinery featuring umpteen Porsche Carreras (to IMSA G5 spec.) and several Ferrari Daytonas and Chevrolet Corvettes.

Running alongside the sports car race is an IMSA qualifier and, more important than that, the third round of the North American F5000 series. It sees the third meeting this season of Brian Redman, the current champion, and Mario Andretti in their Lola T332s. If their dice at Mosport is anything to go by, then we in Europe are really missing out.

Jackie Oliver in the Shadow, Bobby Unser's Eagle, Warwick Brown and Jon Woodner (Talons), Al Unser and David Hobbs (Lola T332s) are just a few more names who will be trying to stop the Redman/Andretti show.

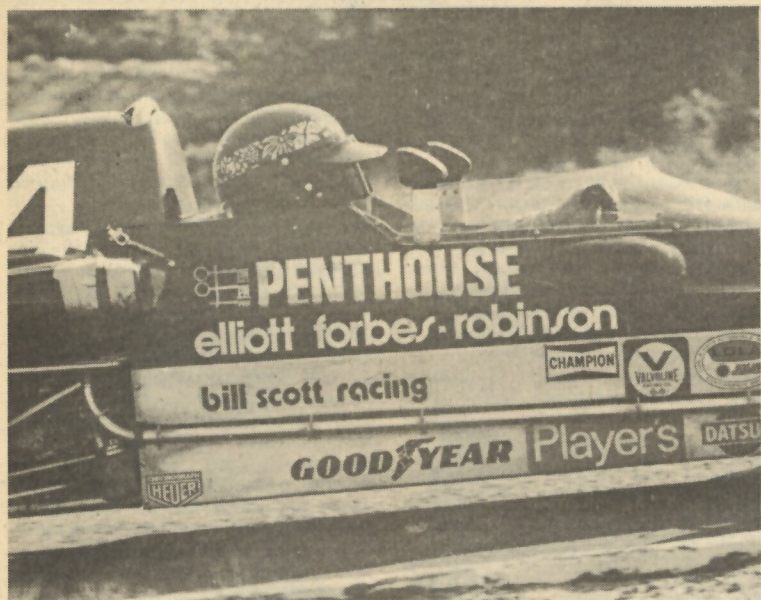
Perkins' Atlantic?

Ron Tauranac admitted earlier this week that he was very keen in converting Larry Perkins' Formula Three Ralt RT1 into Atlantic specification but, added later that Perkins himself wasn't too keen on the idea.

Neither of the brothers, Terry or Larry, will be competing at the BP round at Cadwell this weekend. Finance is one of their bugbears for, despite Perkins superb win at Monza the other week, current costs in F3 racing, especially the prices of tyres, mean that they, like many teams, have to pick and choose their races.

We hope that the interest shown in F3 this year will create an opportunity for a party (or parties) to inject further financial status into an already well proven formula.

● The British Motor Racing Marshalls Club members are invited to a forum at the Silverstone Clubhouse at 8 pm on July 15. There to entertain you will be James Hunt, John Watson, Mark Donohue, Carlos Reutemann, Denny Hulme, Hans Stuck, Vittorio Brambilla, Lella Lombardi, Alan Jones and Tony Brise.



Elliott Forbes-Robinson in his winning Lola.

Forbes-Robinson's Atlantic

America's reigning Formula Super Vee champion, Elliott Forbes-Robinson, became the *Penthouse* Pet of the Month last Sunday when he won the fourth round in this year's Canadian Player's Formula Atlantic series. Driving his Bill Scott-entered *Penthouse*-sponsored Lola T360 at the newly reopened St Jovite circuit, Forbes-Robinson inherited the lead off Bill Brack's Chevron B29 on the fifth lap and was never headed again.

Practice at this picturesque Canadian circuit, set in the wooded hills around Mont Tremblant, had seen Brack on the pole, the current champion returning 1m 35.80s just ahead of Forbes-Robinson's 1m 36.07s. Then came Bobby Rahal (Lola T360), Gimli victory Gilles Villeneuve (March 75B), Australian Dave Walker and Tom Klausler (Lola T360s), current series leader Bertil Roos (March 75B), Howdy Holmes (Lola T360) and Bruce Jensen (Chevron B29), all of them within one second of Brack!

Besides Walker's encouraging showing, the rest of the European interest weren't faring too well. The Allan McCall Tuis driven by John Nicholson and new recruit Damien Magee were 12th and 13th respectively, Robert Joubert (Walker's team-mate) was 16th and Vern Schuppan's Rapid Movements March a troubled 23rd. Also in trouble was American F5000 ace Jon Woodner in his March while Ian Grob didn't even show up, much to the Doug Shierson's team's chagrin.

Brack led away at the start of the 38 lap race with Forbes-Robinson, Villeneuve, Klausler and Roos tucked in behind. At the end of the fourth lap, the Chevron driver lost his clutch and the Lola shot through. Brack then gradually dropped back and was destined to retire on lap 24 with no oil left in the gearbox.

Up front the leading positions remained static, Roos in the works March unable to come to terms as he had done in the opening two races. The fact that he'd crashed the car in practice and wiped off two corners didn't exactly help matters. However, his eventual fourth place behind EFR, Villeneuve and Klausler still keeps him in front of the points

standings. Villeneuve's excellent drive (yet again) kept him within striking distance of the leader and he managed to set up a new lap record for Atlantics, some 0.2s quicker than Brack's pole time. Howdy Holmes was the only other runner on the same lap as the leader while Bobby Dennett (Chevron B29) led the rest, albeit a lap down.

John Nicholson brought the sole surviving Tui home in 8th place, having actually been higher until gear selection problems intervened. Magee got the other car up to 8th before a cam follower broke while Walker made a pit stop on lap three to investigate an engine misfire and then fell off the road nine laps later. Another to fall off early on was Woodner while Schuppan lasted until lap nine before a half shaft let go. The first retirement as that of Rahal who quit on the very first lap with carburettor problems but perhaps the unluckiest of all was Joubert. The young South African climbed up to 6th but, with just two laps to go, his Lola ran out of petrol.

AUTOSPORT'S F3 award

Being staunch supporters of Formula Three and the leaders when it came to the journalistic crusade to bring the formula back from a poor year last season to something worthy of its international status, we at AUTOSPORT are offering up £50 to the person(s) who sets the fastest lap during the F3 race at the forthcoming John Player Grand Prix of Great Britain at Silverstone next week.

We are grateful to both the RAC, Silverstone, BP (who support the championship) and, more especially, the race's sponsors, the Formula 1 Constructors Association in allowing us to make this award.

The award will be presented to the competitor who makes fastest lap after the race by Ian Phillips, AUTOSPORT'S Editor.

BAF F1 progresses

Work is progressing on the BAF Formula 1 car which is going to be built at Hawke Cars' new Southend premises. We spoke to the car's young designer Adrian Reynard in a well known public haunt last week who said that he has almost completed the final drawings. It would be another six months before the actual chassis was finished.

Reynard had some interesting ideas on what he has been trying to achieve with the car in its overall design concept. With the backing from the Cranfield Institute of Technology and the facilities of British Air Ferries, there will be no shortage of talent on hand should Reynard require it.

He told us that the car would not be radical and that earlier reports that the Cosworth Ford engine would be the highest part of the car "weren't exactly true." However, the car will be suspended, not by coil springs, torsion bars and even rubber, but by something else. A hydrostatic system perhaps?

BBC's race coverage

Over the years our correspondence columns have shown that readers feel strongly about the amount of motor sporting coverage on radio and television. People are always quicker to criticise that to praise, but it does now seem that BBC radio at least are making real efforts to give motor sport a fair crack of the whip.

Bob Burrows and Dick Scales of the BBC Radio Sports Unit are very conscious that motor sport comes within their brief, and it now doesn't need a British winner or a bad accident to get a motor race result onto radio. It may never get as much airtime as the footballers or the horses; it must always compete for precious minutes and seconds with all the other sports. But throughout last season and now this year enthusiasts have been able to pick up a lot of news, particularly on the Grand Prix scene, provided they know when to listen.

Because of programme planning within the Corporation, lengthy live running commentaries are only possible for Saturday races, but as an instant news service, radio is still pretty well unequalled. And it is significant that, during the current economic gloom, the BBC have enforced cuts in expenditure of up to 40 per cent in coverage of some sports — yet they are increasing their expenditure on motor sport.

Grand Prix radio coverage now involves reports from Barrie Gill on most of the sports news slots between Thursday and Monday. Thus if there's Thursday practice — as at Monaco — there may be a preview at 6.45 pm on Radio 2 on the Thursday and at 7.25 am or 8.25 am on Radio 4 on the Friday. Then more practice news at 6.45 pm on Radio 2 on Friday, followed by the special motor racing slot at 5.30 pm on Radio 2 on Saturday, giving the grid and the gossip for the morrow's race. Ed Stewart's Sunday Sport half-hour on Radio 1 at 7 pm on Sunday will give a usefully detailed report on the race; and finally on Radio 4 at 7.25 am or 8.25 am on Monday there's probably an interview with the winner or other important follow-up story.

You may still have to wait until Thursday to get the full Pete Lyons treatment from AUTOSPORT but provided you remember to catch the right station at the right time you can be pretty well informed barely hours after the race has happened. And it's often difficult to tell from the Monday newspapers who finished fourth!

Incidentally, the 5.30 pm Saturday slot on Radio 2 is now a permanent motor sporting news bulletin every week, whether there's a Grand Prix on that weekend or not. And, looking ahead to the British Grand Prix weekend, the BBC tell us that the whole of the Saturday Sport on 2 programme will be hosted from Silverstone, with the Grand Prix getting the lion's share of the airtime.

● Former Firestone F1 chief tyre technician Bruce Harre was helping Dave Charlton sort out his McLaren M23 at Killarney, Cape Town last week.



Didier Pironi — another win.

Pironi's FSR

As he did at Monaco, Didier Pironi stepped back into the Formule Super Renault victory circle at Ricard on Sunday when he won the latest round of the series which supported the Grand Prix.

The race saw an initial five car battle with Pironi gradually easing clear in his Elf Martini leaving the two Antar Martinis of Jean Ragnotti and Marc Sourd to fill the next places ahead of Dany Snobeck and Rene Arnoux, also in Martinis.

● Initially none too happy with life at Silverstone on Sunday early on was F3 preparation man Peter Denty. Earlier in the week he'd split with Mike Tyrrell but a last minute deal saw him take over Dyfed Roberts' March, which he'd rebuilt after Snetterton. Celebrating the association, Roberts went on to win his first ever F3 race and set a new lap record.

Leclere or Laffite?

Thought by many to become the new home for the Italian Grand Prix when Monza finally gets the elbow, the two-year old permanent race track at Mugello becomes the first Italian venue to play host to the European F2 circus this weekend when the ninth round of the championship gets underway.

Although the sports prototypes visited the circuit earlier this year, the current track record stands to Patrick Depailler, achieved when the reigning European Champion won the F2 race last year. Perhaps the man destined to become this year's champion, Jacques Laffite, will set the pace in his Martini. However, things haven't been going too well for the Frenchman of late and he's failed to finish in his last two F2 outings. On the other hand, his early season form has still enabled him to retain a large lead in the series, despite the ever growing threats and victories from fellow Frenchmen Jean-Pierre Jabouille and Michel Leclere.

Despite Laffite and Jabouille not finishing at Rouen a fortnight ago, Leclere's splendid victory (so well deserved after leading so many races this season) could well be repeated in Mugello. Aply supporting him, as he did at Rouen, will be his works March team-mate Patrick Tambay.

Challenge to these four Frenchmen, who have dominated F2 this season, will no doubt come from a large Italian contingent. Favourite for an outright win must be Vittorio Brambilla while Gabriele Serblin and the ever improving Maurizio Flammini should chase well.

British interest flickers again with the welcome reappearance of Brian Henton who, having hired his March-Ford out to Jean-Pierre Jausaud at Rouen, now has sufficient funds to return to the fray.

The leading championship positions are:

Jacques Laffite, 45 points; Jean-Pierre Jabouille, 20; Patrick Tambay, 18; Claude Bourgoignie, 17; Gerard Larrousse, 13; Michel Leclere, 12; Giorgio Francia, 11; Loris Kessel, 8; Jo Vonlanthen, Brian Henton, Duilio Truffo and Hans Binder. 6 pts, etc.

Brabham wins down under

Geoffrey Brabham, son of the legendary "Black Jack" is beginning to show himself to be the fastest Formula Two driver in Australia this year.

After a disappointing season in Formula Ford last year, Geoff moved up to the bigger class with a Birrana 274 and has shown in the first two rounds of the Australian F2 Championship that he made a wise choice. The extra power of the Twin-Cam Hart engine makes Geoff's inherent smoothness a more profitable asset than in the desperate Formula Ford category.

Round one at Calder saw him on pole but he missed the start and had to drive through from last place to second at the finish in miserable wet conditions.

At Amaroo for the second round he raced straight away from the front row of the grid and led to the finish, giving him a handy lead in the championship, but still with a number of races remaining.

Jack is keeping a close fatherly eye on his son's progress and at this stage must feel very proud. It may not be long before another Brabham launches himself on the European scene.

An interesting competitor at Amaroo was Asian star John MacDonald driving his Rothmans/Cathay Pacific Brabham BT40 for the first time in Australia.

MacDonald thought before the race that he would be blown into the weeds but he put up a stirring effort to finish second behind the flying Brabham, albeit well behind.

Encouraged by this performance, MacDonald now plans to contest the rest of the Australian series, replacing a little of the International flavour of the series lost since last year with Sonny Rajah and Ken Smith pulling out.

Atlantic interest

Interested spectators at this Sunday's Southern Organs Atlantic race and the John Player round at the Grand Prix will be South African promoter Alex Blignaut and Emile Brezing from Hockenheim.

South Africa have already taken the decision to run to Atlantic regulations next year and Blignaut is apparently searching for cars — Tony Brise's Modus topping his shopping list.

Brezing is concerned at the poor attendances at recent Hockenheim F2 races and the ever increasing cost of promoting the class.

David Mills, on behalf of Formula Atlantic, has managed to get 21 cars for Sunday's race, while, of course, the GP supporting event has attracted all the Atlantic runners.

Ferrari team manager Luca Montezemolo, following his Dutch GP accident, was still able to attend the French last weekend.



BRIEFLY...

● British Rail are operating their Merry-maker service to the John Player GP on Saturday July 19.

It is essential to book in advance with BR at Euston Station (01-387 9400). The service runs from London Euston at 9.05 am to arrive at Northampton at 10.20 am from where coaches take spectators to the circuit. The return journey uses the 18.35 hrs train from Northampton to arrive at Euston at 19.54 hrs.

Return tickets are £1.90 for Adults and £1.20 for Children. Remember these must be booked in advance.

● Following his first race for Allan McCall's Tui team in Canada last weekend, Irishman Damien Magee is planning on competing at the next round which will be held at Mosport at the end of next week. With John Nicholson occupied at the British GP, it's undecided who will race the second car.

● Seven starts, seven finishes, five of them in 1000 kilometre sports car races. That is the impressive reliability record boasted by the Ibec/Dorset Racing Lola team who would like to say that despite their dramas at the recent Brands 2-litre race, it did in no way reflect upon the preparation of their Geoff Richardson Ford FVC engines.

● The Silverstone "chicane," it looks like a very fast curve to us, will add precisely six and a half yards to the length of the Grand Prix circuit. The official length is now 2.932 miles, 4.718 kms.

● With the Canadians revelling in the success of their Atlantic series, it looks as if the Americans want to jump on the bandwagon as well. The USA are planning a six race series themselves to dovetail with the Player's series for next year. General opinion among the competitors is that they would welcome such a series, providing it's run by either the USAC or IMSA commissions and not the SCCA.

● Warren Tope, a regular runner in Can-Am, TransAm and IMSA over the past few seasons and who was running in NASCAR this year, was killed last weekend at Pontiac, Michigan, when his Can-Am McLaren crashed under a guard rail during a local road race.

● Bob Tullius continues his winning way for British Leyland in America. His most recent SCCA success in his Group 44 V12 E Type, his second of the year, was at Summit Point, West Virginia.

● The future of the American IROC series may well be in doubt. Goodyear, who are the major sponsors, were very unhappy with ABC's televised coverage and although it has been proposed to use the same Mark Donohue-prepared Chevrolet Camaros for the next series, it remains to be seen just what format it will take.

● Jorg Obermoser's plans for sports car racing are not just restricted to 2 litre cars, he has a 3 litre on the stocks already for next year's prototype series. The 3 litre is to be powered by a DFV, and is a development of the Brands Hatch winning ToJ, originally designed by Modus' Jo Marquart.

● Vern Schuppan hasn't heard from Francisco Mir for some time now and the Australian is a little anxious about his F5000 ride with the unpredictable Californian Ferrari dealer. However, Vern was pretty optimistic that he could organise himself another F5000 drive for this weekend's race at Watkins Glen if need be.

● Camping facilities will be available at Silverstone from July 15. The cost is £1 from July 15 to July 20 and 50p from July 18 to July 20. Toilet facilities will be available.

● After last Sunday's St Jovite Atlantic race, Jon Woodner said that he was contemplating giving up the series to concentrate on running his F5000 Talon as "things haven't been going too well."

● Following his 7th place in last Sunday's French Grand Prix, Tony Brise has moved into the lead of this year's Tarmac British Racing Championship by just two points from Richard Lloyd.



Considering Ricard's in the South of France, we thought these ladies were wearing a little too much!

● While the Ferrari and Shadow Grand Prix teams were tyre testing for Goodyear at the Osterreicherung the other week, both came in for a little shock when their respective cars were timed, along with the turbo Alpine sports prototype, through the circuit's speed trap. Although Niki Lauda was lapping around the 1m 35s mark, the Ferrari was found to be 6 mph slower on the straight than the turbo. The Shadow in comparison was a full 10mph slower.

● Eddie Cheever, the 18-year-old American who won last year's European Karting Championship and who has been racing in Formula Ford this year with a Dulon MP17, is entered to race an F3 Modus at the John Player Grand Prix next week.

● Rumours from our powerboating entrepreneur last weekend suggest that former Offshore Powerboat World Champion, the very wealthy Italian Carlo Bonomi, having been "given the brush off by Ferrari," has been seriously thinking of buying a pair of F1 Heskeths. Talks are "in the embryonic stage."

● Antonio Prado, the Brazilian who finished fifth driving a March 75S at the opening 2-litre sports car round at Brands a few weeks ago, is moving into F2 with a March.

All your weekend sport

BP F3s at Cadwell—F1 stars at Brands—Knockhill 2-litre sports

OULTON PARK

There are seven packed championship races on the BRSCC (NW)'s menu for Oulton Park on Saturday. The National Organs FF championship naturally requires two heats and final and leading runners should include Kenny Gray, Mike Blanchet, Rod Bremner, Rick Morris, Kelvin Hesketh and Geoff Lees.

The *Penthouse* Escorts are out again and joining those trying to topple Steve Thompson will be our own Chris Witty, who will be making his debut in his Adlards-backed Escort Sport, joining other Escort Sport journalist-racers Tony Dron and Gordon Bruce.

Once more the battle will be on to beat Geoff Friswell in the LEC Clubmen's race with no Peter Cooke entered it looks to be down to Noel Stanbury to have yet another go.

Alan Minshaw's DAF leads the Esso Uniflo Special Saloon points hunters with all the regular competitors filling up the four classes.

A round of the BRSCC's own Modsports championship completes the programme with John Pearson's XK120 topping the list which includes Robin Gray's Morgan, Brian Murphy's E-Type and hordes of Elans and Spridgets.

SILVERSTONE

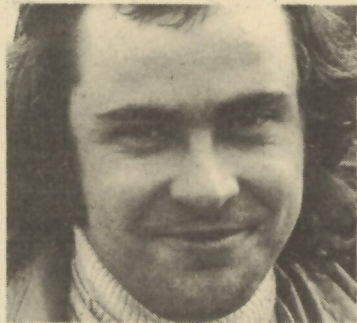
The 26th St John Horsfall historic meeting takes place at Silverstone on Saturday, organised, as usual, by the Aston Martin Owners' Club. The meeting has attracted a record 270-plus entries of historic sports and racing cars for the nine race programme.

A meeting which is essentially for enjoyment rather than serious racing, the St John Horsfall is always popular. The very best in historic cars will be seen on the track once more, while the spectator cars parks traditionally show up some lovely cars. Among the entries are pre-wars Alfas, Astons, MGs, Rileys, Bugattis and many well known post-wars from single-seaters to ex-Le Mans sports cars.

Racing starts at 2 pm.

CADWELL PARK

For the second time this year the BARC HQ are in charge at Cadwell Park this time with a really full house championship programme. Top of the bill is a qualifying round of the BP Super Visco Static Formula 3 championship. The twists, turns, humps and bumps of this beautiful circuit should provide a real challenge to the drivers who are all still desperately searching for points



Gunnar Nilsson — F3 leader

in this very open championship. Even though the big meeting at Silverstone is less than a week away nobody can afford to miss a round and all the big names are entered. These include Gunnar Nilsson, Alex Ribeiro, Patrick Neve, Stephen South, Danny Sullivan, Ian Taylor, Mike Tyrrell, Herve Regout, Pierre Dieudonne and Ingo Hoffman.

The SuperVee Championship contenders also have a round at the meeting with John Morrison, Mike Young, Peter White and Mark Litchfield leading the entry.

Geoff Friswell was worried when we spoke to him the other day that his recently established outright circuit record at Cadwell may go to the F3s but he has a chance in the National Organs Clubmen's qualifier to lower it yet again. Victory, it seems, will come without question.

Rounds of the Britax Racing with the Rotary Club Production Saloon, F1300 and Monoposto championships and a non-title Special Saloon race complete the eight-race programme.

Cadwell is near Louth in Lincolnshire and this is a meeting not to be missed.

Racing starts at 2 pm.

KNOCKHILL

Denys Dobbie's enterprising Knockhill circuit has its first really big meeting this Sunday when it plays host to a non-championship 2-litre sports car race. These race-starved competitors will be heading north of the border in force and should provide a good spectacle for the highlanders. The success of the race could be a pointer towards the possible re-introduction of a British Sports Car Championship next year. Entries include John Lepp in the works March, Ian Grob, John Hine and Martin Raymond in their new Chevrons and Guy Edwards in his new Lola. Local talent will include Richard Scott and Iain McLaren, while other runners include Ian Bracey, Andrew Jeffrey, Richard Jenvey and Tony Charnell.

The meeting will have its usual mixture of G1 and Special Saloons, FFs and *Libre* cars to complete a varied programme of races.

BRANDS HATCH

The main attraction at Brands Hatch on Sunday will be the challenge race between F1 drivers, team managers, designers and Showbiz personalities. In aid of charity this is being used to help publicise the Grand Prix and will take the form of a three-heat race in Shellsport Escort Sports. Full details of the personalities appearing can be found in *Pit and Paddock*.

On the serious racing side a round of the Southern Organs Formula Atlantic championship heads the ten-race programme. Can Richard Morgan dish out another another defeat to Tony Brise? The Wheatcroft has been looking very fast in testing and local boy Brise will obviously have stiffer opposition than he has been used to in this Formula this year. An encouraging total of 21 entries has been received with most of the top names included.

Other races cater for Townsend Thoresen Formula Fords, Kent Messenger 1000cc Saloons and BRSCC Production Saloons. The organisation is in the capable hands of the BRSCC HQ and should provide a lot of fun.

Racing starts at 2.30 pm.

MALLORY PARK

The BRSCC (Midland) are in charge at Mallory Park on Sunday for championship meeting with the added attraction of a Hot Rod event and a scratch race for Morgan Three Wheelers.

The Brush Fusegear FF championship moves up the road from Silverstone to provide three heats and a final on the programme. All the usual runners in this championship Geoff Lees, Jim Walsh, Mike King, Matthew Argenti, Claude Crespi and Chris Skellern are entered for another fast and furious battle.

Neil McGrath should have it all his own way in the Renault 5 challenge round, although he was narrowly beaten last Sunday by Jeff Williams, while the Simoniz Special Saloon round has usual entries like Jeff Ward, Basil Dagge, Nick Whiting, Divina Galica (with a most powerful engine, hopefully), Graham Goode and Peter Baldwin entered.

Racing starts at 2.15 pm.

LLANDOW

The Welsh will sing to the tune of racing engines again on Sunday with the BRSCC (SW) promotion at Llandow on Sunday. Races cater for Formula Fords, Special Saloons, Positions Clubmen's, National Formula Minis, Mini 7s and Formula 750s.

All the usual contenders in these events are entered while Verno Davies will be returning to his homeland for a crack at the circuit's outright lap record. We doubt though, if the 750s will be able to crack their record by a further 21 this time, although this, like the other races, promise to be very good.

Racing starts at 2 pm.

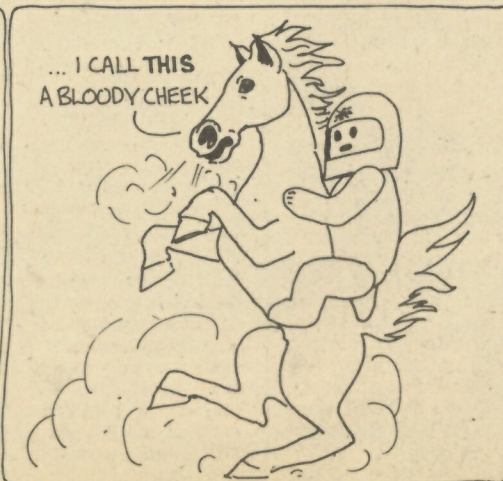
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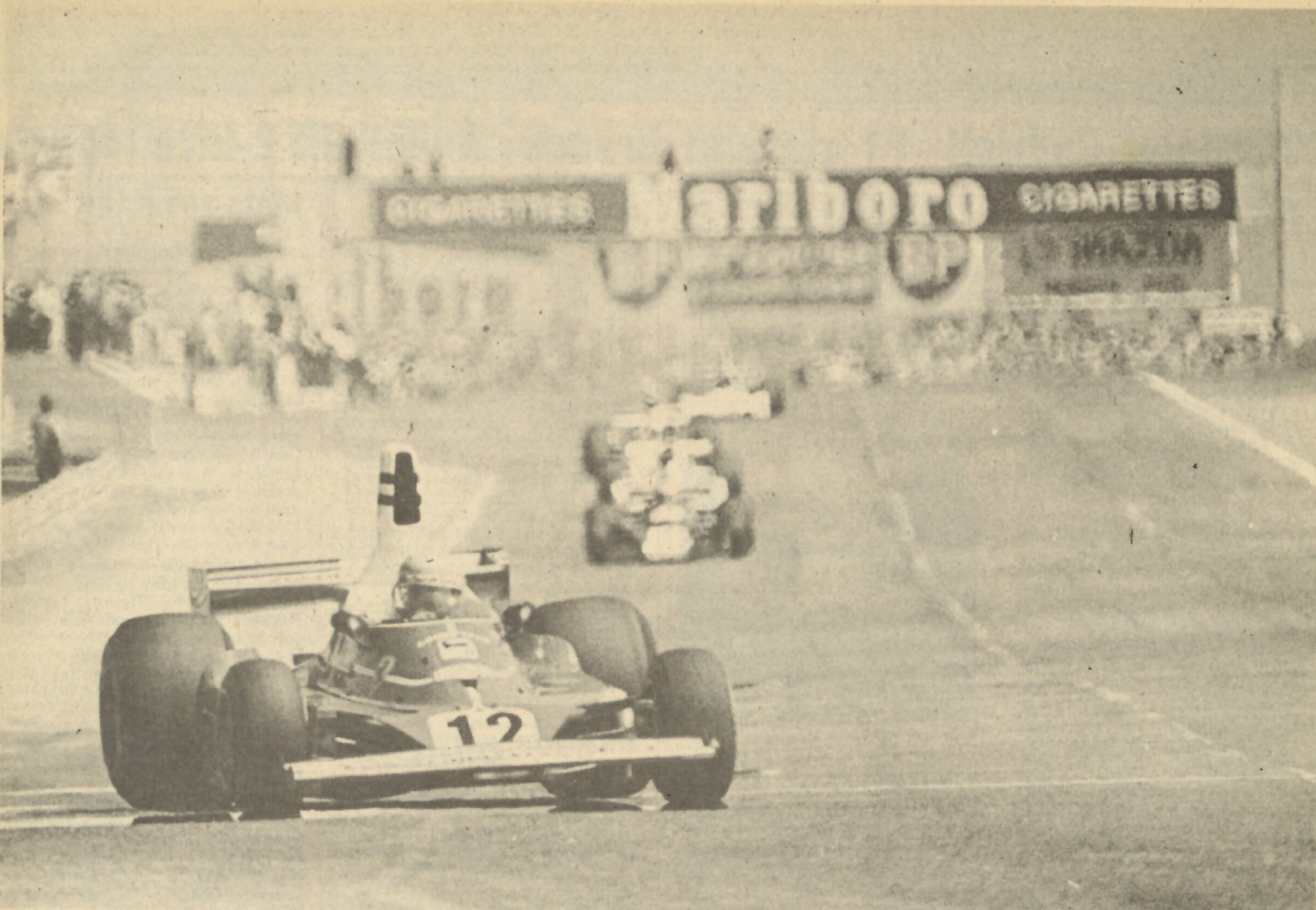
There is a nine-race programme at Lydden on Sunday for the BARC (SE) meeting. The races include events for Modsports, Clubmen's, Formula Four, Special Saloons and Formula Ford.

Racing begins at 2.30 pm.

CATCHPOLE

By Barry Foley





At the end of the first lap Niki Lauda had already put his Ferrari into a commanding lead. He was never headed again during the race.

FRENCH GRAND PRIX/PAUL RICARD

Mass hunt for Lauda

By **PETE LYONS**

Photos by **DAVID WINTER**

Race data by **ALAN PHILLIPS**

It wasn't until the last session of practice that it looked like being another Ferrari race but then Niki Lauda shook off the lingering effects of a dose of 'flu and grabbed away pole position by four tenths of a second. When the French flag dropped the next day the red car lunged away into the lead and pulled out nearly two seconds on the first lap. Another 53 laps and it was still in the lead and it was done; the fourth victory of the year for the Austrian in the Italian car.

But it was a better race than it sounds, thanks to James Hunt and Jochen Mass. Both were held up flagrantly in the early going by Jody Scheckter, who started from the front row but proved to have greatly inferior speed in the race. It took Hunt eight laps and Mass thirteen laps to find a way past, by which time Lauda appeared to have escaped. But a worsening case of understeer was handicapping the Ferrari, and bit by bit the Hesketh and the McLaren began to close. Mass was in fact the sensation of the race, and setting the fastest lap he pushed Hunt up almost to Lauda. The trio crossed the finish line all covered by a gap of less than two and a half seconds. So it was a stirring Grand Prix after all, and by his sensational pursuit — which won him the Jo Siffert award — the young German driver demonstrated the kind of unflawed skill that must now put him on the list of potential GP winners.

ENTRY

The French GP, ninth of the year, began the second half of the World Championship points chase. Just as this has so far seemed a curiously amorphous sort of season, so the entry of 26 drivers with a total of 40 Formula One cars showed in many cases a restless sort of dissatisfaction with how things have been going.

The most radical alterations were to be found upon two of the John Player Specials. Colin Chapman, saying that in his estimation the direction of tyre design has been trending away from the five year old Lotus 72's basic conception, explained that "what's needed now is a narrower rear track and a wider front track and a longer wheelbase." Pending the completion of the all new car later this year the 72s, already with as much of a track alteration as was feasible, were given a five-inch extension of the wheelbase. The extension was done by separating the engines from the backs of the tubs, and in this space were

inserted oil tanks already made up and sitting on the shelf waiting for the new model's completion. There were also small "helper springs" wrapped round the front shock absorbers.

"This gives us a further shift onto the front wheels of about 25 pounds", said Chapman, "which brings our front-to-rear weight distribution to round about 34-66 percent. The reason we've done this is to basically give the front wheels more of a 'lever arm' on the chassis. That is to say, as you know, we've been having this terrible power understeer which is caused by the inside rear wheel trying to drive the car straight on out of a corner; well the increased grip of the front wheels now seems to have cured this and our drivers say the understeer is completely gone."

The modification was carried out to only two of the 72s, the regular race chassis of Jacky Ickx and the spare chassis; Ronnie Peterson's race car, the newest chassis of the series, was left as before.

Elsewhere on the entry list there were a total of four brand new cars. Elf Team Tyrrell had a newly finished 007 number 6, which, thanks to lighter

metal gauges and other refinements, was "between 25 and 50 pounds" lighter. It also had detail structural mods, like a different wing pylon. Thus there were four of the blue cars, and three drivers, Jean-Pierre Jabouille (using the older pattern spare car) joining Patrick Depailler and Jody Scheckter (who had the new one).

Ferrari had a newly finished car as well, 312T number 24 which is actually the fifth of the transverse gearbox series, and Clay Regazzoni was using it. It was on the original chassis, the so-called 018, that there appeared a major modification, and this too was a wheelbase extension of approximately five inches. Ferrari designer Mauro Forghieri accomplished this at the front suspension, giving the car a new front subframe casting which carried new wishbones and spring rocker arms which projected straight out from the sides rather than being angled to the rear. After only a brief trial run on the Friday in the hands of Niki Lauda, it was decided that there was no time at a race meeting to test such a major modification properly, and the car was put back to standard just in case it might be needed as a spare. Ferrari tried briefly, with inconclusive results, a few sets of front wings where the normal end-plates were replaced by "bomb-shaped" devices.

Graham Hill's team had a new Embassy car, the fourth of the GH series, the major change here being a revised geometry for the rear suspension. After trying the spanking new car briefly, Tony Brise asked that this geometry be swapped over to his regular GH-1 for it seemed to make all the difference. Alan Jones retained the GH-3.

Mo Nunn's HB Alarm Systems team were again using Gijs van Lennep as their driver, this time in the new type 175 which had been shown at Zandvoort. With some testing behind it now, it seemed to go through practice with good mechanical reliability and it impressed van Lennep with its smoother, more controlled behaviour over bumps.

McLaren had brought out two older Texaco Marlboro chassis, the ex-Hulme number 6 and the number 4, both brought up to the latest suspension spec and both, as it happened, used by Jochen Mass. Emerson Fittipaldi was still with his

M23/9, which this time had no modifications from the previous race beyond "things to alter the balance, like different roll bars." All three cars were on long wheelbase settings.

Likewise the trio of Martini Brabham BT44Bs were essentially as before, this manufacturer currently holding second place in the championship standings as best Ford Cosworth users deliberately curbing the natural urge toward wild experimentation in favour of steady points hunting. There were detail tweaks, including more splitters and spoilers on front of and inside the airboxes to try to even up the air pressure distribution across the eight intake trumpets. On the spare car, tried briefly by Carlos Pace, were fitted a set of cycle type front wings, of the non-aerodynamic variety, for the stated purpose of stopping stones showering up at the driver. A controversial addition, for some people wondered if they didn't contravene the regulations establishing the height of the bodywork at the front of the car, although they were fixed — like brake scoops — directly to the suspension uprights and were unsprung weight. They also cut a few revs off the top speed, and after being shown to the world for the world's comments the car was put away.

On the Lavazza Coffee March driven by Lella Lombardi the front brakes were now Lockheeds, just like Vittorio Brambilla's Beta Tools 751. Again as in previous events, Vittorio gave the white car a run in practice carrying the number 9T.

The pair of Stanley-BRM P201s were both now fitted with the narrow front track modifications and were also both wearing wide front noses once more. Only the regular race chassis number 05, however, had the newer P200 engine available, and the team were most keen to hear Bob Evans' comments about its performance on the long Ricard straight. Unfortunately continuing oil system problems prevented him saying anything about this, and he finally raced the spare car.

The trio of UOP Shadows were on short wheelbases, but were otherwise to normal spec. Jean-Pierre Jarier as perhaps the least lucky so far of the several fast French F1 drivers, seemed especially tweaked up this weekend, while after a couple of off weekends Tom Pryce was getting better results from his car too. The Matra-engined car is nearing completion but reportedly still about three weeks away from first running. John Watson's Matchbox supported Surtees was in normal trim except for reversion to an older airbox pattern for the long straight and also except for the use of Marelli ignition.

In the pair of Frank Williams cars, Jacques Laffite was as usual in the newer model, while this week it was Francois Migault in the older car. Unfortunately engine trouble prevented the latter actually racing.

There were Ippokamos seahorses stuck onto James Hunt's pair of Hesketh 308s, which were in Zandvoort-winning trim with no signs of the new

machine beyond a lot of leading questions from journalists; the answers were all to the effect that Hesketh Racing are trying hard to finish it in time for Silverstone for a few demonstration laps at least.

Mario Andretti was back on the F1 scene, alternating as usual between a pair of essentially unaltered but differently set-up Vel's Parnelli VPJ4s; his intended race car was actually chassis 001 repaired after its Monaco shunt. Mark Donohue, having the day before first French practice tried at Silverstone a March 751 for the first time, had to try to bring his Citibank Penske up to what he seemed to suddenly realize was a better standard. The March, he found in only a few laps, was much smoother and steadier than his normal car, and he easily equalled with the March the 1m 18.5 at Silverstone he'd previously done with an all-out effort in the Penske.

Wilson Fittipaldi's Copersucar was the newest chassis FD03, in Dutch trim except for front wings modified for yet more downforce.

Serving all of these 26 entrants, Goodyear had brought along tyres of the Swedish pattern, that is a trio of front constructions (28, 30, 32) and a pair of rears (31 and 34) all covered with the same compound. By the end of five hours of practice the most popular choice seemed to be the 30s and 31s although there were other selections.

PRACTICE

Niki Lauda, as late as race morning when he had proven to have an impressive edge of nearly half a second on the best of the opposition, remarked that, "In my opinion, it's impossible to set a car to be right for this circuit!"

Although the Paul Ricard track has become thoroughly familiar to many F1 teams, they still find it a peculiar place. It has a wide variety of corners, which makes chassis balance a difficult achievement, and the very long straight puts good speed through the air at a premium. It has happened that teams doing development here have come up with apparent advances, only to find them not being advances at all at other circuits.

But, of course, every circuit has its own peculiarities, and the trick is always to beat everybody else. The initial target to aim at was the qualifying speed for the French GP of two years ago, when Stewart was credited with a lap time of 1m 48.37s (Tyrrell) and Scheckter did a more widely accepted 1m 49.18s (McLaren). None of the drivers who raced then could discern any alterations at all to the lap, so it was interesting to find that, as the first day of practice on Friday closed, the speeds of the fastest cars were very much of the same order as two years ago.

Jarier, Frenchman visibly on edge at the French GP, was quickest both in the morning one and a half hours session and in the afternoon session of

one hour. His first best was 1m 48.67s, which was 0.35s quicker than the next driver, Lauda; in the afternoon he improved to 1m 48.44s officially (his team thought it might be closer to 48 dead, but they didn't complain too vigorously). The second best time when it was all over that first day was Scheckter's, 0.11s slower (but more than half a second ahead of his 1973 time) and Fittipaldi, Regazzoni and Hunt had all surpassed or equalled the best that Lauda could do.

What was happening to Lauda, it turned out, was a bit more subtle than it looked. Recovering from a bad attack of influenza, he deliberately took things easily that first day. "I let Forghieri play around with the car, I didn't do anything. I thought we could get the car right on Saturday."

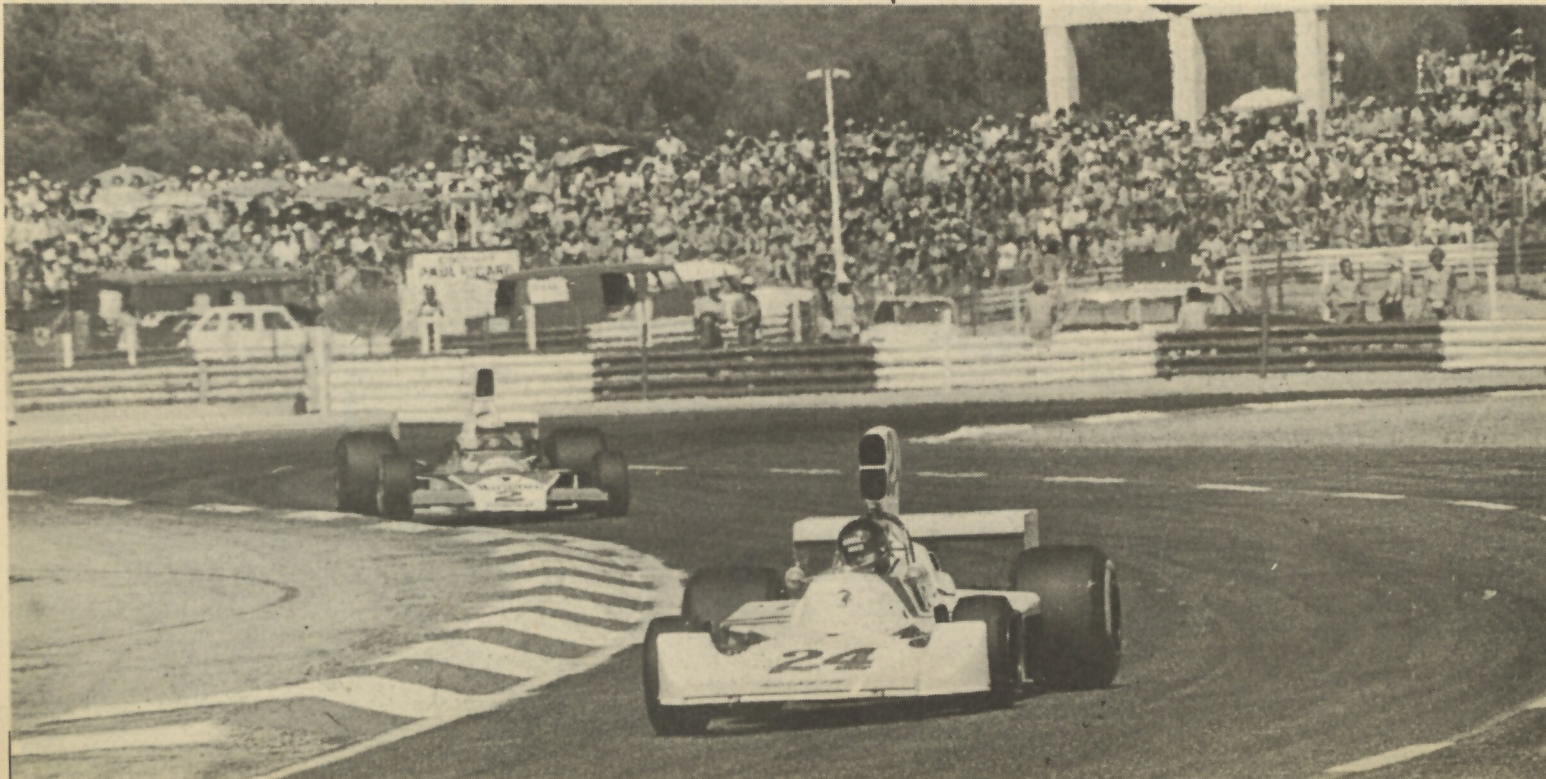
He was right. In the morning he improved his speed quite dramatically, surpassing even the Stewart record by nearly a tenth of a second. Only one thing was still wrong with this, the fact that James Hunt was three hundredths quicker yet. So Niki fixed that in the afternoon, and not long from the end he shattered everyone's expectations by breaking into the 47s bracket by nearly two tenths. Only Scheckter looked like a challenge, and it wasn't apparently a stiff challenge for it was four tenths of a second slow. So suddenly, as Lauda's illness abated, the now-familiar threat of the Prancing Horse reared again. It might indeed be another Ferrari walkover after all.

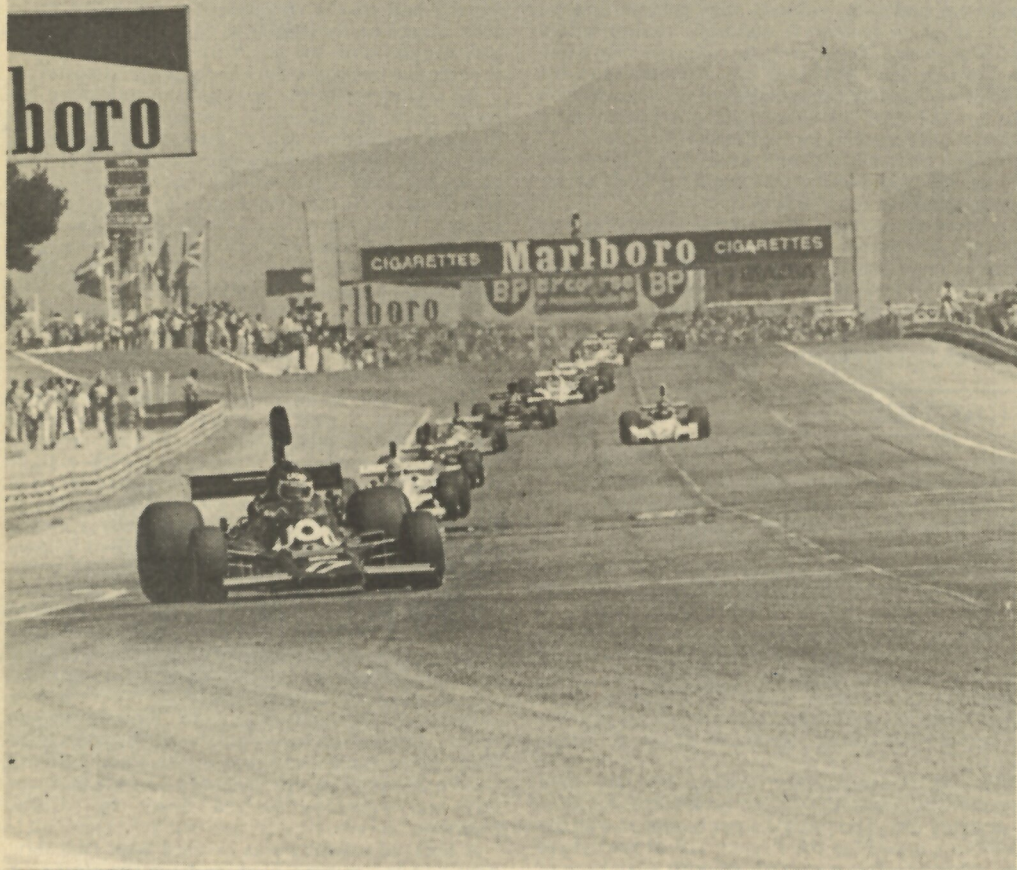
The weather, while it wasn't actually a problem, played quite a role in everyone's calculations during both days of practice. Friday, after a roasting hot midweek, started out with a light rain. As the first session was opened at five minutes past ten the track was still damp. Many drivers elected not to go out immediately, being perfectly happy to let their more impatient fellows dry the line for them. This was done on slick tyres, but the smooth rubber was shiny wet for perhaps a quarter of an hour. There were exciting demonstrations of wild powerslides out of the tight corner on to the pits straight, and entertaining bursts of wheelspin on the wide white-painted start/finish area farther along.

Presently a wind began to blow and the Mediterranean sun shone out brightly, and before long the combination of running cars and blowing wind and warming sun dried the surface completely and everyone settled down to serious business.

A sense of urgency was created later that day, however, as the wind, blowing from the west so it was a tail wind along the back straight, brought along some overcast and cooler temperatures. Great masses of clouds seemed to be building up at the horizon, and people arriving by car in the middle of the afternoon reported heavy rains just to the north. It seemed likely that these would move down on to the normally arid coastal area. By the end of Friday afternoon there seemed a good chance that the starting grid had already been established.

James Hunt and Jochen Mass were never further apart than this for most of the race during their battle for second place.





Jean-Pierre Jarier was well up in practice but didn't recover from a bad start.

But Saturday was still bright and dry and everyone had a second chance. The wind was still blowing, harder than before in fact; flags were standing out stiff and the racing cars were being hurled along the straight as much as 500 rpm faster than in still conditions. This was enough to demand a change of top gear ratio "by one tooth" and enough also that several drivers reported a new ability to get through the ultra fast Esses beyond the pits without lifting their throttle feet — the effect of what was, at this point on the circuit, a headwind was that strong.

And yet all this came to nothing in the end, for the conditions of race day, while still clear and dry, were virtually windless and distinctly hotter.

What effect the truly sensational Elf party at Bandol on Friday night may have had on everyone's mood cannot be established, but certainly the atmosphere all weekend was lighter than at many events. For once, the stories of mechanical disasters and handling problems had no taint of bitterness. It was as though everyone was, for once, enjoying a *normal* sort of race meeting, where the problems were simply those they expected to encounter and not the new, puzzling kind of so many recent meetings.

Jarier's impressive speed did not hold up the second day, in fact he showed a slight but steady drop in performance so that by the end of Saturday he was a bit more than a tenth of a second slower and six drivers were quicker — although his Friday time kept him fourth on the grid. Jean-Pierre, an understudy of Beltoise, proved to be in a somewhat incommunicable mood all weekend; it may well be that track conditions were simply a bit slower on Saturday. But a distinct improvement was shown by his team-mate Pryce.

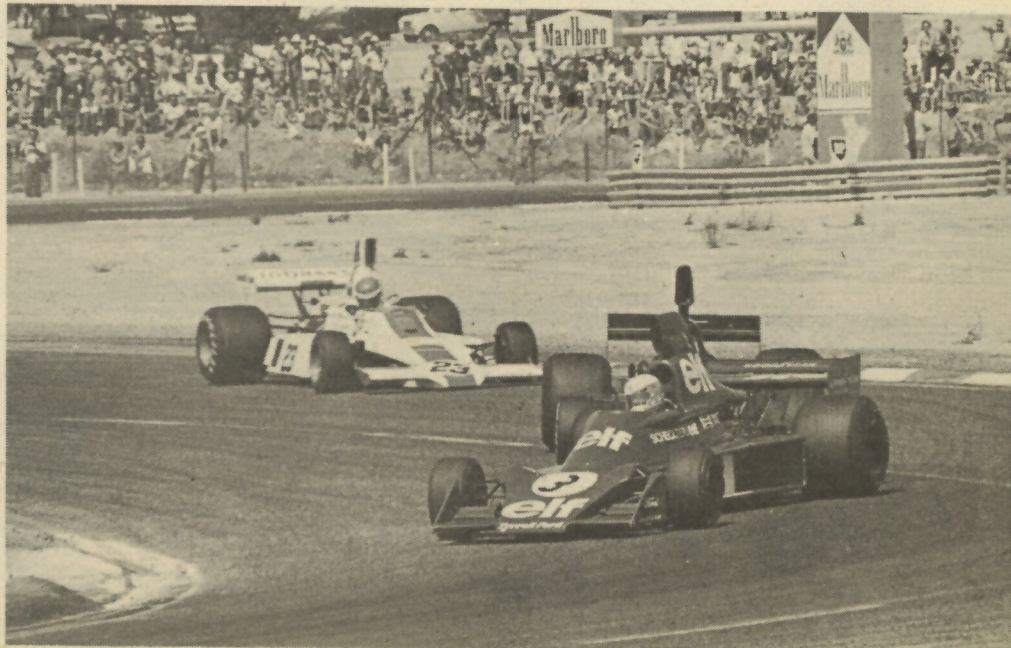
Tom started out practice running flatter wing angles, but as the other Shadow driver seemed to be getting better results with more aerofoil effect he gradually came over to that way of thinking. That wasn't however the whole story about his thinking. Tom was in fact altering his driving style.

For several meetings past the young Welshman

has visibly been relying on his uncanny car control rather than his head. The sight of him scrambling desperately round corners has been one of the most spectacular features of recent GPs, a grand entertainment — but the results in terms of lap times haven't been there. And yet here he was, his times at Ricard dropping until they were below Jarier's late in the day. At the same time, his progress around the circuit looked smoother and steadier — in fact his car seemed almost to melt into the general mass and no longer called attention to itself.

His lean face creased in a shy, introspective

Jody Scheckter's Tyrrell handled progressively badly during the race and he dropped down the field. Here Jarier and Brise prepare to go through.



smile, Tom explained it simply. "I've been going over the top on the tyres, just been destroying them in ten laps. So I've decided to press on a bit less hard..."

A famous journalist, hearing this later, burst out: "I saw him decide that! It was early on yesterday. He came by me right behind Lauda, and he was all tweaked up, sliding around, opposite lock; it looked great. But then the next time round he wasn't sliding, he was keeping the car in line and just *driving* it out of the corner, and the time after that he was still up behind Lauda and he looked just like him. I thought to myself, 'Oh, what a pity, he's just like all the rest now, he's become dull to watch.'"

The Shadow team manager, with his version of a shy smile, remarked, "Well, I may have had something to do with it, talking to him, but they all have to learn it themselves, you know, even if it takes them a couple of years. But the good ones always do learn it. Even Ronnie..."

The lad himself was asked whether this "new leaf" he'd turned over affected the sheer enjoyment of his driving. For the first time his smile dropped away and he showed a frown. "Oh, it's no fun at all! It feels like you're just poodling around. You keep wanting to out the old boot in it and get going. But as the lap times are better..."

Both the UOP cars performed with reliability through practice, with Jarier delayed by an oil seal leak on to the clutch and little but a bent selector fork handicapping progress on Pryce's car during Saturday. He wound up sixth on the grid, directly behind Jarier.

Ferrari normally change engines as a matter of course on Friday evening. This time they waited until after Saturday practice, so that it was only during the 9.30 to 10 am warm up on race morning that they could check to see if the new ones were performing properly. As it happened Regazzoni's engine, due for the change anyway, blew itself up at the very end of Saturday; Clay wound up four rows behind his quicker teammate.

There was issued a list of sample speed trap figures which caused a good deal of discussion because it credited Scheckter's Elf Tyrrell with a velocity of some 306 kph — 190 mph and about seven mph better than the next speeds, which were attributed to Lauda's Ferrari and Depailler's Tyrrell at 294 kph. Although there were some apparent correlations, in that similar cars of a team tended to be given similar speeds, there were a few anomalies which cast a bit of doubt that the published list was the whole story. For instance, Fittipaldi at 291 kph was fourth fastest (corroborated by Mass at 290) but his reports that Hunt's Hesketh was faster than his McLaren on the straight were not backed up by the 289 kph given to the Dutch GP winner.

But the importance which everyone put on straight line speed here (whether or not they finally decided steeper wing angles were the correct final compromise) guaranteed that the Scheckter speed would cause a stir. Apparently Jody was thinking along the lines of his 1973 race here, when he was too quick on the straight for anyone to overtake and he could hold them all off in the corners. Around the twisty bits, according

to people with stop watches going, he was several tenths of a second slower than many drivers — although another official list of speeds, this taken through the quick bend at the end of the long straight, had him at 220 kph (136 mph) which was fourth quickest — and was backed up by an identical speed for Depailler. (Lauda was doing 215 at the same place, Regga 212.)

So maybe it was a super-trick Tyrrell engine? Or maybe Mr Elf, here at home, had supplied something interesting in the fuel tanks? These were the thoughts in the minds of some of the other teams — proving once again how easy it is to “psyche” motor racing types!

Ken Tyrrell, enjoying it all hugely, with a piratical grin asserted, “I can’t understand it at all. Cosworth have assured me that the three-and-a-half litre engine doesn’t give any more power, only more torque.”

Scheckter wound up where he had two years before, second on the grid, with the brand new 007, but Depailler, with an engine blown up near the end of the Saturday morning session so that he made do with the ex-Scheckter spare car in the afternoon, was back on the seventh row. This was still better than Jabouille’s position with the older spare car, which was recorded 10 kph slower through that corner and did not appear at all on the straight line list.

From being quickest overall on Saturday morning, Hunt (289 on the straight, 221 through the “Courbe des Signes”) was content to drop back in the afternoon. Not rating himself particularly highly as a “qualifier” anyway, James spent the afternoon studiously setting the Hesketh for the race and in setting the spare car for the race as well, just in case. He pronounced himself well satisfied with his eventual third quickest grid spot, saying the car was handling well and adding that he expected the race would be a question of “the survival of the mentally fittest.”

At a given speed on the straight of only 275 kph and a cornering speed of 218 Carlos Pace apparently did well to take fifth place; he had been third quickest at one point, Saturday morning practice, but for the last session he made a ratio change that didn’t work. That was topped by a sudden failure of oil pressure, which followed a blow-up on Friday that put him into the spare car (although his better time had already been set.) He, of course, tried the spare again on Saturday, to gauge the effect of the cycle wings on the front wheels — the team adamantly denying any interest in cutting turbulence over the tops of the wheels, only in cutting the shower of stones onto the driver; this they said proved to work.

Reutemann’s car recorded 287 kph on the straight and 217 in the corner, but the overall lap time was a matter of three rows farther back on the grid. Big Carlos was in fact suffering the lingering effects of a bad chest infection, which had started in Holland, and was taking care not to tire himself.

Jochen Mass was blowing off Emerson Fittipaldi. That hadn’t been the case on Friday, but it was definitely the case on Saturday when the World Championship half of the team had a drastic — and inexplicable — drop off in speed. Restlessly Emerson demanded this engine be changed over the lunch break; the new one he reported was marginally stronger but it wasn’t the answer to the question of the missing time and it was only his Friday time that kept him up as far as the fifth row of the grid. It was particularly puzzling because bar a bit of oversteer in the slow corners he couldn’t say anything felt wrong with the chassis. Yet Mass, with identical settings and supposedly identical tyres was, in the end, nearly a second quicker. He said his car felt fine, for once. Jochen was in fact in the thick of the first cluster of quick men, in the same one tenth of a second bracket that contained Pace, Jarier, Pryce and Brambilla.

Yes, Vittorio Brambilla. Once again the Beta March was among the quickest, and with a credited 229 kph was vastly quickest of all (by eight kph, five mph) through the “Signes.” On the straight the March was only doing 281, apparently, and, in fact, there was persistent engine trouble during both days of practice. On Friday the engine did something nasty with its valves, and Vittorio took over Lombardi’s car for a while (recording a time that bettered hers by nearly seven seconds in the same car at that stage; she never did get within three seconds all weekend). On Saturday there was fuel pressure trouble which occurred in the middle of a corner, so when the engine failed to respond as expected the orange car spun and nerfed a fence. Later still a halfshaft failed.

Following Lauda there were only ten other drivers that looked like making a race of it, for



Alan Jones made a superb start and ran tenth before damaging the rear wing of the second Embassy-Hi

there was always a gap behind Reutemann’s eventual best time that nobody else filled. Yet there was deception in this in at least one case, for although Brise appeared to be merely the best of the second lot he established his time very late after only a handful of laps in the Embassy Hill after it’s last minute swap over to the newer rear suspension. He had apparently been blistering tyres before this; now he suddenly was able to get the power down properly and seemed confident that quicker times yet were “no problem.” Meanwhile Jones was much less happy, and although in the past he has demonstrated good speed he just wasn’t getting the results this time.

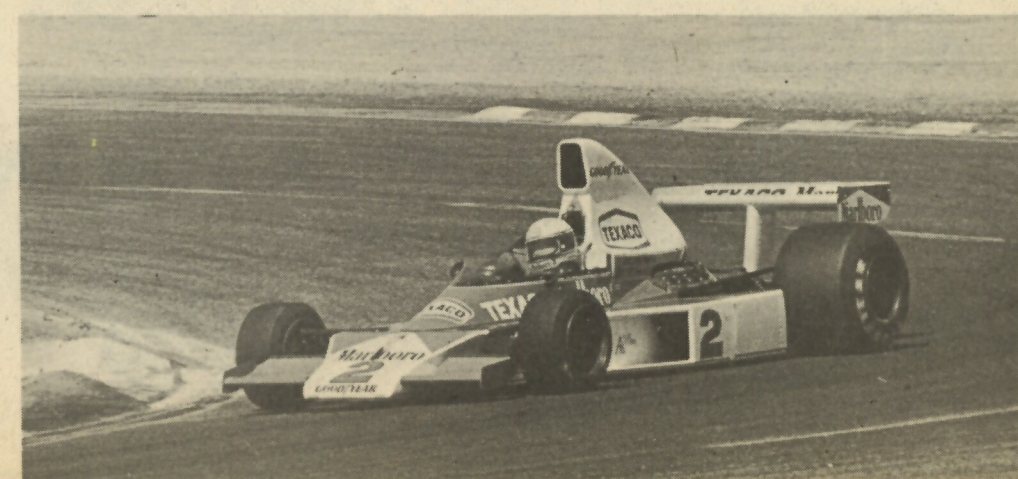
Watson, Andretti and Laffite were the only other drivers to get under the 1m 50s mark. The Surtees problem seemed to be slowness on the straight and in the corners both, while the Williams had a major engine blow-up on Friday and a minor internal water leak on Saturday which caused a misfire. The Parnelli, with a broken gear lever bracket on Friday and a down-on-power engine Saturday, hardly fulfilled what Andretti seemed to think was reasonably good handling

Peterson wound up on the ninth row for this

race that had seen his very first GP victory. Whether or not the new JPS modifications were the good he wasn’t able to say, for he did only a handful of laps in the long spare car before it engine gave trouble. For one thing a water manifold bolt came loose, and for another the new oil tank was showing signs of an inadequacy — not the first time the 72 has been afflicted with this esoteric trouble. Ronnie therefore went back to his regular car, leaving Ickx to report on the behaviour of the longer wheelbase (his oil tank appeared to function properly, although the pressure failed on Friday and the car returned on rope). Whatever he reported, though, wasn’t much, for he didn’t want to commit himself to an opinion without a direct back-to-back comparison with the normal wheelbase. He was, however, able to show a considerably better grid position in relation to Peterson than has been usual — but only relatively. It was the tenth row.

Donohue was able to split the JPS team, but the Penske wasn’t handling any better than ever. In fact there was one corner, a tricky decreasing-radius U-bend where it was clearly the most evasive handling car on the circuit. But mechanically it ran as well as one expects of a Penske car, and

Jochen Mass really came good at Ricard; his stirring drive earned him the Prix Rouge et Blanc award





Once again Carlos Reutemann's Brabham was sidelined out of the points by tyre troubles.

was only a slight deterioration in the engine that caused Mark to ask for a new one for race day.

Van Lennep was very complimentary to the new HB Ensign, saying that "for such a new car it's fantastic" and although there remained much development work to be done he was content to be 22nd fastest. Wilson Fittipaldi found the Copersucar was not co-operative about getting into corners, although it was all right elsewhere; he was next. Migault would have been next, but after a Friday blow-up there were no more engines in the Williams team and he had to be a non-starter. Engine trouble also afflicted Evans, although not so badly. After spending the Friday practising with the older type 142, engine, and finding the BRM's handling was very good, he put the 200 in for Saturday with great expectations. But a mysterious oil pump trouble persisted, and finally the team decided it was better to race the spare car with the old engine.

especially you must be sympathetic towards them or they will not last."

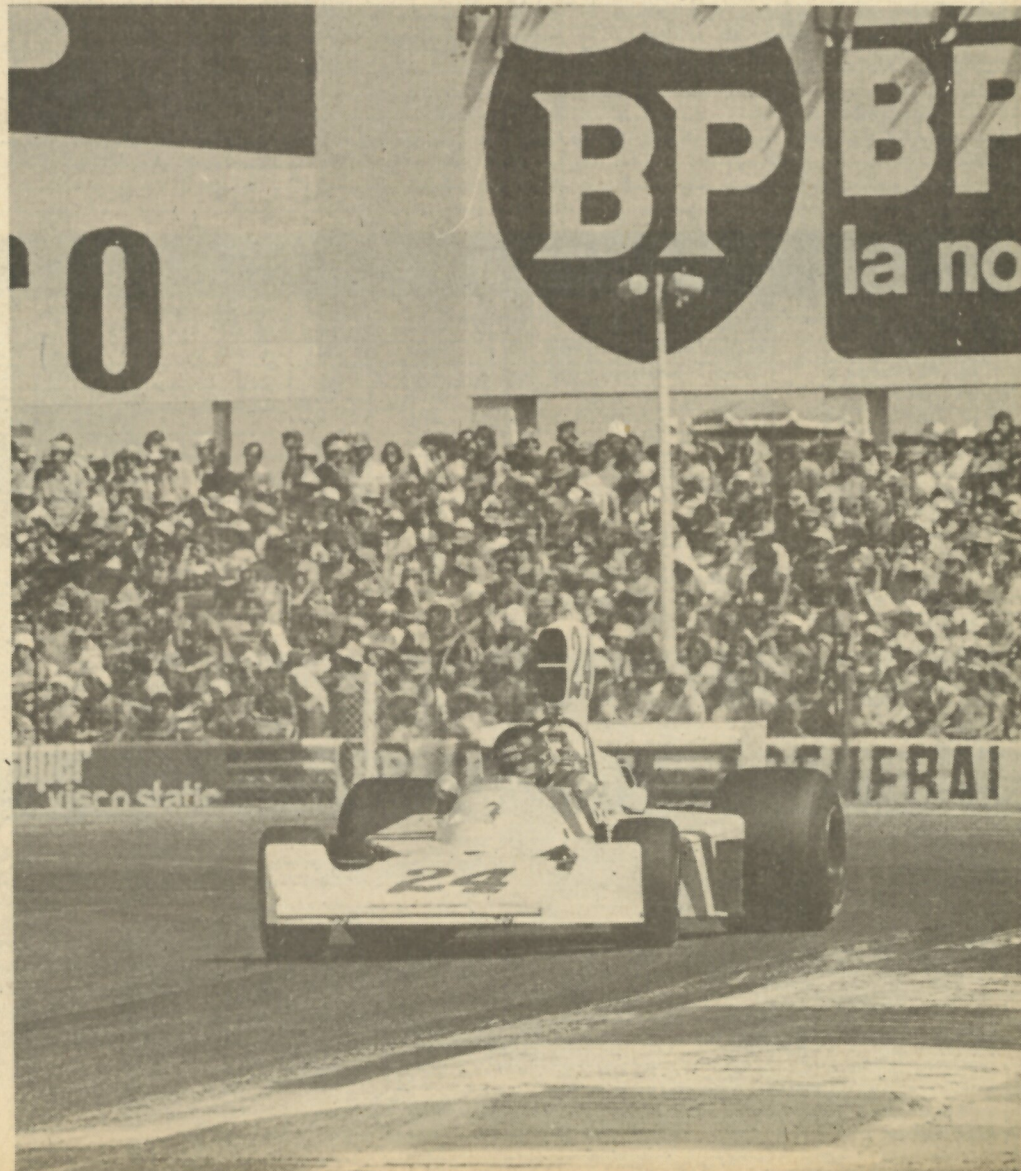
As for the circuit as a whole he seemed to think it a pity that people generally failed to appreciate how difficult it was. At either end of the lap, especially, it was vital to hold an advantage over others. Of the decreasing-radius "U" he said (arms twirling furiously and right foot dancing a jig on the throttle of the Elf Capri) "This one is always tremendously satisfying to get it right," of the complex of little bends before the long back straight, "if you lose ground through here you'll find them close enough behind you on the straight to slipstream by." But interestingly he didn't feel sheer speed on the straight was all that important. The race, he said, wouldn't be won and lost here.

The wind picked up a little before race time at 1430, but fitfully enough that nobody elected to change ratios again before the half-hour "last final chance" time margin it takes to do it. So in a pack then all 25 starters (poor Migault looking on unhappily) drove round the lap to the dummy grid. With the sun incandescent in a cloudless blue sky above, the French flag let them loose; accelerating hard up the pits straight to the fast Esses and Lauda kept his foot down while Scheckter lifted his and the Ferrari slipped through to lead. Hunt held off Pace and then there was Mass. Jarier had not away badly and was well back, but not as far back as Pryce, who in fact was having a clutch problem even on the dummy grid. He found the car creeping forward no matter how hard he pressed the clutch pedal down, so he arrived at the line dragging on the brakes and with the clutch already slipping. So he was last through the Esses, and his engine could be heard revving uneasily on around the circuit.

At 3.6 miles the circuit is longer than the average, but still Lauda's advantage at the end of it was startling. The red Ferrari whipped by the point at which it had gone ahead of the blue Tyrrell exactly 1.9s to the good. Already, then, it was a divided race, obviously all Lauda's to win as he pleased (providing nothing went wrong) and it was the scramble for second place that was the thing to watch.

And scramble it was. At the end of the second lap Scheckter was three seconds behind Lauda, and then he was 3.6s behind, and then 4.3s, and 5.2s on the fifth lap. Jammed tightly up behind was now Regazzoni, who had come storming up through the pack, with Hunt next from Mass and Pace. After the Brabham a gap was developing, in which Fittipaldi had moved by Jarier, while next was Brise narrowly leading Andretti, Reutemann, Brambilla (dropping back visibly), Peterson, Jones, Donohue, Laffite, Depailler and Watson. Ickx straggled along in 19th place, leaving behind van Lennep, Wilson F., Evans and Lombardi. By this time Pryce was gone; he had appeared to

James Hunt was again in great form and brought the Hesketh into a fine second place.



RACE

With the drop in wind on Sunday (one of Sod's Laws will cover this!) everyone dropped gear ratios, and went out for the morning half hour to see how things were going to go. The straight was of course "slower" and the fast Esses were "faster" so that nobody could take them flat. Beyond that, the heat of the day was giving some concern about tyre temperatures - readings of some 270 degrees F were reported. But Goodyear decided the rubber would last, and no back-up need be issued.

The practice brought forth more than its share of those bedevilling little problems which can stop cars in races, Jarier's engine was leaking oil around a rear seal again, so the gearbox was taken off and it was fixed. Pryce came in to report trouble too, but it was not his own and it wasn't to his pit that he reported it. He stopped chez McLaren and suggested they might want to flag Mass in next time round because he seemed to be on fire! Jochen knew something was wrong by himself, though, for he was being soaked with petrol and he came in anyway to object about it. The "leak" was actually a loose filler cap in the area behind his head, and petrol was also going back onto the rear brakes and exhausts and, said Pryce, bursting into little flames. Then Watson had a rubber drive shaft boot failure, and Wilson Fittipaldi a broken throttle cable. Evans, making one last attempt with the 200 engine car, found an electric pump trouble to go with the oil pump trouble (performance seemed down, as if there were too much oil back pressure, and oil was being sprayed out) and reluctantly chose to race the spare car.

Jackie Stewart, brought back to the scene of one of his triumphs (1971) by Elf to take journalists round the circuit at racing speeds in a Ford Capri - much appreciated, Mr Elf, thank you for this "party" too! - remarked that, first of all, the start was important at Ricard. "The year I won here I had three seconds advantage at the end of the first lap, and this was because it's vitally important to be ultra smooth round here. You must not over-drive. I think some of the other drivers that time were perhaps a little nervous, not as settled on the first lap as I was."

He went on to repeat this theme in reference to tyres. "It's an abrasive surface, and so on a hot day

DATE FRI 4 JULY WEATHER WET EARLY THEN DRY OVERCAST			DATE SAT 5 JULY WEATHER DRY WARM SUN. WINDY			DATE SAT 5 JULY WEATHER DRY WARM SUN. WINDY			STARTING GRID					
PRACTICE 1			PRACTICE 2			PRACTICE 3			POLE					
17 J.P. JARIER	lm.	48.44s.	24 J. HUNT	lm.	48.25s.	12 N. LAUDA	lm.	47.82s.	3 J. SCHECKTER	lm.	48.22s.	12 N. LAUDA	lm.	47.82s.
3 J. SCHECKTER	lm.	48.55s.	12 N. LAUDA	lm.	48.28s.	3 J. SCHECKTER	lm.	48.22s.	17 J.P. JARIER	lm.	48.44s.	24 J. HUNT	lm.	48.25s.
1 E. FITTIPALDI	lm.	48.75s.	8 C. PACE	lm.	48.48s.	24 J. HUNT	lm.	48.40s.	16 T. PRYCE	lm.	48.48s.	8 C. PACE	lm.	48.48s.
11 C. REGAZZONI	lm.	48.77s.	17 J-P. JARIER	lm.	48.50s.	16 T. PRYCE	lm.	48.48s.	9 V. BRAMBILLA	lm.	48.54s.	2 J. MASS	lm.	48.78s.
12 N. LAUDA	lm.	48.84s.	2 J. MASS	lm.	48.68s.	2 J. MASS	lm.	48.54s.	9 V. BRAMBILLA	lm.	48.56s.	7 C. REUTEMANN	lm.	48.85s.
24 J. HUNT	lm.	48.84s.	11 C. REGAZZONI	lm.	48.70s.	9 V. BRAMBILLA	lm.	48.56s.	4 P. DEPAILLER	lm.	48.57s.	23 T. BRISE	lm.	49.21s.
16 T. PRYCE	lm.	49.07s.	9 V. BRAMBILLA	lm.	49.03s.	17 J-P. JARIER	lm.	48.57s.	1 E. FITTIPALDI	lm.	49.21s.	11 C. REGAZZONI	lm.	48.68s.
7 C. REUTEMANN	lm.	49.27s.	7 C. REUTEMANN	lm.	49.16s.	11 C. REGAZZONI	lm.	48.68s.	1 E. FITTIPALDI	lm.	49.48s.	7 C. REUTEMANN	lm.	48.85s.
9 V. BRAMBILLA	lm.	49.31s.	3 J. SCHECKTER	lm.	49.20s.	8 C. PACE	lm.	48.78s.	1 E. FITTIPALDI	lm.	49.54s.	18 J. WATSON	lm.	49.70s.
4 P. DEPAILLER	lm.	49.31s.	4 P. DEPAILLER	lm.	49.42s.	7 C. REUTEMANN	lm.	48.85s.	23 T. BRISE	lm.	49.72s.	4 P. DEPAILLER	lm.	49.31s.
8 C. PACE	lm.	49.48s.	1 E. FITTIPALDI	lm.	49.64s.	23 T. BRISE	lm.	49.21s.	21 J. LAFFITE	lm.	49.97s.	27 M. ANDRETTI	lm.	49.72s.
2 J. MASS	lm.	49.51s.	18 J. WATSON	lm.	49.70s.	1 E. FITTIPALDI	lm.	49.48s.	18 J. WATSON	lm.	49.70s.	27 M. ANDRETTI	lm.	49.72s.
9 V. BRAMBILLA	lm.	49.55s.	27 M. ANDRETTI	lm.	49.72s.	4 T. PRYCE	lm.	50.32s.	27 M. ANDRETTI	lm.	50.15s.	28 M. DONOHUE	lm.	50.04s.
23 T. BRISE	lm.	50.21s.	21 J. LAFFITE	lm.	49.85s.	5 R. PETERSON	lm.	50.26s.	27 M. ANDRETTI	lm.	50.19s.	5 R. PETERSON	lm.	50.73s.
27 M. ANDRETTI	lm.	50.26s.	5 R. PETERSON	lm.	50.26s.	18 J. WATSON	lm.	50.04s.	6 J. ICKX	lm.	50.94s.	27 M. ANDRETTI	lm.	50.85s.
5 R. PETERSON	lm.	50.73s.	28 M. DONOHUE	lm.	50.31s.	5 R. PETERSON	lm.	50.04s.	22 A. JONES	lm.	51.02s.	28 M. DONOHUE	lm.	50.15s.
27 M. ANDRETTI	lm.	50.85s.	23 T. BRISE	lm.	50.47s.	23 M. DONOHUE	lm.	50.15s.	31 G. VAN LENNEP	lm.	51.21s.	5 R. PETERSON	lm.	50.04s.
23 M. DONOHUE	lm.	50.87s.	15 J-P. JABOUILLE	lm.	51.30s.	27 M. ANDRETTI	lm.	50.19s.	15 J-P. JABOUILLE	lm.	51.23s.	6 J. ICKX	lm.	50.94s.
18 J. WATSON	lm.	50.95s.	6 J. ICKX	lm.	51.36s.	6 J. ICKX	lm.	50.94s.	14 B. EVANS	lm.	51.85s.	30 W. FITTIPALDI	lm.	51.92s.
21 N. LAUDA	lm.	51.03s.	30 W. FITTIPALDI	lm.	51.64s.	22 A. JONES	lm.	53.14s.	30 W. FITTIPALDI	lm.	51.92s.	10 L. LOMBARDI	lm.	52.97s.
15 J-P. JABOUILLE	lm.	51.06s.	31 G. VAN LENNEP	lm.	51.81s.	20 F. MIGAULT	lm.	56.00s.	10 L. LOMBARDI	lm.	53.01s.	14 B. EVANS	lm.	51.85s.
31 G. VAN LENNEP	lm.	51.31s.	14 B. EVANS	lm.	51.89s.	23 T. BRISE	lm.	56.76s.						
30 W. FITTIPALDI	lm.	51.70s.	27 M. ANDRETTI	lm.	52.41s.									
20 F. MIGAULT	lm.	51.82s.	10 L. LOMBARDI	lm.	52.97s.									
6 J. ICKX	lm.	51.89s.	22 A. JONES	lm.	53.14s.									
21 J. LAFFITE	lm.	52.35s.	20 F. MIGAULT	lm.	56.00s.									
22 A. JONES	lm.	53.15s.	23 T. BRISE	lm.	56.76s.									
14 B. EVANS	lm.	54.42s.												
10 L. LOMBARDI	lm.	56.47s.												

LAP CHART

AUTOSPORT

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

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27	27	27	27	27	27	27	27	27	27	17	17	17	4	4	4	4
23	23	23	23	23	23	23	23	23	23	23	23	4	17	23	23	23
4	4	4	4	4	4	4	4	4	4	4	4	23	23	17	17	17
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
7	7	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5
5	5	5	5	5	5	21	21									

nurse his clutch back to life but then something else must have broken inside the gearbox, he thought, because abruptly all drive to the wheels ceased and he walked home.

Regga's thrust up to join his team-mate got no farther, for at the end of the sixth lap he pulled off just beyond the pits with the engine broken. That didn't let pressure off Scheckter, though (gap now 6.3s) for Hunt filled up the space and it was obvious to all that Jody was holding everyone up. Just as two years before nobody could find a way through in the twisty parts, and nobody could blow a way past on the straights. Not that the Tyrrell seemed especially fast on the straight, now, but it was fast enough.

The Hesketh driver did manage to find an opening on the eighth lap, however, and instantly pulled away; James was two seconds at least ahead of Jody at the end of the ninth lap and was only five and a half seconds behind Niki. A temporary re-adjustment? It was still about the same next time, and the time after that and the next; on the 13th lap Hunt had fallen back to just over six seconds behind Lauda so Ferrari supporters felt able to relax.

This was the point at which Mass finally bulled his way by Scheckter; the gap to Lauda way up in the lead was some 12 seconds by now. Fittipaldi tried to follow his team-mate by, making an attempt into the fast Esses but thinking better of it at the last possible instant, but he did get onto the long straight quicker and shot by that way. It seemed as if everyone who overtook Scheckter — always after a desperate-looking struggle — was able to pull away at a good one and a half seconds a lap afterwards. Still the South African did not give up, and although now he had three more drivers jammed up tight behind — Jarier, Brise and Andretti — who had been well back initially he bottled them up as long as he could. The Shadow man didn't get by until the 20th lap, when, after at least two previous giant wheel-locking displays into the tight Western end of the track, he forced himself by on sheer desperate nerve. Then he too gained 1.5s by the same point of the next lap.

All this had broken up what had initially looked like a close dice for second place, for behind Lauda (6.4s now) Hunt had about 5s on Mass who was in turn about 3.5s ahead of Fittipaldi. But Jochen, his car going perfectly and himself driving with inspired confidence, set himself the stint of re-creating the dice for second place.

Bit by painful bit he won back ground from James. The story of the relative gaps was fascinating: Along through the ultra fast Esses after the pits they would be, say, 4.6s apart; on the beginning of the long back straight after the tight section the McLaren had gained to 4.3s. In the Esses again and it was still 4.3s — but on to the straight it was 4.0s . . . At the same time the gap up to Lauda from Hunt was holding quite steady

at about 6.5s, so it was Mass who was forcing the pace, and in fact he was setting fastest laps and on the 38th lap he set the fastest one of the race at 1m 50.6s. By now he was well into Hunt's slipstream, within a second behind the Hesketh — and the gap up from Hesketh to Ferrari was now five and a half secs! So Jochen was pushing James up to Niki. There was still over a quarter of the race distance left. What a finish it might turn out to be!

Closer and closer they came together. With eleven laps to go they were 4.7s and 0.6s apart respectively, and the sudden presence of van Lennep as a backmarker ahead of Hunt looked like giving Mass perhaps his one big chance, but James slipped through neatly and gained four precious tenths. Next time round though, nine laps to go, and Mass was up to half a second behind for the first time. Hunt was now 4.5s behind Lauda.

The Ferrari was understeering. Perhaps Niki was driving only as hard as he needed to, but he must have been exceedingly grateful for the early cushion he had been allowed to build up over Scheckter; he needed everything he could get, now. The Hesketh was, James thought, perhaps a shade less steady through the medium and slow corners; it was being taken through the fast Esses with just a "single sharp lift" going in and sliding its tail out alarmingly coming out at full power. The McLaren — whose crew had been flashing "TYRES" signs occasionally to plead that their driver not overheat them! — was still making up its time in the slower corners, and especially, Jochen thought, under braking. Now close up into the Hesketh's slipstream his own aerofoils were not getting a good bite of the air, and the previous smooth handling had gone a bit desperate in the fast corners. Once, in fact, in the long fast curve at the end of the straight, the M23 stepped out well sideways and Jochen only just caught it. He had, he recalled later, made only one other mistake, a fumble with the gear lever coming out onto the pits straight; otherwise he was driving without fault and hoping now that he could push Hunt into making one. But as the last few laps came up it didn't look as if James was going to do that thing; it was Zandvoort all over again in this respect and he'd proven there that his days of falling off the road under pressure were over. He had the sight of the Ferrari to lead him on, only 2.4s ahead now as they began their final two laps.

This was the point at which Mass had to accept, he said, that he wasn't going to catch Hunt and be second. He was a second behind now, and on the last lap he was a second behind. Through the final bits and up to the pits and the waiting chequered flag McLaren had come back up to 0.7s behind Hesketh, but Hesketh was up to 1.6s behind Ferrari and it was all over. As close a finish as has been seen in a long while, and a superb job of hard work from all three men; the winner underlining his established cool skill, the second man

re-affirming his recently achieved same, and the third proving that he had it too. Splendid.

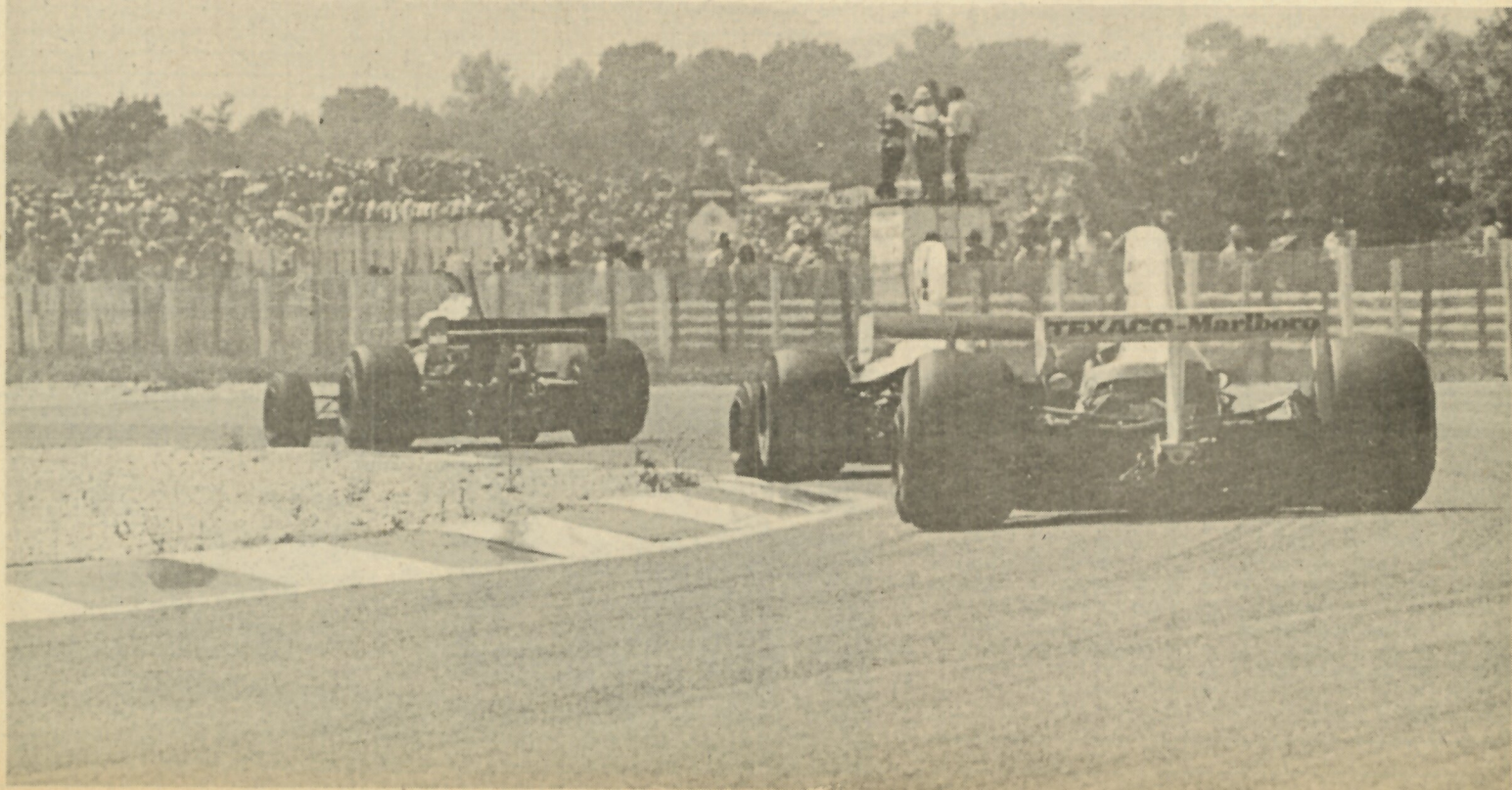
Fittipaldi, his car ostensibly identical to Mass', just couldn't get on with it at all and again fighting oversteer was fourth a long way back. Andretti, going superbly well once he'd gotten by Scheckter, pulled up strongly into fifth place, his second set of points in as many races, while Depailler too after a sluggish start was driving very fast by the end (not however finding Jody hard to pass at all) and was sixth.

In fact with but seven retirements from the 25 starters the finishing ratio was remarkably good. Brambilla had gone out soon after Regazzoni, when of all things a rear damper had lost its adjustment knob in a spray of smoky fluid. Donohue parked opposite the pits on the next lap with an outer rear CV joint broken, and was joined nose to tail 20 laps later by Pace with the identical failure. Wilson F's engine blew up, while Ickx after 17 laps had a failure of a bront brake shaft CV joint — exactly the failure that had plagued Parnelli in Sweden.

Lombardi, into the pits at one stage to express concern about a kind of "loose" feeling at the back, carried on to 18th place. Evans, his BRM going no better than anyone had expected, was at least two laps ahead of her. Only a lap behind the winner was Jones, his car having dropped out of a nice dice with Reutemann, Peterson and Laffite when he missed a gear and spun into the fences; the rear wing was tweaked enough to prompt a pit stop for some strong arm work on it. Van Lennep ran round and round regularly, scoring a mechanically sound finish for the Ensign (the second Ensign to have scored a finish in its first GP at Ricard). Reutemann had had to give way when, as in Sweden, his rear tyres wore down to nothing; a pit stop to change them cost him a lap. Watson too made a pit stop, when a front wheel came loose. Earlier the Surtees had suffered a peculiar loss of some 1500 revs after about eight laps, but it was a temporary loss for after another eight laps or so it suddenly chimed in strong again — and sent John down an escape road! Once going again, he was timed at the same sort of lap times as Lauda was doing.

Jabouille, as he got used to the spare Tyrrell, was going better in the race, and stayed on the winner's lap. Laffite continued the dice with Peterson, which became monumental towards the end; twice he nearly got by entering the pits straight but got blown off in a straight line — and Ronnie, with "very evil handling" was not about to let the Frenchman by in any other corner. Scheckter's dreadful oversteery handling had him down to ninth in the end, behind Jarier whose race was ruined by the rev limiter creeping down to 9,500. Brise for the third time this year finished in seventh place, after his early battle with Andretti and later battle with Depailler was spoilt by trouble with gear selection.

In the early laps Scheckter held up Mass and Hunt for second place.





Billy Coleman dominated the event in the style to which his protagonist Roger Clark has become accustomed in recent years.

JIM CLARK MEMORIAL RALLY

Sportsnight with Coleman

by PETER NEWTON

photos by ERIC BRYCE

By the verdict of almost everyone involved last weekend, an incredible rally . . . the Jim Clark Memorial this year had all the ingredients for tension and drama; the entry list was sufficient assurance of this; yet who in the sleepy border town of Duns, could have believed on that sweltering Saturday afternoon that over half of the highly fancied top ten runners would be crippled before halfway, or that the overall retirement rate would have more in it akin to knock-out whist than to stage rallying, even in a "sprint" type of event such as this. The answer to it all lay locked among the rolling moorlands of Otterburn and deep in the infinite expanse of the foreboding Keilder complex. The unique combination of high speed tarmac roads over terrain hiding more secrets than perhaps anywhere in the land; and of long undulating forest stages undertaken at night in a lingering yellow fog of dust, provided a stern challenge.

The pace as usual was frantic from the first test onward and it was not until the early hours of Sunday morning that Billy Coleman, finding himself an unchallenged leader, was able to ease off and concentrate totally on nursing his ailing car to the finish. Billy had been at the top all night, maintaining a winning pace while those around him ground to a halt, so that as the battered Thomas Motors Escort 2 clattered into Byrness just after 2.00 am, he found himself a very happy 5½ minutes ahead of the second placed car, Tony Fowkes in the Cables and Components Escort. Tony wore one of the few smiling faces that morning. He had been taking it easy; watching others fall foul of the rigours of the ranges or make errors of judgement in the frightening conditions in the forest — Tony was determined to finish and the war of attrition was working in his favour. So too was it working for British Leyland, as Brian Culcheth, who had managed to keep the Dolomite neatly in contention throughout the gruelling opening stages, found himself handily placed in third at Byrness, a position he vigorously maintained to the end.

Not even many of the competitors who had been here before appreciated just how tough the Jim Clark would be this year, its combination of punishing tarmac and uncompromising forest, both festooned with deceiving brows, sudden tightening corners and hidden dips, is always a feature of this event that demands nothing less than the best from the crews; but this year there was an added problem; it hung motionless in impenetrable yellow clouds of choking swirling nothingness — shrugging off the probing light of Cibies and Marchals, turning the listless forest into an opaque nightmare-dust. The border country is currently experiencing one of the finest summers in living memory. There has been little or no rain for over six weeks — the ground is brutally hard, the forest roads baked and the trees like tinder. Traction is hard to find. Clerk of the Course Ron Channon's hopes were raised on Friday when the morning dawned misty and damp over Keilder and showers of rain threatened. Perhaps this would damp down the parched surfaces. It was not to be and under the azure skies of a brilliant Saturday afternoon, he could only resign himself to the situation and hope for a breeze to disperse the menace. The night was as tranquil as he could possibly have feared.

The format of the Jim Clark was almost exactly as in previous years. The organisational formula is

well tried and was as efficiently executed as ever. Furthermore the date has been blessed with fine weather for the past six years now, so that the start, finish and prize giving, which all take place in the main street of Duns, do not seem as incongruous to the RAC rally championship as perhaps they might if hundreds of damp, sweating bodies were to be forced to funnel together in the Agricultural Hall, the alternative base should the fickle elements decide to deny the inhabitants of Duns the full material and aesthetic satisfaction from their rally. The event is unashamedly run very much for the town, and all the kudos of it is intended to reflect onto the populace. Once inside the community, it seems almost as though such trifles as the RAC championship have faded into insignificance in the face of the all-enveloping ivory tower of Duns. If the associated amenities are a mite rustic, the field organisation certainly is not. The Jim Clark has been a great event for competitors for many years and no one is going to change the situation now. There is an uncompromising air about the place which jealously safeguards its home-spun ideosyncracies. . . . You either like the rally and its town — or you leave it; and as far as the competitors are concerned, the former category is favoured almost to a man.

This year the route involved two local tests, at Sisterpath and Charterhall as usual, before the

Nigel Rockey coaxes the ill-handling and battered Pink Stamps car through Sisterpath for the last time.



real battle began in earnest on the Army territory of the Otterburn ranges. Four tarmac stages awaited the cars before they were to dive into Keilder for nine challenging loose surface tests, leading up to the one hour compulsory halt at Byrness cafe on the A68. The way home involved another visit to the ranges and an early morning finale round Charterhall and Sisterpath to give spectators something with which to remember the rally. It is not an easy event to watch, for the central stages in Keilder are all but inaccessible, even to the resourceful rally watcher. (This is as well because a large influx of spectators would surely cause chaos in any case). In addition the ranges are heavily patrolled and unlike Eppynt, have very limited access. Only the sheep have unlimited rein, and it was an unfortunate incident involving one of their number which put out last year's winner, Roger Clark.

The entry list hid no surprises and was to the now customary high RAC championship standard. The ranks were further swelled by the Scottish contingent as the Jim Clark also qualifies for the Gaelic Oil/The Scotsman rally championship. Roger Clark had his familiar red Cossack car which has won every event it has so far entered; and following him away was Andrew Cowan in the SMT/The Scotsman Magnum coupé, its shell now straightened out following the Scottish inversion. At three were Billy Coleman/Donal O'Sullivan in the Thomas Motors Escort 2, ahead of Russell Brookes/John Brown in the Andrews Heat/Birmingham Post car. Tony Pond, with David Richards to guide him for this event, started a five in the DOT Ascona and Will Sparrow was seeded six in the DTV Magnum. Nigel Rockey, at seven, was the second driver on the list to have a new co-driver, this time it was Derek Tucker who was reading the maps. Tony Fowkes followed, and at nine was Andrew Dawson, not in his usual Datsun which is lying "spareless" at home, but in the Lloyds of Stafford G2 development RS 2000. This is the car that Tony Drummond drove on the Welsh and it had been acquired for Dawson on the Jim Clark by his latest co-driver, none other than the debonair Eric ("Bengt") Silbermann. The cubic capacity of the engine remains shrouded in secrecy ("we don't actually know what it is") but its single overhead camshaft Pinto unit is there for all to see. The car has seen plenty of work in its life and was not at its best prior to the rally. The crew further diminished its status at scrutineering when they removed its exhaust on the concrete apron of the garage. Eric was not alone in expressing doubts about its ability to finish.

Brian Culcheth brought along the hastily re-commissioned and newly re-fettled "FRW" Dolomite Sprint which ST were originally hoping to pension off prior to the sudden demise of "SOE" on the Scottish, and Brian had Johnstone Syer with him as usual. Johnstone is piling up an impressive points tally in the Gaelic championship following Brian's good results on the Granite City and Hackle.

Tony Drummond, who was due to start at 11 in the Derek Carman Escort, was lured away to Long Marston, presumably by the prospect of televised coverage, where he set about deflating the rallycross men in no uncertain terms (see page 38) and in his place came Colin Malkin/Paul White in their G5 Avenger which provided the highlight of mechanical interest at scrutineering. Des O'Dell and the boys have not been idle during the past few weeks and Colin's car sported fundamental modifications that promised to make it really competitive at last. The long stroke 2-litre engine had had its rev range increased following the fitting of larger diameter valves to the 16-valve head. It is now giving in the region of 190 bhp at 7,500 rpm and for the first time was driving through a five speed ZF gearbox and 4.89 rear axle. The latter was a five link affair taken from the Avenger estate car but fitted with Watts linkage location rather than a Panhard rod. On its outboard ends the resourceful Chrysler men had fitted disc brakes with four pot calipers, and Colin now has the use of a combined hydraulic/cable operated hand-brake. All these exciting mechanical bits have been fitted within the old development shell which has seen more laps of Bagshot than anyone could remember, and such was the workload of the hardworking competitions department that they only got it finished the previous day, with the result that Colin was only able to drive it up and down the drive of his hotel to test the brakes prior to the start. Scots, Bill Taylor and Donald Heggie were next. Donald damaged his ribs two weeks previously while playing with his children and until Saturday everything had seemed well. However on Saturday he was again in some pain



Robin Eyre-Maunsell had a successful outing and drove with great panache to seventh overall.

and two hours before the start was up at the Cottage Hospital seeing what lines the inmates could offer in pain killers. The Broadspeed Escort has had its engine and gearbox rebuilt following the Scottish and various other jobs were accomplished besides. George remarked with a wry smile that it was now going "as well as it's ever gone."

Three G1 entries filled the next six places; Robin Eyre Maunsell and Ian Gemmell in their respective Avengers and Paul Faulkner/Monty Peters in their usual DTV Magnum. Completing the top twenty were Allan Arneil, Bob Bean and the brothers Samson. Meanwhile the "outpsyching" at scrutineering was progressing apace; Robin Eyre Maunsell to Monty Peters: "Of course I like those long straights where our 180 bhp really tells!"

RALLY

As the heat of the afternoon began to cool and the evening shadows lengthened, Roger Clark led the pack away from Duns towards Sisterpath and Charterhall. He was quickly in his stride, but on Bellshiel, the first of the "real" stages, he collided heavily at high speed with a meandering sheep. The savage impact forced the front bodywork back onto the radiator and oil cooler, splitting both, and he knew he would have to complete two more stages before his scheduled service halt. After casting around for water at the end of the stage and spending some 17 minutes working on the car he struggled through Riverside, dropping 17 seconds to Rockey. The car was now leaking fluids so severely that he had to nurse it gently over Hindsike before his service crew could tackle the problem. They set about changing the radiator and oil cooler but so much time had already been lost that it was a hopeless cause and he was forced to call it a day. He suspected in any case that the head gasket was very much on the way out. A rare retirement had thus deprived proceedings of the now expected confrontation with Brookes, Pond, Coleman and Rockey. Surprisingly though, Roger was far from the first to succumb and in fact it was the rally leader after two stages, Tony Pond, who beat him to it. Tony had been sensational on the first two stages, and the crew were really confident of a good finish by the time they started Bellshiel. They began the stage in fine style, and despite a severe vibration from the rear drums as the brakes heated, the Opel was well wound up until the main oil seal between the gearbox and

the clutch gave up. The oil then ignited and with a fiercely slipping clutch, and trailing a haze of transmission oil the Opel struggled to the end of the stage to a most unfortunate retirement.

The plethora of mishaps which were so much a feature of the event were not however limited to the ranges in the early stages, for Vauxhall initiated their night of disaster on Charterhall where Andrew Cowan pulled off with number 4 piston blown on the SMT car. David Porter in their G1 Magnum was later to complete the misery when the differential broke up on his Magnum. Bob Bean bent the back axle on a gatepost at Charterhall; the damage too serious to continue, but for DTV there was as yet little sign of impending disaster, although Faulkner's car had a persistent misfire. With the demise of the 'master' it swiftly began to look as though Russell Brookes was poised to set an irrevocable seal on the event. He was driving superbly on the swooping tarmac roads and although a puncture on Riverside prevented a total domination of Otterburn (and the resulting damaged hub cost him time which became so vital later) the car had about it the remorseless speed and consistency for which no one had an answer. As darkness finally enveloped the landscape, the cars headed for the forests. Coleman led Russell by 25 seconds and Will Sparrow was as yet upholding the fortunes of DTV in third place, some 17 seconds adrift of Brookes, and hanging on by four seconds from a charging Nigel Rockey. With two of the fastest men in the RAC championship out of the hunt, the remaining four would surely provide an immense struggle for the lead.

Russell's retirement was now imminent. Flailing stones thrown up by the wheels burst a rear brake pipe close to the caliper on the first forest stage (Pundershaw) and he struggled on with greatly diminished braking before going off and losing a minute on Chirdon Moor. The car finished up on its side but was quickly righted by spectators and continued with a number of bent panels. Time however was running out; the damaged hub had already demanded a lengthy service to put right and now the hard working service crew were having to try to cure the split in the brake pipe. When the front one split on the very next stage, it was the end of the road — there was simply no more time available and the car went OTL.

With the arrival of the first forest test, Rockey began to make inroads into Coleman's lead, but on Chirdon Moor he misjudged a tightening right in

the atrocious visibility and went off at high speed, rolling end-over-end and badly damaging the Pink Stamps car. It was not to be his rally for having got the battered machine going again he almost immediately hit a deer and the car began to break up under him, for there were now no spotlights and he had a stub axle failure to contend with. The front suspension was sufficiently out of true to make the handling deteriorate dramatically and merely to hold the car to a straight line was a hard task. By the time he struggled into Byrness soon after 2.00am, any thoughts of a good final place had all but evaporated yet he struggled on gamely, eventually finishing 11th after having

seconds behind Culcheth at Byrness and had clearly surprised everyone with the speed of the car. For Brian's part, there was some dismay at Byrness for he revealed that they had bent the steering rack over Otterburn (a recurrence of an old Dolomite trait) and the steering was now painfully heavy and refused to self centre; a factor which made driving both very hard work and also very untidy. His third place after remaining firmly and consistently in contention throughout the rally, was as hard earned as it was praiseworthy.

Amidst all this high drama, it could scarcely have been expected that the leader should escape it all. Billy drove a superbly controlled rally

throughout, but one particular moment on Chirdon Moor threatened to wreck it all. Following a particularly bad landing after an 80 mph yump, the impact tripped the lights master switch on the console and immediately Billy was plunged into total darkness. Suspecting a complete system failure, an inspired reflex action saved the day; for as the Thomas Motors car veered off into the ditch Billy switched on the indicators and by their dim light made out the shadowy outline of the edge of the track. In an instant he was back on the road again, the front suspension deranged, the engine dropped onto the steering rack, but still going . . . "a terrible night" he said. It merely remained for him to reel off the remaining stages as he liked; so large was his lead over Fowkes, who despite putting in 10 gallons of petrol for the 92 miles through Keilder to Byrness, ran out after 72 — fortunately between stages — and had to rouse a friendly farmer for assistance.

By 3.00am, as the cars were making their way out of Byrness for the return run of four stages through the ranges and home, dawn was already a red panorama over the Cheviots on the eastern horizon. These last six stages did little to change the order of things save to consolidate Murray Grierson in fifth place ahead of the "off-form" Samsons. The former had been driving quickly throughout the night in his ex-Cowan left hooker and he had had to make do with knobblies over all the tar stages. Despite splitting the sump guard on Chirdon Moor (a rallying graveyard last weekend) which led indirectly to a rally long problem in selecting gears, flying over a ditch on Hindsike 2, fortunately without damage and with negligible time penalty and a dramatic spin on Charterhall 2, he made it to finish just over a minute ahead of the Samsons. These two crews aside, there was little comfort for the Scottish contingent. Donald Heggie's ribs proved to be unequal to the savage yumps of Otterburn, and Bill Taylor retired early when the timing was thought to have slipped on the first Charterhall. Willie Crawford however managed to get his hitherto uncooperative car to the finish; and on the way to tenth overall he set fastest time on both Riverside and Bellsheil.

So Billy Coleman came home a contented and easy winner — the only outright favourite left. Tony Fowkes' consistent drive was well rewarded, while Andrew Dawson completed his rally with typical verve to claim a fine fourth place in a car which was written off by many at the start. It had been a tough and uncompromising event and at the end of it all, bleary eyed under a blazing sun, everyone looked as though they had really worked hard for their long and taxing ride through the night.



Consistently competitive times from Brian Culcheth kept the Unipart Dolomite at the top.

coaxed the evil handling car around Charterhall in good style to make third fastest time.

News of retirements was filtering in at a scarcely credible rate. Will Sparrow began to suffer an increasingly urgent overheating problem, a situation that has afflicted these engines in the past, before the unit finally cooked itself on Castle Hill. As if this grim news was not enough to complete Chris Coburn's evening, word came through that that the hitherto ultra-reliable G1 car had stopped in the forest. The story was as bizarre as it was tragic for DTV. Paul had bent the rear anti-roll bar on the Otterburn ranges early on, and the bar had flattened the petrol pipe. As the situation worsened so the engine became starved of fuel and eventually it petered out completely. The situation posed a baffling problem and it took far too long to discover the cause of the engine's malady. 2.00am was indeed DTV's darkest hour. By comparison Chrysler's fortunes were mixed. Robin Eyre Maunsell had Group 1 well and truly within his grasp. He had been setting some outstanding stage times, no doubt aided by the fact that he was running first on the road throughout a considerable period of the night and was therefore less troubled by the thick 'fog' with which everyone had to contend; but his eventual seventh overall was the result of a fine drive. Colin Malkin too had been going well in the early stages despite a total lack of development on the car. He had changed the shock absorbers after the first stage and a solenoid lead had broken; but at the end of the last mile of stage 13 (Highfield) the engine put a rod through the block and that was that.

Andrew Dawson tottered into Byrness with the Lloyds car gushing oil from the engine room. He suspected the worst to begin with. He had had a particularly heavy landing after a yump and thought the alloy sump might have been cracked. However the leak was found to stem from the cooler which was promptly by-passed and the crew continued. Once in the forest he had begun to feel very much at home in the RS 2000 and was setting some very impressive times. He was 29

Jim Clark Memorial Rally

1. B. Coleman / D. O'Sullivan (Escort RS 1800) 182.41;
2. T. Fowkes / B. Harris (Escort RS) 187.20;
3. B. Culcheth / J. Syer (Triumph Dolomite Sprint) 188.49;
4. A. Dawson / E. Silbermann (Escort RS 2000) 190.38;
5. M. Grierson / R. Anderson (Escort RS) 193.37;
6. C. Samson / A. Samson (Escort RS) 194.59;
7. Robin Eyre Maunsell / N. Wilson (Chrysler Avenger) 195.18;
8. R. Mullenger / T. Thorne (Escort RS) 197.47;
9. R. Farrington / A. Charaffa (Escort RS) 197.54;
10. W. Crawford / D. Hodges (Escort RS) 198.06.

Group 1 R. Eyre Maunsell / N. Wilson (Chrysler Avenger).

Special Stage times

SS1 Sisterpath 1

1. Pond 1.18;
2. Arneil and Coleman 1.15;
3. Clark, Brookes, Bean, Rockey and Culcheth 1.20.

SS2 Charterhall 1

1. Pond 3.01;
2. Rockey and Clark 3.04;
3. Coleman and Brookes 3.05;
4. Mullenger 3.06;
5. Sparrow 3.07.

SS3 Bellshiel 1

1. Brookes 7.39;
2. Coleman 7.51;
3. Rockey 7.59;
4. Clark 8.02;
5. Culcheth 8.04.

SS4 Riverside 1

1. Rockey 8.59;
2. Coleman 9.08;
3. Sparrow 9.10;
4. Culcheth 9.15;
5. Clark 9.17.

SS5 Hindsike 1

1. Brookes 15.11;
2. Rockey 15.31;
3. Coleman 15.37;
4. Sparrow 15.39;
5. Arneil 16.20.

SS6 Otterburn 1

1. Brookes 6.45;
2. Rockey 6.55;
3. Coleman 7.02;
4. Malkin 7.15;
5. Sparrow 7.19.

SS7 Pundershaw

1. Rockey 10.10;
2. Coleman 10.31;
3. Malkin 10.42;
4. Fowkes 10.46;
5. Dawson 10.59.

SS8 Chirdon Moor

1. Coleman 14.14;
2. Dawson 14.18;
3. Malkin and Fowkes 14.27;
4. Culcheth 14.55;
5. Farrington 15.07.

SS9 Wellhaugh

1. Coleman and Fowkes 11.15;
2. Dawson 11.21;
3. Malkin 11.26;
4. Culcheth 11.42.

SS10 Bloody Bush

1. Coleman 10.29;
2. Dawson 10.52;
3. Fowkes 11.01;
4. Culcheth 11.04;
5. Malkin 11.06.

SS11 Deadwater

1. Coleman 6.37;
2. Dawson 6.44;
3. Fowkes 6.50;
4. Culcheth 6.51;
5. Grierson 6.58.

SS12 Castle Hill

1. Malkin 5.29;
2. Fowkes 5.31;
3. Coleman 5.39;
4. Mullenger 5.45;
5. Rockey 5.47.

SS13 Highfield

1. Coleman 17.31;
2. Malkin 17.45;
3. Fowkes and Eyre Maunsell 17.51;
4. Grierson 18.16.

SS14 Rookan Edge

1. Coleman 10.39;
2. Fowkes 10.58;
3. Culcheth 11.12;
4. Eyre Maunsell 11.13;
5. Grierson 11.26.

SS15 Blakehope

1. Coleman 4.41;
2. Fowkes 4.46;
3. Grierson 4.48;
4. Eyre Maunsell 4.57;
5. Culcheth 5.01.

SS16 Otterburn 2

1. Fowkes 6.42;
2. Coleman 6.45;
3. Samson 6.47;
4. Mullenger 6.48;
5. Culcheth 6.51.

SS17 Hindsike 2

1. Coleman 16.55;
2. Mullenger 17.03;
3. Culcheth 17.07;
4. Fowkes 17.11;
5. Crawford 17.12.

SS18 Riverside 2

1. Crawford 9.36;
2. Culcheth 9.41;
3. Coleman 9.42;
4. Mullenger 9.57;
5. Samson 9.58.

SS19 Bellshiel 2

1. Crawford and Culcheth 8.27;
2. Coleman 8.35;
3. Mullenger 8.37;
4. Dawson 8.39;
5. Fowkes 8.47.

SS20 Charterhall 2

1. Fowkes 3.03;
2. Mullenger and Culcheth 3.06;
3. Rockey 3.07;
4. Dawson and Samson 3.08.

SS21 Sisterpath 2

1. Samson 1.16;
2. Crawford 1.18;
3. Mullenger 1.19;
4. Fowkes 1.20;
5. Culcheth and Grierson 1.21.

Parc Fermé



"such a series could well attract many more rally drivers, especially when taking into consideration items such as the increased forestry charges, petrol cost and astronomically spiralling accommodation rates for a typical rally entourage."

By IAN SADLER

Rallycross answer for "single stage" rallies?

With preparation time short for the Jim Clark Memorial Rally, Tony Drummond instead turned his attentions to the television cameras at Long Marston last Sunday. It was a remarkably successful venture too, for Tony won the day and reaped (or will reap) the benefit of television exposure. Tony is, of course, no stranger to this type of event with many years of grass track motor cycle riding and autocross experience

The above has been mentioned in deference to the thought that such a series could well attract many more rally drivers, especially when taking into consideration items such as the increased forestry charges, petrol cost and astronomically spiralling accommodation rates for a typical rally entourage. It could certainly make some sense as a gap-filler for many supported drivers in between the principal rallies. A captive audience, public address and greater likelihood of "local" press could all be used to good effect in keeping a sponsor's name bright. There is of course a greater risk of incidental damage (but hardly vehicle unsuitability at such smoother new venues as Knockhill) but there is always a possible counter attraction of some start money.

Rallycross is by no means a new idea and, thanks to the televised special stage spectacular in 1966 after the RAC Rally was cancelled, true rallying actually brought the circuit sport about. Is it time perhaps that selected rallycross is worthy of further consideration as a suitable cost alternative for some of the ill-promoted special stage rallies of lesser consequence?

Thoughts of this nature might well be provoked by no more than an extremely sunny afternoon at last weekend's Philips Electrical Rallypoint; however the Texaco Rally the previous weekend also helped to instill similar musings. The "meeting" at the Boyd Quarry near Belfast proved to be quite a crowd-puller and it, too, scooped some television time as an added bonus. The Texaco was run in its one-location style for very



First lap action at Long Marston final and Tony Drummond is already forcing clear of the field. Weldon's VW and Welch's Escort follow. None of the "top" drivers suffered any serious bodywork tangles even when this close. Tony Drummond now can't wait for this weekend's Long Marston action.

under his belt. Tony was not just pleased to have won, he was also naturally pleased with the cost saving over the £300 approx. that it would have required to tackle the Jim Clark. Coupled with the fact that a television camera was unlikely to have been within a hundred miles of the Jim Clark (or virtually any other RAC round for that matter) he was indeed pleased with the result of his day's motor sport — as, undoubtedly, will be his sponsors.

Tony is also one rally driver who would be interested in competing in a national rallycross championship — if such a series were to be re-introduced, especially in view of the all-important cost v publicity v a happy sponsor. A little subsequent investigation has revealed that it could well be possible for such a series to exist on a national level next year, or at least by 1977, although nothing appears to have been formerly instigated at this time. There is, however, plenty of serious talk. Suitable circuits could be listed as Lydden, Snetterton, Knockhill, Long Marston, Kirkistown and Longridge with a possibility of certain other tracks too. There has been no such activity at Croft this year, and none at Cadwell Park.

different reasons however — the lack of a road closure order — and it is not known if the event will take a similar format next year.

Perhaps a more salient point in such an argument is that some of the smaller stage rallies could, and should, be better promoted. A more thorough promotional exercise, pre-rally, might just attract one or two "names" who are requiring to stimulate interest for their sponsors in that area, and then a self-generating publicity machine will have been effectively started. A tough nut to crack and certainly even more of a task in some "anti" areas.

One such area where that problem, amazingly, hardly seems worth consideration is Ulster. After the Larne based prize-giving of the Texaco, the editor of a local area newspaper estimated that rallying was, incredibly, the third most widely followed sport (after the two obvious ones) around his distribution area where "there are more boy-racers than anywhere I know." Certainly, when one considers the Boyds and McCartneys, Agnew, Curley, Eyre-Maunsell ... etcetera — there are probably more top class rally drivers in those few square miles than anywhere else too, for that matter.

Tough tortoise shows what can be done ...

Peugeot's most impressive victory on the Moroccan Rally, putting them well within sight of Lancia in the points league, is unfortunately probably as close as they will go for none of the six remaining rounds are really their scene. It was, however, extremely satisfying to read of their amazingly reliable performance over the long and gruelling stages. With one particular single duration special section longer than the total stage mileage of Britain's WRC counter — it is obviously a very, very, different event. Unfortunately the RAC would be the most suited of the remaining rounds, being the fourth "slowest" of the eleven round series but still too quick.

while Leyland's jinx ...

In their own way, British Leyland are at last achieving the kind of results they have been craving for so long. Brian Culcheth's Jim Clark Memorial drive into third place with the comparatively heavy and cumbersome Dolomite was a truly mini-Peugeot effort. It comes very well after Brian's earlier non-RAC championship rally win and other good performances this year. If Brian can do well on the Burmah, forgetting last year's catastrophe, he will have confidently resolved his "jinx."

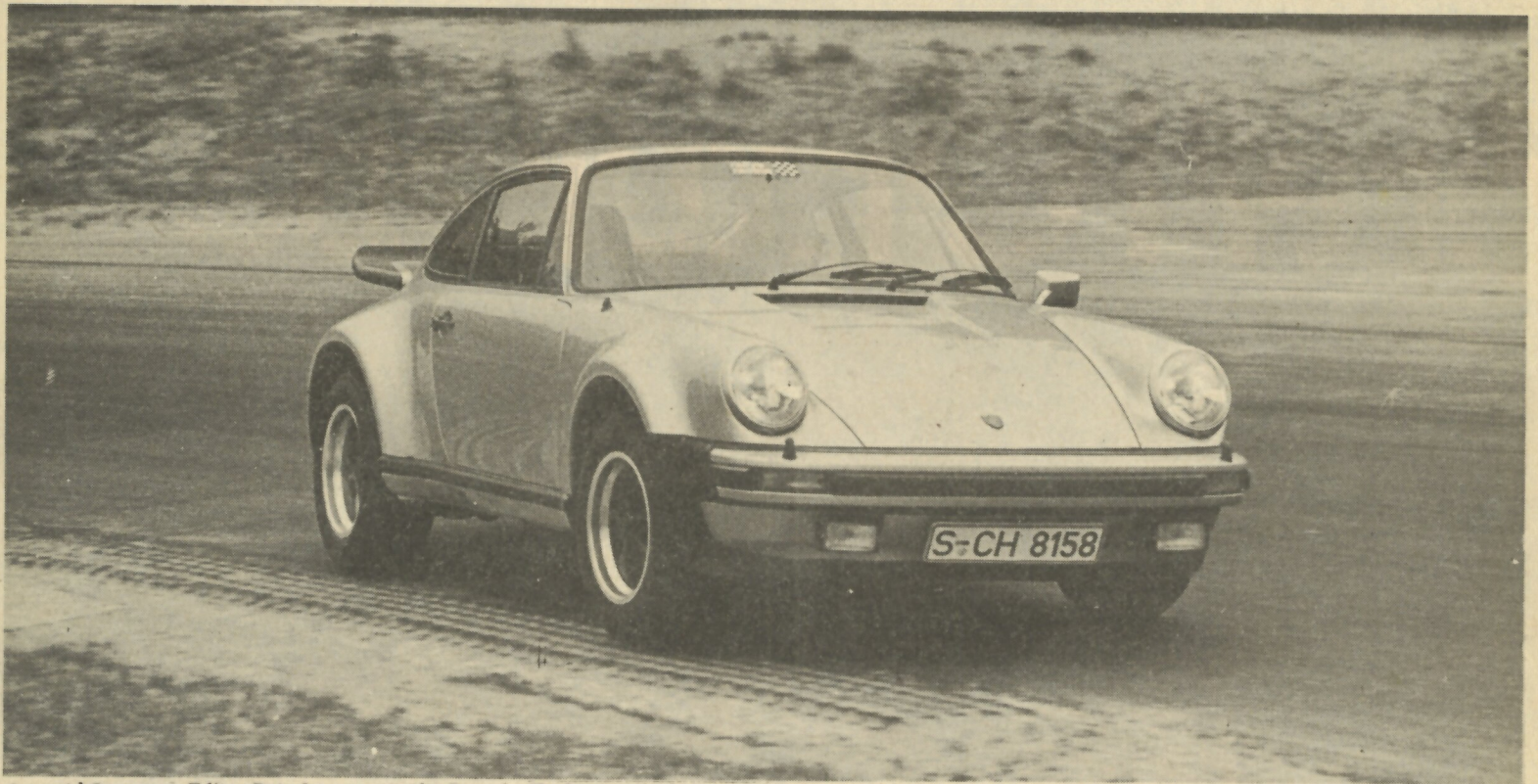
... goes to Vauxhall

All the Gremlins have recently been taking a strong liking to Vauxhalls, and in the strange ways of these creatures they are wreaking almighty havoc — especially as it looked for so long like DTV were finally going to pull-through their development state. Perhaps if General Motors were to take a little more interest things would soon begin to sort themselves out.

It turns out that Opel are also having some frustrating problems, particularly with marketing policies. Walter Rohrl completed an extensive test programme on the 1.9 engined Kadett last year and pronounced it a tremendously capable rally winner; just the car to tackle their Ford rivals with. Unfortunately, those at GM who take care of image will not allow this natural progression from the capable Ascona to take place — not until their mid-range car is replaced some time later this year. Meanwhile the Kadett just sits around in the workshops waiting.

Will Sparrow tackles the Hackle in '73 — for eighth position after various troubles. Vauxhall reliability, two years later, is still a big problem, Sparrow suffering engine failure on the Jim Clark, while the usually more reliable, G1 car of Faulkner/Peters retired with fuel starvation. Andrew Cowan's SMT also retired with a blown engine.





Intrepid Overseas Editor Pete Lyons gets the Porsche Turbo tweaked up round Hockenheim.

“155 mph...it's beautiful”

PETE LYONS tries the Porsche Turbo

On the *Autobahn* at 3000 rpm, just about 75 mph in top, you're at the bottom of the power curve. Plant your foot hard, then, and the acceleration seems to swell in 1000-rpm stages.

By 4000, just over 100 mph, the thrust has become really strong. At 5000, nearly 130, you're in the meat of the curve, and the car will show you this almost anywhere. Given another kilometre or so of freedom, and it will pull on up to 6000. That's 155 mph, and it's beautiful.

The engine is howling hard behind you, but the exhaust is so muted by all the turbocharger plumbing that the louder noise is the whistle of air around the canopy — and that's not so loud you can't talk. The car, balanced by the broad rubber-edged *Heckflügel* on the back lid, tracks almost perfectly steadily with just a trace of a weave. The trees alongside the roadway are smeared into a blur at the corners of your eyes, and the road itself is vanishing under your heels so rapidly the material seems to sparkle. Your eyes are riveted, all by themselves, as far ahead as they can stare. Your mind, wary about the possible antics of the next knot of traffic ahead, seems very, very alive.

No wonder European governments are one-by-one making this kind of speed illegal. It's habit forming; once tasted, you hate to give it up. Altogether too nice to be allowed.

In Germany today there are a few lengths of motorway where, for experimental purposes, a limit has been set at 130 kph (81 mph). Generally the rest of the nation's system is still unrestricted. The only thing to hold you back is your own common sense — that, and the endless weaving chains of lumbering great lorries and buzzing little family cars and the aggressive groups of big BMWs, Opels and Mercedes steaming along at their relaxed, economical 90 mph cruise. To rush up on milling clusters of these at 155 is to understand with stark suddenness why drivers of 917 coupes used to drop their voices when they spoke of the Mulsanne Straight.

With a turbocharged 911 on the *Autobahn*, in daylight hours in the more congested areas, you're on the brakes quite as much as the throttle. Except in bursts, 155 is not really a very practical speed.

But by the *Geist* of the sainted Professor, it's nice!

The Turbo Porsche is Germany's fastest road car. Driving it is fascinating. It's a wonderful machine. But all the while one is vaguely bothered by a background feeling of Numbered Days.

This 260 horsepower (DIN) version must be just about the ultimate expression of the 10 year old concept. It's a bit more engine than the chassis feels really comfortable carrying. Not that under normal road conditions it handles badly; far from it, in fact, for this car will run along the road at really high speeds so peacefully that it makes most other cars seem criminally deficient. But there is so much power available so quickly, so quietly, that most drivers could find themselves very abruptly in real trouble. This is a road car with the power to weight ratio of a racing car, and its chassis has been set up with that in mind. It must be used with understanding and respect.

It must be inevitable in these meddlesome days that some politician will take notice. Politicians do not credit any of us with common sense. This

The Mean Machine — the Turbo retains the aggressive clean lines of its 911 series predecessors.



superb car, bold and indeed saucy thrust as it is from Porsche, must represent the last glow of a rapidly tarnishing golden age.

But what a refined pleasure it is while we are still allowed to have it. Through the courtesy of the Wiesbaden-based monthly magazine *Rallye Racing I* was able to experience one of these still rare, very costly machines for the better part of a day, both in normal traffic conditions and on the Hockenheim race circuits. After trying everything I could think to do with it, I handed it back with a peculiar kind of mixed reluctance. I'm not altogether sure I want to own one — but for days I kept wishing for a good excuse to drive it again!

Obviously, it is the characteristics of the engine that I was most curious about, and indeed the blown three litre six has a distinct personality. It is not an intrusive personality; it is a quiet engine (quieter than the normal Carrera), completely docile and immediately ready to serve. There is not even an audible trace of the turbo-charger, no whistle, not even a hiss. I had to pay close attention to be sure it was really there.

Any “throttle lag” is hard to find. Play stop-go-stop-go on the throttle in the lower gears and I couldn't feel any at all, there was just lots of immediate torque response. To be sure, just like a 2002 BMW turbo, the power starts to swell very strongly over about 3000 rpm, and continues to

Road Impressions

increase as the rev counter swings around through 5000. In this respect it feels like a normal engine fitted with extreme camshafts — with one important difference. Below the bulge in the power curve, there is still smooth, sweet power. Your auntie could drive it for a month at 2500 rpm and she would be happy with it and even think it was quite a sporty little performer, and never would she even begin to suspect the truth.

This engine is an absolute bear. Brutalize it, drop the clutch at 5000, and you lay rich black rubber for a hundred feet. Get more gently underway, then mash the throttle at 3000 in bottom gear; the car pitches sharply back on its tail and hurls you forward like a bolt from a crossbow. You can break the back loose in bottom gear with a half-dab of your right foot, and go around the perimeter of a (deserted) parking lot in a shrieking constant powerslide for as long as you dare keep it up.

Second is a marvellous gear, an easy 80 mph gear that deals immediately with any everyday obstacle anywhere in Europe. Third is a longer, more gentle gear that boosts you beyond the limits that few other cars can even strain to reach.

And top gear — there are only the four — takes you up into that unworldly ton-and-a-half range; a velocity that in the Porsche is so effortless, so completely free of drama, that you can't understand why every other car is going so slowly.

So, in almost every condition, this small six cylinder engine delivers the performance of a sharply tuned big V8. To find any evidence at all of those pinwheels housed under the rear bumper (which can, incidentally, get shockingly hot!), of those long columns of moving gas, I had to be cruising around 4000 rpm in top gear. Bang my foot down then and sure enough, there was a distinct pause of as much as one second while the car gathered way.

This was so little a lag as to be an unimportant quibble on the public road. As for its effect on race circuits, I am not a sufficiently sensitive driver to say to what extent it contributed to what I found to be tricky on-the-limit handling.

My Porsche-oriented friends do tell me the 911 is a somewhat touchy car, but in my hands the Turbo was positively skitzophrenic. It never knew what it wanted to do.

I personally found the car impossible to balance, to hold nicely at any steady attitude through a corner. *Rallye Racing's* regular test man, far more skilled than I, reached the same conclusion. A couple of other people tell me the same. It's a busy car.

Even on my very first lap of the Hockenheim short circuit, at what I thought was a suitably restrained pace, the car would respond to altered power settings by "worming" uneasily. Hold a steady power setting in a curve, and the basic characteristic was a distinct understeer. Put on more power in the middle of the turn, and the understeer would increase — sometimes to the extent of actual tyre-scrubbing "plough." But not always. Sometimes the power would abruptly snap the tail out to oversteer. Big oversteer.

When trying to drive carefully, somewhat below what seemed to be the limit, it seemed extraordinarily difficult to predict what the car was going to do; besides that, the very quick acceleration would almost always sling me around to the exit faster and wider than I expected. By the end of the corner I was simply along for the ride, foot trying not to let up too much on the power but my hands a frantic scramble all over the steering wheel; I was only rarely with the car, I was usually a step or two or three behind.

Should I let up on the power, the tail would come around viciously. Should I keep the brakes dragging too late while turning in, again the back would carry on toward the outside. During several hard, untidy laps I managed to not quite spin the car, but twice I was well off on the wide grassy inside verge with my arms crossed and my foot on the clutch wondering how in hell had I managed that!

It seemed that the only way to hold the car at the limit was to hurl it in at what felt like eleven tenths with tongue clamped between teeth; then plant the right foot and start watching out the side window for the edge of the road — hoping it wouldn't turn up until the wildly sliding Porsche was finished with the corner!

At best this makes for dissatisfaction. You never feel rewarded. You feel you must be doing



Powerhouse — the 3-litre turbocharged flat six nestles neatly in the rear.

something wrong, taking too much out of the car and the tyres for what you're getting. You too often feel embarrassed. Sometimes you even feel frightened.

One thing you will feel every time, though, is thrilled. Once well sideways, right foot dipping deep into the cavernous pit of power, hands twirling madly on the wheel, head cranked to the side, you experience what only the Ronnie Petersons and the Tom Pryces can normally experience on dry tarmac. Second gear, sixty-odd mph, drastic opposite lock, both back wheels spinning madly, mirrors blue with tyre smoke — it does have a certain charm.

Obviously, this is a road car and it is unfair to criticise it for what a road driver thinks of as imperfect track manners. That it must behave this way, I am reliably informed, is part and parcel of it's being capable of acting with the slippery suddenness of a racing car. For good reason the chassis must be tuned toward understeer; the combination, then, of quite wide, sticky tyres and lots of raw torque will inevitably result, I'm told, in sudden power oversteer.

That it was too much for me personally to handle properly is no reflection on the car itself, I think. This is a car that demands, clearly, an unusual degree of responsibility of its master; this is finally a matter for him to appreciate alone. That said, treated as a very powerful, nimble, ultra responsive road car, it's a compellingly magnificent one.

The flow of willing power is so smooth and so quiet that it's easy to forget how fast it's making you travel. It's a completely different order of car, to anyone trained on everyday experiences. It seemed to me to be a car intended for an already narrow and rapidly vanishing range of road circumstances.

The only sight you'll ever get of the Turbo while driving on the same road.



But as I handed back the key, I must say my feeling was like having run out of wine in the middle of a meal. That Porsche spoils me . . .

TECHNICAL NOTES

Porsche have made enough changes to the specification of this car while making it a "turbo" that they no longer call it a 911 but a Turbo Coupe. The gearbox, for instance, is a new unit designed for the job with just four forward ratios. Elsewhere inside this *Spitzenleiter* (frontrunner) of the Porsche range are some new developments: the cabin temperature is automatically maintained, for instance, through self-adjusting heater levers controlled by a sensor mounted near the interior mirror.

But the heart and soul of the machine is the 2992 cc six cylinder air cooled exhaust gas turbo supercharged motor. Basically similar to the existing Carrera unit, it produces an ultimate power only 30 bhp higher (13 per cent) and at a few hundred revs less: 260 bhp DIN at 5500 rpm. The maximum torque is developed at 4000 rpm, and is 35 mkg. The compression ratio is 6.5 to one, and the boost pressure is limited to 0.8 bar. The red sector on the rev counter face begins at 6650 rpm.

Their test car shod with Pirelli CN 36 tyres on 15-inch alloy rims, 185/70 front and 215/60 rear, and measuring the car at a test weight of 3235 pounds, *Rallye Racing* obtained a maximum speed of 248 kph or 154 mph. Their acceleration figures included a rest to 62 mph (100 kph) time of 5.9 secs, and to 99 mph (160 kph) in 12.8 secs. Their overall fuel consumption worked out to 22.5 litres of "super" in 100 km, or 12.4 mpg (Imp).

The listed price of the car in Germany is 65,800 Marks.



"Their activities are conducted in a way as to look after the Formula 1 interests primarily. Ninety-nine percent of people in motor racing are not connected with Formula 1."

IAN PHILLIPS

High time for a replacement

Motor racing is rapidly approaching a crisis point in my view. This is not something that one likes to admit in public, our general attitude should be that everything is rosy, the problems should be sorted out by competent people behind closed doors. Our *Editorials* have been dominated by one theme in recent months – the controlling body of motor sport must be reconstituted.

This is something that I believe in most strongly. It's a complex problem and one that cannot be sorted out over night. But something must be done soon, we cannot afford to suffer these endless arbitrary changes of rules and regulations. Going back many years now the CSI have produced a succession of unsound, unnecessary and biased rulings. This year has seen them reach an almighty crescendo in idiocy. The lead must be taken now and it has to stem from this country.

"... the CSI have produced a succession of unsound, unnecessary and biased rulings. This year has seen them reach an almighty crescendo in idiocy ..."

Just some of the examples of the lunatic decisions which have emanated from the Paris HQ this year are the sports car regulations, the complete inability to make decisions regarding safety and, of course, the latest piece of tomfoolery, the proposed wing ban (or restriction, depending on how much drink the CSI man you speak to has had). The sports car regulations which were announced in January went completely against a Committee decision. Quite why nobody knows, but wasn't it a surprise to see a French company testing a car tailored to those regulations just two days after they were announced. We wonder if the French haven't learned a little tact and their almost open secret government backed F1 car isn't sitting complete and ready to go somewhere without wings. Thinking that the CSI will get their way (by the time this has gone to press hopefully they will have been put straight), whoever it might be that's building it will no doubt begin testing immediately the furore has died down. That's a facetious attitude I know, but it wouldn't surprise many people if it did happen. Really the decisions are that biased.

But the actual decisions themselves are immaterial – what has got to be done is to get rid of the people that have all these bright ideas. Why,

for heaven's sake, is the CSI staffed by Frenchmen? I know it's based in Paris but that's not a good enough reason. It must be realised that motor sport is now a professional, fully commercial sport – it needs full time, properly paid administrators. Okay, base it in Paris but let the people who do the real work and take the decisions be representatives of nations who actually have important influence in motor sport and actually play a role in it. Let's face it, at least 90% of all racing cars in the world are built in Britain, so are a great majority of engines, while the tyre companies are also based in Britain. All these people need to be consulted and when they have taken their decisions they must be adhered to, not thrown out of the window in favour of a minority whim held by one group, who happen to have influence with the governing body because they share the same nationality.

The wing restriction has been talked about only in the context of Formula 1 – it applies to every racing car in every formula. This is the point where we can get down to a serious alternative to the CSI being created. Because the CSI lacks authority and is prone to making giant blunders, a strong pressure group has emerged in the shape of the Formula One Constructors' Association. Now in my opinion, this body should not really need to be in existence, at least not in its current shape. That's not to say they don't do a good job, quite the opposite, they do an excellent job, but it's not what they should be doing. FICA is a group of intelligent men who know what is required to run racing at the highest possible level. Because they are the big names and they represent the very top of the sport they are in a strong position to start off with. They represent the top of the bill because they are intelligent enough to realise nobody else is capable of it; they have put themselves in a position where they call the tune. But, for a number of reasons, this is very wrong. Conversely, because they are in that position it must be made use of. They are the only people in a strong enough position to get things done.

Why shouldn't they be in the position they are in? For a start they represent a tiny proportion of motor sport. Their activities are conducted in a way so as to look after the Formula 1 interests primarily. Ninety-nine per cent of people in motor racing are not connected with Formula 1. F1 requirements are not the same as everyone else's. It's not their job, and I doubt if a single one would say it was, to make decisions on safety or whatever. Of course they must be consulted, as must all parties, but the final decision must come from the governing body on all matters.

But use must be made of FICA's position. The other people who need to be represented are the volume formulae car manufacturers and the saloon and GT commercial car manufacturers. Although they get a hearing at the moment, however strongly they put their case, any decision made is likely to go against them. They are not big enough names to be noticed. Now if they were represented by the F1 Constructors then the same lever could be applied to get the right decisions made. Example: Either accept the sports car regulations wanted by the majority or there will be no F1. I know this is tantamount to militancy, but if the current structure continues to exist there is no other way. The lead has to come from this country because we've got the support of the other nations. With America, South Africa, Australia and New Zealand all adopting British based formulae, they instantly support the views of the people who make the cars – us, the British.

We've got to make a stand now on behalf of all the nations before these willy-nilly changes of formulae put everyone out of business – remember every change costs money, all of which has to be paid, ultimately, by the competitor. Other than inflation, about the only thing we lead the world in at the moment is motor sport, yet we are being over run by a bunch of do-no-gooders-except-to-themselves. Their interests, which they are so keen to foster, are so insignificant to the sport as a whole, that it is criminal. The F1 Constructors are the only body in a position – an involuntary one, I'm sure – to get the changes through. But having done so they must relinquish the stronghold they have at the moment. If the CSI is properly reconstituted then there should be no need for them to act, even for themselves, as they do now.

The problems don't only apply to rules and

regulations, they also apply to safety requirements. The CSI must be the body to decide whether a circuit is safe or not with regard to the fact that cars running to their laid-down regulations are competing on them. It's not just driver safety, it is spectator safety as well. I was lucky enough to be in Barcelona for the Spanish GP, (thank you, Page & Moy) but what I saw was horrific. Anyone with a modicum of common sense could see that that beautiful little circuit was unfit for racing. Not just because the barriers were unsafe (although they served well in all the accidents, I challenge anyone to tell me more than 10% were properly installed), but because there was not one spectator around that circuit who was adequately protected. Before the race I walked round two thirds of the circuit and I soon made up my mind that I wouldn't use my privilege pass to stand as a photographer round that circuit – I was scared and stayed in the comparative safety of the pits.

It's easy to be wise after the event, but that race should not have taken place, everyone knew it but the one body who could do anything about it, our old friends the CSI, farked it completely.

That's an easy instance to quote, but why should it happen in the first place? Recently Chris Witty interviewed Jean-Pierre Beltoise, the GDPA circuit inspector. To me his answers were interesting and I think it showed just how the circuit owners are being conned. The answers were full of contradictions and Beltoise's racing activities are also a contradiction to what he is supposed to do as a circuit inspector, (unpaid, I might add). He raced at Rouen in an F2 race last weekend, (I love this circuit but it has a shocking record and it is perhaps one of the most potentially dangerous circuits in Europe) yet he won't race at Brands Hatch. It doesn't make sense.

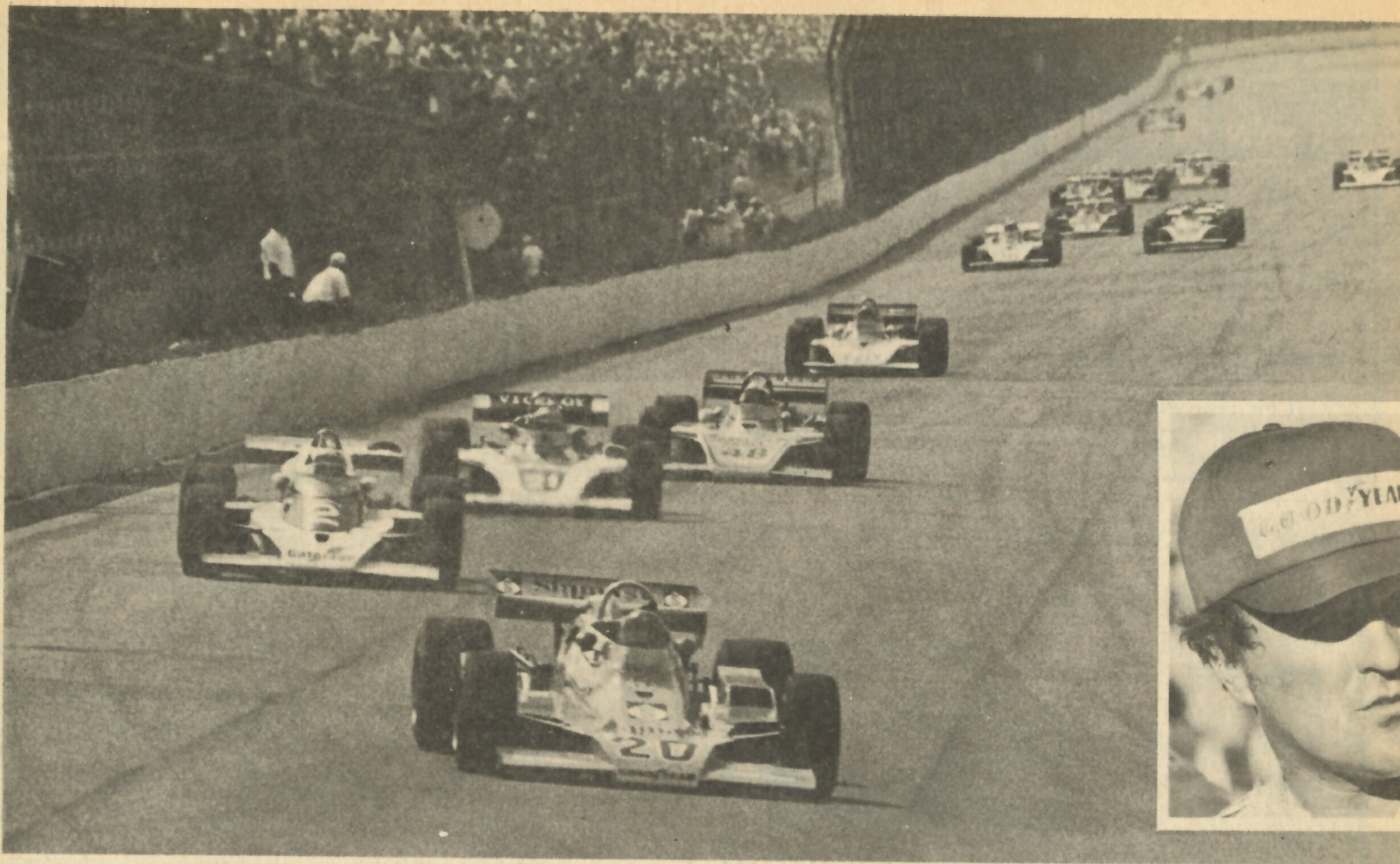
There are two quotes I would like to use to illustrate the complete contradiction. I spent very little time in Barcelona, but I did spend far longer in Monaco. I did this because I like Monaco and the people there. I don't like the Spaniards either but if I've got a job to do, I'll put up with them until it's done. I don't mean to have a go at JPB himself – he does the job voluntarily to the best of his ability, mainly, I suspect, because those actually

"... that race would not have taken place, everyone knew it but the one body who could do anything about it, our old friends the CSI, farked it completely."

involved in F1 are just too apathetic to do it themselves.

The second quote is: "We have a problem at the Nurburgring because it's not really safe. But it's such a big track and they've done such a wonderful job to date that you cannot say to them, 'we can't race.'" Now, to my mind, if a person is supposed to be saying yes or no to a circuit being safe or otherwise, it either is or it isn't. If he's to be taken seriously by any other circuit owner he cannot let this situation continue. This is a very serious business – if the job is only half done and the circuit is still considered to be unsafe by the inspector there'll be no race but he'll then let others who've done half the work 'wonderfully well' carry on.

The safety question though is a difficult one. How do you define what is safe and what isn't. Again it comes down to a properly constituted CSI. If all the parties involved in racing, circuit owners, drivers, constructors etc, were actually represented properly they could sort the matter out so that all the onus did not fall on the circuits and that the requirements were carried out to a strict level. If anything is going to be done it must be done properly and uniformly. The current weak management of international motor sport does not allow for this. They must be replaced.



Gordon Johncock (Wildcat), Johnny Rutherford (Gatorade McLaren), Mario Andretti (Viceroy Eagle) and Bobby Unser (Jorgensen Eagle) all challenged for the winner A. J. Foyt. They look as though they're on rails — at 180 mph.

POCONO

A.J. proves unbeatable

By GORDON KIRBY

Photos by CHARLES LORING

There doesn't seem to be much that anyone can do to beat A. J. Foyt this year. He may not have won Indianapolis, but the Texan is dominating the rest of the USAC Championship with an adroit style which he displayed again last weekend at Pocono, winning his second "500 miler" of the year. It was also his fifth USAC victory of the season and the 52nd USAC Championship win of his career. Such is the manner of A.J.'s success this season that he has now almost doubled the points total of his closest pursuer.

All of this is not to say that Foyt remains unchallenged on the oval circuits. In fact he had to work extremely hard just to stay in the hunt for much of the Pocono 500. But most of Foyt's protagonists ran into troubles of some kind or another and when a sudden rainstorm loomed across the horizon and brought an end to the race — much like the weather had at Indianapolis — seventy miles early, only the Wildcat of Wally Dallenbach was left hovering in the Coyote's mirrors. For this one race the Wildcat was, in the interests of reliability, equipped with a standard Offenhauser engine and subsequently Dallenbach felt he had little chance of actually catching Foyt had the race gone on. Nevertheless, he came home a strong, close second.

The other Sinmast Wildcat, driven by Gordon Johncock remained well in the hunt until crashing heavily, while Mario Andretti and Jerry Grant pushed their Eagles into the fight early in the race, both of them showing excellent form until their cars failed them. On the other hand neither Bobby Unser nor Johnny Rutherford were able to offer much of a challenge, the Jorgensen Eagle going out with gearbox failure before Bobby could apply his race plan and the Gatorade McLaren limping home an unwell sixth.

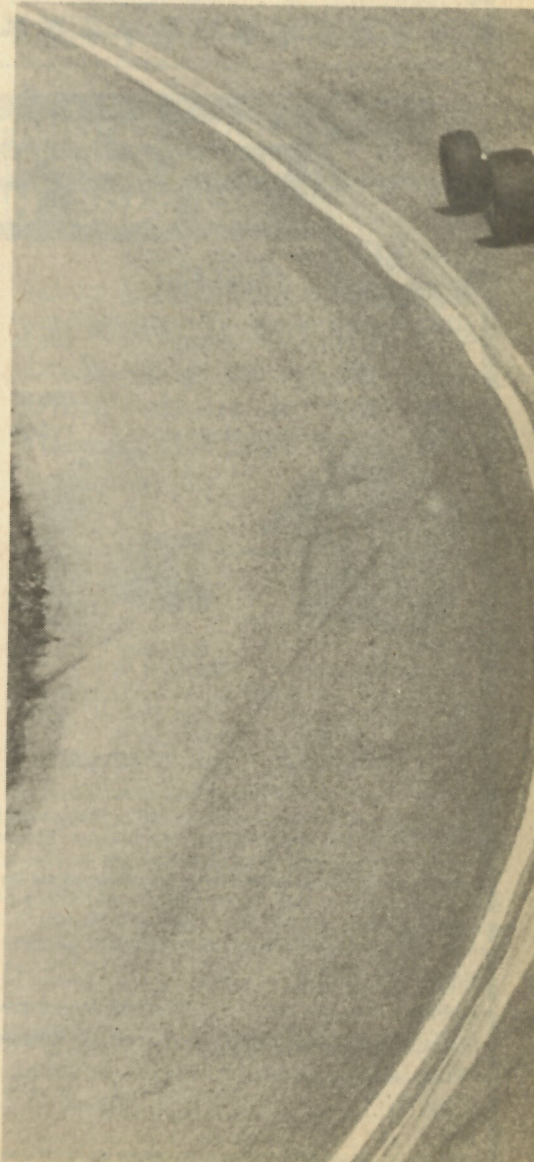
ENTRY AND QUALIFYING

Pocono Speedway offers many contrasts to the other two big ovals which stage USAC 500s. In marked contrast to both Indianapolis and Ontario, Pocono is located in a wooded vacation area, at the very summit of a range of small mountains. While the other races are unsponsored, the Pocono 500 is backed by Schaefer Breweries and this year they trumpeted their horn loud enough to bring in what was, according to all the local railbirds, a record crowd. The circuit itself is an irregularly-shaped oval, approximating the tri-oval layout of Daytona, but with each turn and each straight remaining appreciably different from each other. Subsequently Pocono is a difficult place on which to find the right balance, a place which can also easily push the unwary into excessive rates of fuel consumption.

For this final 500 of the year the entry was virtually identical to that at Indianapolis, the most notable exception being the absence of Lloyd

Ruby and the Allied Polymer McLaren. Just 34 cars made qualifying attempts after three days of practising in hot, humid conditions.

Taking his very first 500 pole was Gordon Johncock with the same Sinmast Wildcat-Sparks/Goosen/Drake he raced at both Ontario and Indianapolis. Much as he had been at Indy, Johncock was the fastest man on each practice day but this time he almost missed his chance at qualifying among the front rows when his engine began to misfire on the first of his four timed qualifying laps. George Bignotti waved Johncock in after two laps and spent the rest of the afternoon sorting out the problem, finally getting the Wildcat ready for another run within half an hour of the end of the day. This time everything worked perfectly and Johncock nosed A. J. Foyt off the pole by half a second lapping in 183.281 mph. Sinmast teammate Wally Dallenbach followed Johncock on to the track after the latter's aborted, early-afternoon attempt, but Dallenbach didn't even finish a lap before his Wildcat burned a piston. So both Wildcat's spent three hours together in their garage, their crews



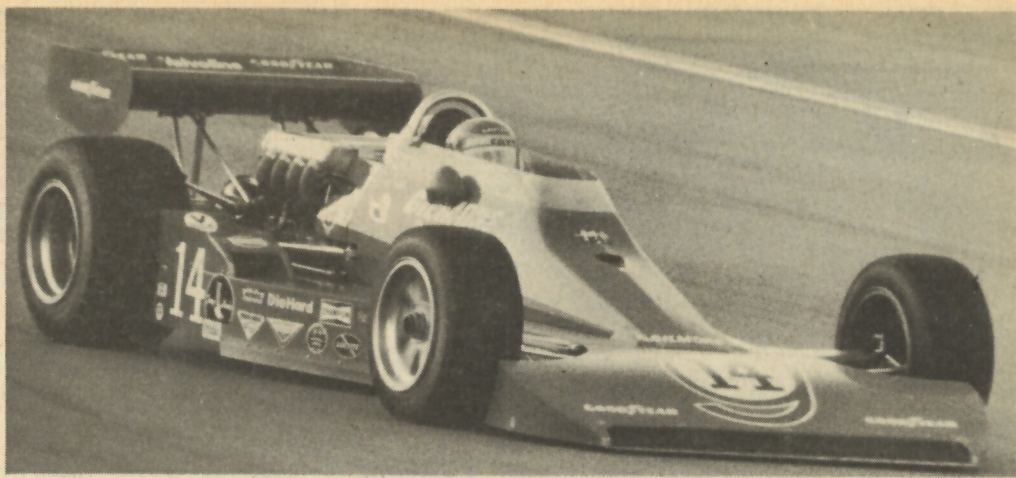
working feverishly over them while the others qualified. But right at the end of the day all that work became worthwhile when Dallenbach qualified, again directly after Johncock, placing the second Wildcat on the outside of the second row at 180.705 mph. Dallenbach's car was fitted with a bog standard Offys in preference to a SGD engine. "I wanted to try to finish for once," said Wally, "so I told George to put in something that could run all day. I didn't care how down on power it was."

For most of that first day of qualifying A. J. Foyt held easily on to the pole. Foyt qualified his Coyote-Foyt a second faster than anyone save Johncock and his time and speed of 182.778 mph. stood for the middle place on the front row. However, A.J. was a little perplexed about not finding the right tyre combination and spent lots of time behind a closed garage door thinking about the situation.

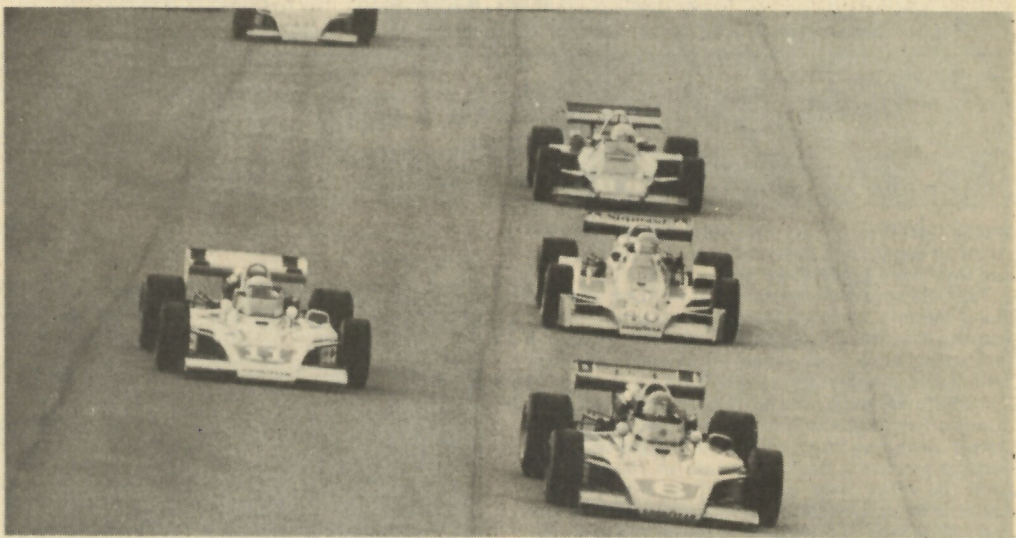
The outside place on the front row was taken, surprisingly, by Jerry Grant in Fred Carillo's Spirit of Orange County Eagle-Offy. Grant has not had a good car since driving the second works Eagle three years ago and although he raced Carillo's Eagle at both Ontario and Indianapolis, he was hampered by having to use standard 'bought' Offenhausers. After Indy, however, Carillo (who manufactures the connecting rods used by most Offy builders) went to Champion Spark Plugs and, with their assistance built a pair of engines. With one of these behind him Grant suddenly was able to push his way back into the forefront and even managed to outqualify the works Eagle of Bobby Unser at 181.864 mph.

Unser was fourth fastest at 181.708 mph, just a few hundredths slower than Grant, driving the same Jorgensen Eagle-Offy with which he won Indianapolis. Sitting between he and Dallenbach on the second row was Johnny Rutherford, not in his usual Gatorade McLaren M16E, but in last year's M16D. Rutherford crashed the newer car, badly on the first lap of his qualifying run and came trudging back in to tell Tyler Alexander that "I just lost it."

The McLaren team pulled their spare car from their truck and Rutherford qualified it (181.214



A. J. Foyt scored his fifth USAC win of the year in his Coyote.



Billy Vukovich, Duane Carter, Wally Dallenbach and John Martin battle for the midfield positions.

mph) well enough after having put in a fortuitous half a day of practice with the car on Wednesday. The M16D was the car with which Rutherford won Indy and Pocono last year and has used in the three short-track events this year, the day after qualifying Johnny put in a full day of practice with the car and after striking a satisfactory chassis balance the engine was changed for a race unit. But this one proved balky so it was changed again only to find on the one day of practice in the week before the race that this one was not right either.

Row three was filled by three Eagles from three different teams. Fastest of these was Mike Mosley in the Suparipe Prune entry (179.721 mph), followed by Al Unser's Viceroy car (179.578 mph) and Pancho Carter's Cobre Tire machine (179.480 mph). They were covered by just over a quarter of a second and for Carter it was easily his best-ever 500 qualifying effort. Unser again tried the Parnelli-Cosworth but after the V8 suffered an undetermined piston failure, he concentrated on his Eagle.

The Parnelli had been changed considerably since Indianapolis but due to the pressures from all their other programmes the VPJ team were unable to complete the car in time for any testing before taking it out to Pocono. They had lengthened the wheelbase and modified the geometry at both ends of the chassis and the general feeling was that these modifications were headed in the right direction. As this was to be their last USAC race of the year, VPJ are planning an extensive programme and hope to run Unser in the Parnelli in the last race of the season at Phoenix in November. For next year they will be pinning all their hopes on the Parnelli and every member of the team seems to carry the conviction that the car has immense potential and that they *must* get it right for it's next appearance.

Mario Andretti (179.238 mph) headed the next row in the other Viceroy Eagle, this running with an upright turbocharger manifold and without a metered boost unit. Andretti preferred the car set-up this way, even though it is supposed to increase fuel consumption. Mario found that it suited his unique to USAC style of a late, diving entry into the turns. His qualifying effort was a bit of a disappointment after running over 180 mph for much of practice, but Mario was obviously approaching this race with much more resolve

than he had shown at Indianapolis and one sensed that he was going to have a go in the race regardless of what might happen.

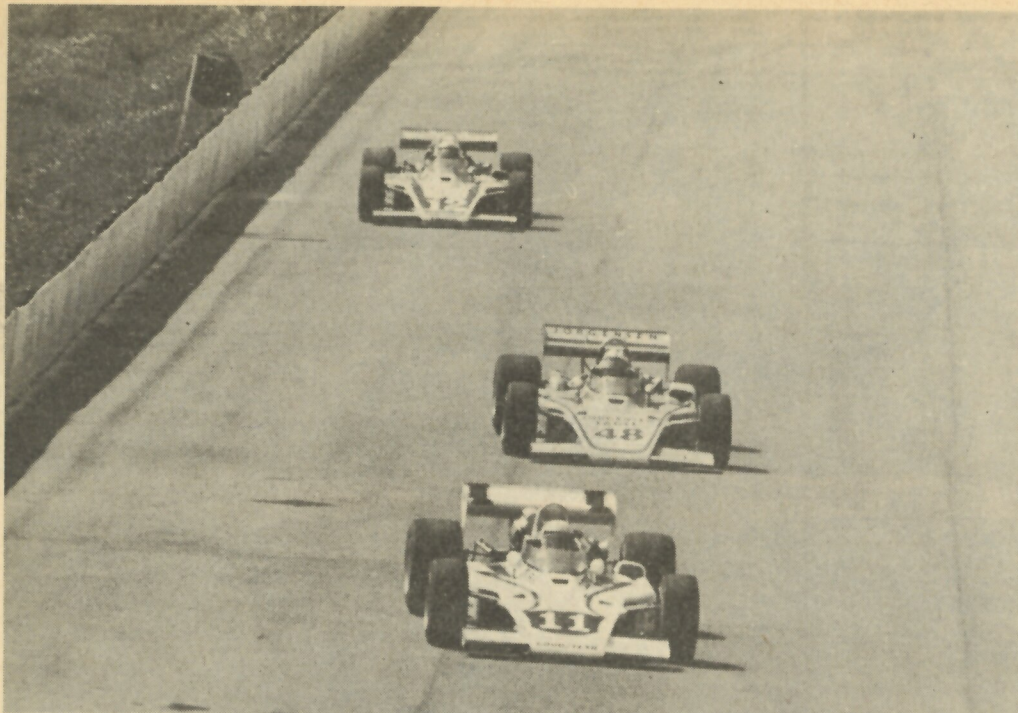
The Penske team completed the fourth row. Bobby Allison's CAM-2 McLaren M16C (178.731 mph) just a few tenths quicker than Tom Sneva's Norton M16C (178.456 mph). Sneva's car was the Indianapolis spare, freshly-painted for Tom's jump back into the cockpit barely three weeks after his horrendous Indy shunt. "I was more worried about the driver than the car," said Tom after his first, easy laps. But by the end of practice he was showing his usual good form and when he and Allison swapped cars early in practice for a back-to-back chassis comparison, Sneva was even a shade faster than the NASCAR ace.

RACE

After the fine weather had held throughout most of practice and the inactive week prior to the race, the skies around Pocono began to cloud up into rolling, tossing squabs of black and grey. Saturday afternoon was blessed with regular cloudbursts and the night darkened up in the same shifting manner. By Sunday morning the infield clay was turning thick and sticky and the crowd, being reluctant to disperse across the muddy wastes, slowed to a dead crawl as they funnelled into the Speedway. Many of the drivers found themselves stuck in a giant traffic jam so the medical helicopter was pressed into service as a ferrying bus. It was obviously going to be some time before much of the crowd could find their places in the infield or the grandstands so it was decided to delay the 1 pm start for half an hour.

In the meantime those who were inside were treated to the feats of a gentleman billed as "The Astonishing Neal," who had predicted Johncock winning the pole and his speed. But Neal's *Tour de force* was driving a lap around the Speedway, securely blindfolded, at 100 mph. Photographers gathered in clusters along the retaining walls waiting for the inevitable shunt but "The Astonishing Neal" managed his 100 mph lap without putting a foot wrong!

After that the infield crowd occupied themselves by burning a tent down just before a light flurry of rain blew across and postponed things even more. By the time the track had dried up it



was almost three o'clock and before any more rain might sweep in the covers were peeled off the cars and they were finally fired up.

The field sprawled out of the third turn and out along the pits straight, the midfield bunching up and the first few rows pulling themselves into a taut string as they whooshed off towards the first turn. Johncock darted immediately clear, just as he had at Indy with Foyt's flat Coyote holding the others off behind. A white car darted wide past the starter, swinging down almost to the pit wall and curving gradually back into line in time to roll back the other way into the first turn. It was Andretti forcing his way up to fifth behind Grant and Dallenbach as they bent through the turn and moved up towards the wall in their pursuit of Johncock.

It was these five who soon began to edge clear of the rest, Dallenbach towing past Grant on the first lap and laying his Wildcat's nose hard into Foyt's slipstream. Johncock pulled out a second of space on the first lap and held the margin safe while the others darted about in each other's mirrors, maintaining a tight, seething knot of colour. Just before this battle seemed ready to settle into a stalemate Andretti finally found the hole he had been looking for and in a couple of laps he pushed his way inside Grant and Dallenbach and immediately began to pressure Foyt.

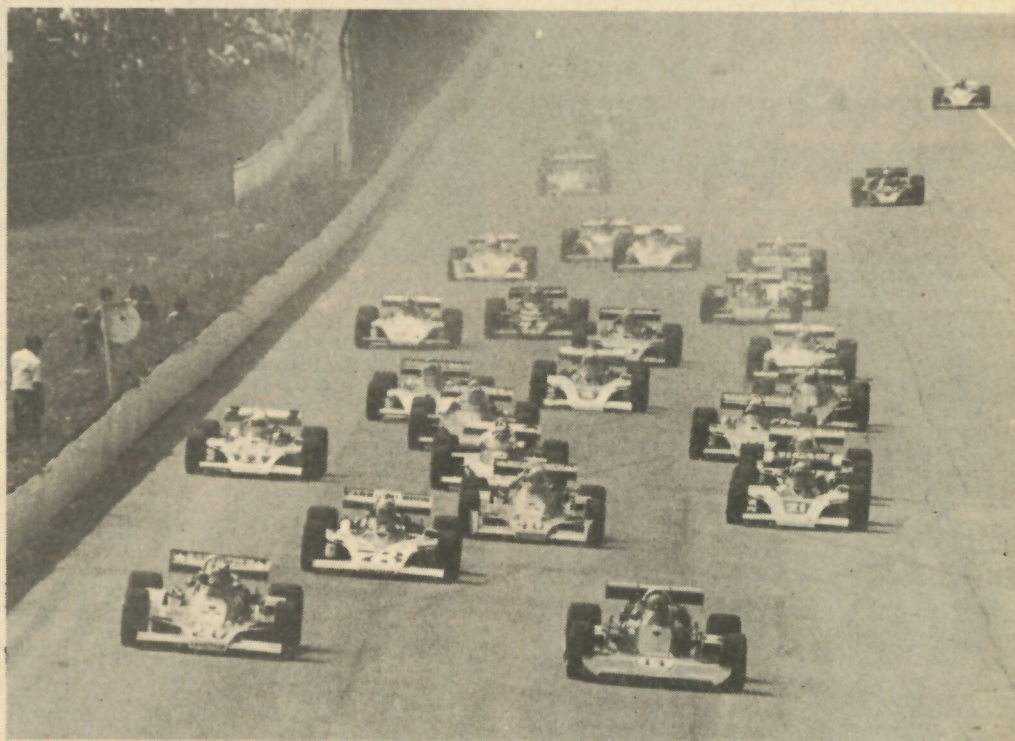
As Mario did so Johncock brought this leading knot upon the backfield and within a few laps the first three had broken away from Dallenbach and Grant. For the next seven or eight laps, until the first fuel stops in fact, Johncock, Foyt and Andretti chopped and changed positions as they wound their paths through the back and midfield. On one occasion they came out of the first turn three abreast! Excellent stuff.

After their first stops Foyt and Johncock resumed in nose to tail order but Andretti lost some five seconds to them in the pits. Bobby Unser on the other hand, picked up a handful of places from another very quick AAR pitstop (just like at Indianapolis) and was projected from his place at the head of the second group into a chase of Grant. At the same time it became apparent that Rutherford was in dead trouble for he had never been in the hunt and now the McLaren team were taking extra time to try to sort out a flat, unresponsive engine. When everybody got going again after their stops Rutherford was a full lap behind.

At the front it now became Foyt leading strongly by a few seconds from Johncock with Andretti about an equal distance behind the Wildcat. Through the next two stops they carried on that way, each one of them showing impressive bursts of speed on occasion although Foyt maintained control.

But then Andretti began to slip back and he was soon stopped for a long time in the pits. He finally climbed out to join teammate Al Unser who had retired his Eagle after six brief laps. Andretti's strong run had been stopped by a burned piston while Unser had stopped when a throttle butterfly broke off and dropped through the turbocharger manifold. It's not been a good year of USAC for Andretti and Al U.

Duane Carter holds off Bobby Unser and Mike Mosley (above). A. J. Foyt edges in front of poleman Gordon Johncock as the field goes into Turn 1 (below).



Until this point there had been at least ten cars on the same lap, with Dallenbach, Grant, Bobby U, Carter and Billy Vukovich involving themselves in a sustained battle for fourth which seemed all the time to be working itself through knots of slower cars. But then suddenly, it all began to go wrong.

While the field was running slowly under a yellow flag it began to spittle with rain and then for a few moments the rain pelted heavily from a particularly dark cloud. It was enough to dampen every foot of the track and it extended the yellow even more.

When the green came out about ten laps later the field was in a confused state from the tops and extra stops people had made. Foyt had ducked in a couple of times to try different tyre combinations (he was still searching for the right balance) and Johncock had dropped from the head of the queue to the back in his stop.

For a while then Jimmy Caruthers led but he was soon swallowed up by Grant and then Foyt and these two raced nose to tail for a few laps clear of the Wildcats and Bobby U. But then Grant came by towing a cloud of blue smoke and then Unser stopped the Jorgensen Eagle with gearbox troubles just as he was finding his pace and beginning to make his first, tentative runs to the front. Bobby's trouble was terminal but Grant's was repairable and after a broken auxiliary oil pump drive was replaced he carried on, albeit a long way behind. Just before these failures Pancho

Carter had been forced out with the gearbox broken in his Eagle so that it was suddenly the Wildcats versus Foyt.

For a long time Foyt led Dallenbach by a constant five or six second margin which extended to nine or ten after another fuel stop. Meanwhile Johncock was hanging on in third, trying to make up the ground he lost by getting stuck at the very back of the long queue during the brief rain shower. Gordon seemed to be able to chip into Foyt's lead when he found a clear track ahead of him, but time after time he would make a little slip and lose everything while getting his turbo boost back up to pressure. Once Johncock almost caught his teammate but dropped a wheel out of the groove on the exit of the first turn so that Wally was able to go away on his own.

Finally, on the 139th lap Johncock's ragged efforts apparently got the best of him when the Wildcat spun madly away from the second turn, climbing high up the fence and tearing it's left side suspension apart. Johncock was plucked from the car in a barely-conscious condition while the yellow lights came on again.

So ultimately it was Foyt versus Dallenbach with Billy Vukovich keeping his Eagle on the same lap but never within range of the Coyote and the Wildcat. What was to be the last yellow flag period of the race came on the 155th lap when Lee Kunzman's Finley stalled on the inside of turn one. It took eight laps before the green came out again because the tow truck that went out to pick up Kunzman's car got stuck in the mud!

But finally the green did come out and Foyt shot away easily from Dallenbach who was equally able to pull clear of the others. While this was happening the sky grew blacker and blacker and suddenly the clouds erupted and a heavy sheet of rain pelted across Pocono yet again. Red flags were brought out and the pace car went out to bring the field slowly around to the front of the pits where all except Foyt stopped. A.J. carried on, slowly, slowly, his visor up and his hand shielding his eyes from the rain as he guided the Coyote through another lap. He wanted to make sure that he had this race well and truly won.

As A.J. trundled slowly through the first turn a pair of rainbows showed themselves before the heavy clouds. That could only happen to A. J. Foyt.

Schaefer 500
Pocono — June 29
200 laps — 500 miles*
USAC Championship — round 7

1. A. J. Foyt (Coyote-FoytsFord V8), 3hr 01m 13.30s, 140.712 mph, 170 laps; 2. Wally Dallenbach (Wildcat-Offenhauser), 170 laps; 3. Billy Vukovich (Eagle-Offenhauser), 169 laps; 4. Roger McCluskey (Rocket-Offenhauser), 169 laps; 5. Gary Bettenhausen (Eagle-Offenhauser), 168 laps; 6. Johnny Rutherford (McLaren-Offenhauser M16D), 168 laps; 7. John Martin (McLaren-Offenhauser M16B), 167 laps; 8. Jimmy Caruthers (Eagle-Offenhauser), 166 laps; 9. Bill Puterbaugh (Eagle-Offenhauser), 166 laps; 10. George Snider (Eagle-Offenhauser), 165 laps
*race stopped after 425 miles because of rain



The Polski-Fiat revives the much-mourned Fiat 125 body shape.

The superior Polski-Fiat

Since the recent arrival of the Polski-Fiat in Great Britain, I have received many requests for a road test. Some of my enquirers have ordered the car on sight, but they still want performance figures and a general assessment. Others are buying now because they think the price is bound to go up, with which I am inclined to agree. Anyway, I'm writing this article on the basis of a £1,159 ticket, but if the figure increases during publication delays, I've asked for the new quotation to appear in the data panel.

When cars began to filter in from behind the Iron Curtain, there were those who grinned behind their hands. They looked far too plain to keep up with the Joneses and who wanted a car to last for ten years, anyway? Lately, our situation has deteriorated so that our cars have got to last, and who cares about looks? The total reliability of the "Moskys" in rallies and races has also made people think, and now these impressive-looking cars from Poland, well finished and without a trace of austerity, make it clear that automobile engineering is not a Western monopoly.

The basis of the Polski is the Fiat 125 body shell. There were many who mourned the passing of this model and they will be happy to see its familiar shape again. The structure has been strengthened and the most elaborate anti-rust precautions have been taken, all the double skins and box-sections having been drilled for the injection of a rust-proofing compound. The suspension parts have been up-rated to withstand a long life of bad roads and harsh weather conditions. A laminated screen is standard and the wrap-around bumpers have thick rubber inserts. There are disc brakes on all four wheels with dual-circuits, servo-assistance, and a pressure control valve to avoid rear wheel locking.

Though the body follows Fiat design, the twin-cam engine has been replaced by a rugged pushrod job. It has a cast-iron block with three main bearings, and an aluminium cylinder head. There are both centrifugal and by-pass oil filters, while the fan is driven through an electromagnetic clutch and only operates at high temperatures. This tough 1481 cc power unit is rated at 70 bhp, but that is presumably a gross figure; the 4-speed transmission exemplifies Fiat practice.

When I took over the car, I was impressed with the under-bonnet layout, which is a joy to behold

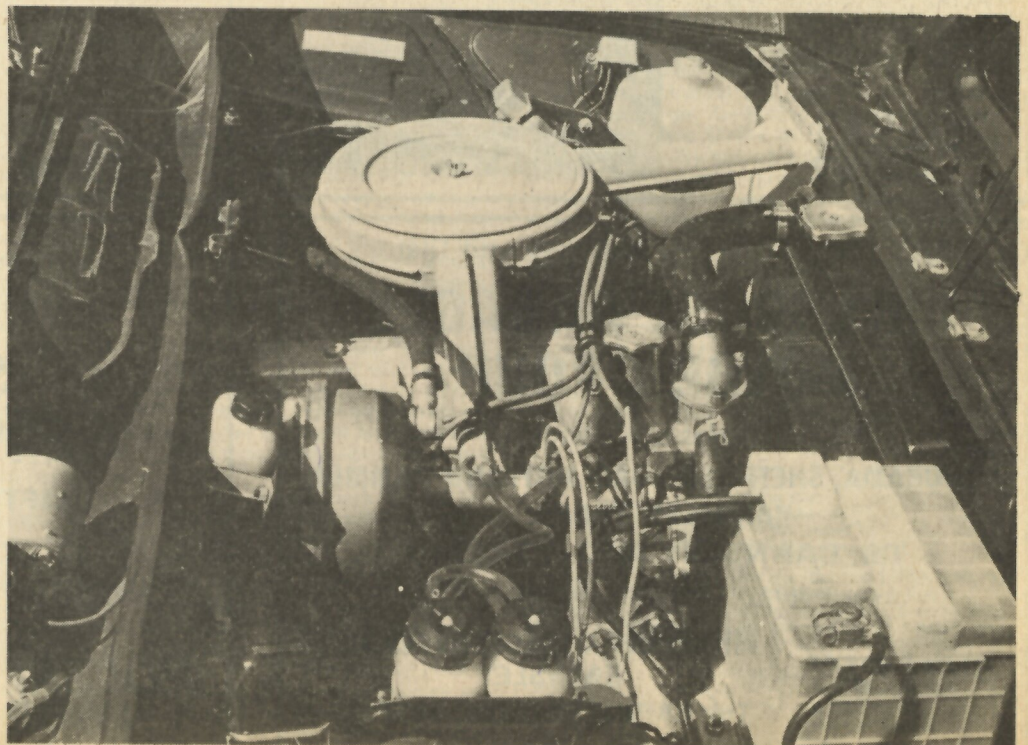
for the engineer and the service manager. There's a lock to stop petrol pilfering and though the luggage boot opens on the button, it can, of course, be locked. The tools — yes, real ones — are under the boot floor with the spare wheel and jack, and a little light shows where to put the luggage. The four doors fit well and lock smoothly, while the reclining seats have the excellent Fiat adjustment. The interior treatment is quite attractive and it's easy to wash paw marks off the upholstery.

Those who are thinking in terms of 100 mph motoring can forget about the Polski. The engine

has neither the power nor the revs of the twin-cam Fiat unit and it becomes noisy when pressed. However, it runs pleasantly enough when cruising in the 70 to 80 mph band, which will suit many prospective buyers admirably. It also gives good petrol economy, which will interest them even more and though this is a roomy family car, many people will average 30 mpg or so. The gears are rather widely spaced, which will please the man with a caravan or horse-box to pull, but does not make for a spectacular acceleration graph.

The gearbox is excellent, permitting really fast changes; first to second is instantaneous and can be snatched without closing the throttle, but the Polski is not exactly a ball of fire when accelerating in the higher ranges. The transmission is quite quiet, though I detected a suspicion of axle whine on the over-run. The insulation of road noise is outstandingly effective

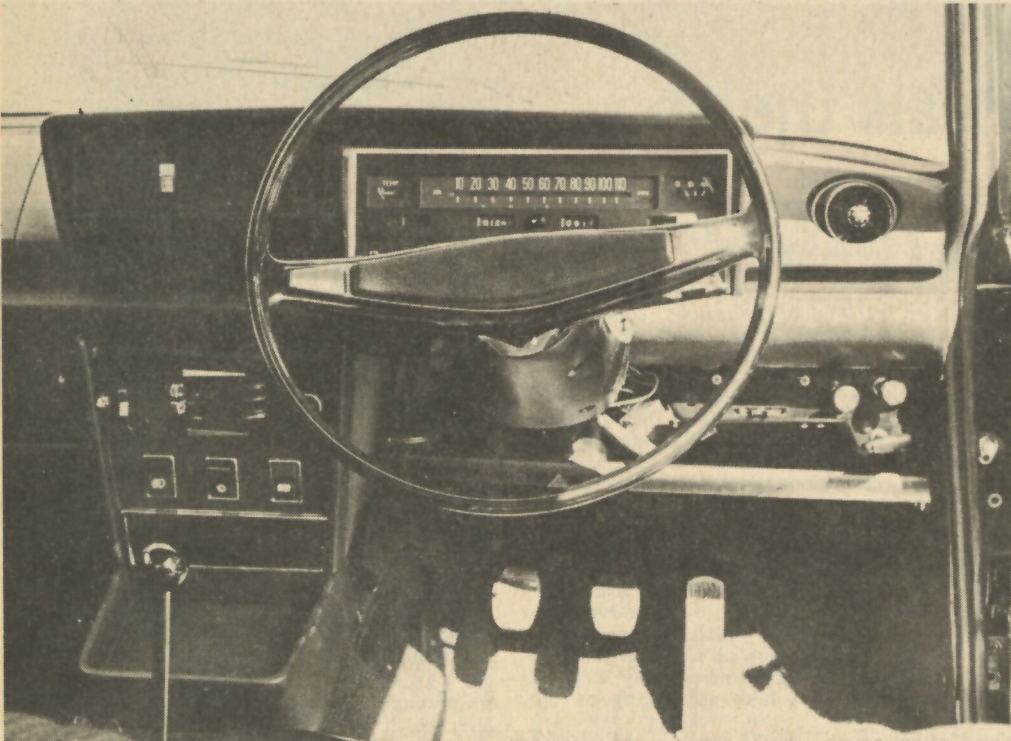
The engine is "a rugged pushrod job" of 1500 cc with a cast iron block and aluminium head.



Road test



The neat and functional front end styling doesn't date at all.



"The interior treatment is quite attractive and it's easy to wash paw marks off the upholstery."
Only the 125p badge gives away the Polish origin of the car.



but some wind noise is heard, even at moderate cruising speeds, though it's never loud.

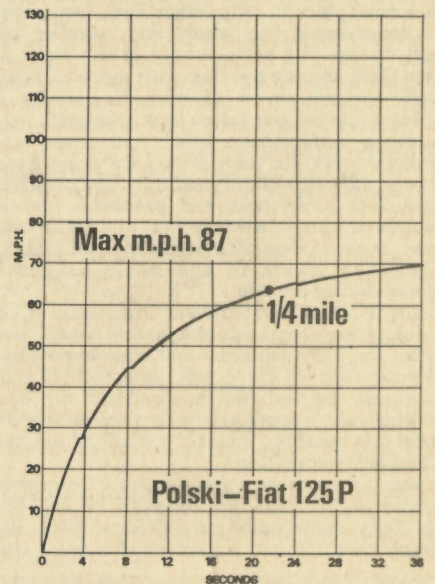
The suspension is fairly firm but the ride is quite reasonable by live-axle standards. The steering gives some feel going straight ahead, but becomes heavy going into lock. The handling characteristic always tends towards under-steering, except round sharp corners under full power in the wet. The roadholding inspires confidence, though I was not tempted to throw the car around; the ride is better than expected over rough farm tracks, the suspension never bottoming.

If my memory serves me aright, the brakes of Mr Agnelli's Fiat 125 were not as good as those of the Polish version, which really grip and require only light pedal pressure. The sturdy hand brake lever demands a hefty heave, as is the way of discs, but it will hold the car on quite a gradient.

In order to cope with bitter winters, the starter is extremely powerful; it engages with a tremendous clang and fairly spins the engine. Similarly, the heater operates very soon after a cold start and must then be turned down to avoid igniting one's socks. A very bad point is that hot air comes out of the ventilation eyeballs, which necessitates the use of the old-fashioned swivelling quarter-lights for cool breathing air. The heating and ventilation systems should be separated for our temperate climate.

The Polski-Fiat is a tough, hard-working car — the estate version is even more versatile — which is built for a future when cars must last longer and longer. It isn't fun to drive and there's nothing frivolous about it, but though its styling is far from new, it has a superior look which is still smart and not at all dated. Above all, this is the first car from behind the Curtain that looks really expensive and it will dwarf the Minis and Imps of that wretched Jones family next door.

P.S. I was right, see paragraph one. The price has risen by £90 to £1,249 and has been corrected on the data panel. However, the car still represents outstanding value for money, but those lucky people who snapped up the first boatload are now wearing insufferable grins, the rotters!



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Polski-Fiat 125P 4-door saloon, price £1,249 including car tax and VAT.

Engine: Four-cylinders 77 x 79.5 mm (1481 cc). Compression ratio 9 to 1. 70 bhp at 5400 rpm. Pushrod-operated overhead valves. Polmo (Weber) twin-choke downdraught carburettor.

Transmission: Single dry plate clutch, 4-speed synchromesh gearbox with central control, ratios 1.0, 1.49, 2.30, and 3.75 to 1. Hypoid rear axle, ratio 4.1 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Worm and roller steering gear. Live rear axle on semi-elliptic springs. Double-acting telescopic dampers all round. Servo-assisted, dual-circuit disc brakes on all four wheels. Bolt-on steel wheels, fitted Dunlop SP68 radial ply tyres, 5.60-13.

Equipment: 12-volt lighting and starting. Speedometer. Water temperature and fuel gauges. Heating, demisting, and ventilation system. Windscreen wipers, with intermittent setting, and washers. Flashing direction indicators. Cigar lighter. Heated rear window.

Dimensions: Wheelbase 8ft 2.5in. Track 4ft 2.8in / 4ft 2.2in. Overall length 13ft 10in. Width 5ft 3.8in. Weight 19 cwt 50 lb.

Performance: Maximum speed 87 mph. Speed in gears: Third 66 mph, second 45 mph, first 27 mph. Standing quarter-mile 21.2s. Acceleration: 0-30 mph 4s, 0-50 mph 11.4s, 0-60 mph 17.2s, 0-70 mph 36.8s.

Fuel Consumption: 26 to 32 mpg.



The end was in store for Dave Fuell's two-litre Escort. A qualifying accident wrote-off the shell.

LONG MARSTON

Tony Drummond steals the show

Blessed with yet another summer's day of uninterrupted sunshine, the Motostage organised Philips Electrical Rallypoint (part one) took place last Sunday afternoon at Long Marston. Many of the country's top rallycross and autocross drivers took part, despite a European round accounting for such aces as John Taylor, John Smith and Rod Chapman who are, however, all scheduled to appear at this weekend's Long Marston, part two.

Perhaps those very drivers were really needed last weekend, for the established circus had to take second place to rally driver Tony Drummond who commanded the whole day, turning in a totally dominating performance in the eight car, six lap final, to take the flag with more than nine seconds margin, even after a 5s penalty for clipping a marker was taken into account.

It was a performance which had never really looked in doubt, for the Carman Catering Escort had been moving around the fiddly Long Marston course with a deftness and precision just not exhibited by any other car to quite the same degree. Tony kept on course, out in front and, just as important, clear of the many tangles so frequent during the day.

Superbly quick and efficient organisation kept the day proceeding at double-quick pace (necessary for the ATV cameras) and competitors each had three runs, of three laps, in which to clock their times, the best two laps on each run being their bogey. This provided much elimination, with several cars breaking under the stress of the hard, hot and dusty conditions.

It was during these runs that Tony Drummond emerged as the principle force to be reckoned with. Tony made quite sure of qualifying right through to the final, whilst at the same time

managed to "check-out" the quickest way round each section of the grass/tarmac course. In his investigations, several heart-stopping moments kept all eyes firmly on the Drummond Escort. Only during his quarter final run did the Yorkshire garage man overcook things in a big way with a magnificent tyre-smoke-enshrouded spin (it had to happen) whilst leading, and from which cloud of smoke the car reappeared like a bullet, losing only one place.

Drummond's most consistent challenge came from Hugh Wheldon's tidy 1303 shelled, strut suspended, 2.4 litre Beetle which lost out to fourth place after a spin in the final. It was not a day for the Minis, the conditions not at all in their favour; their comparative lack of bhp just too much of a disadvantage — despite some extraordinarily spirited driving. The Ripspeed car of Paul Springett/Don Gilham seemed to take that dubious honour with a day full of skirmishes and spins. That front wheel drive offered no advantage on the hard going was most entertainingly exhibited by Mick Rushbrook's Lex Motor Co Allegro 1750. This new-generation Lazy 'L' front driver just would not take any liking to the corners, preferring an all-or-nothing trajectory which often sent its driver to off-track aiming points with furious amounts of understeer.

Despite the conditions there was, thankfully, only one accident of any major consequence when Dave Fuell's Escort tumbled during a scrap, knocking its corners off expensively, one by one. Fuell emerged from the cartwheel unscathed.

After the rigours of the qualifying runs the quarter finals were set for immediately after a brief lunch halt. The first cars to the grid were Paul Northall's rapid Triumph GT6; John Button's VW;

Pete Wither's Mini; Peter Harrold's VW; Nick Brice's Airey Mini and Terry Smith's ultra-light Ford engined Mini. The first three finishers in the quarter final runs were to go through to the semi-final runs. Despite the number of cars all trying for the first corner, this first serious racing of the afternoon started in a tidy fashion with Button's Beetle keeping in front until a last lap spin let Northall's ever present GT6 through with Terry Smith's Mini taking third. The Mini was destined not to appear again, however, for during the race the o/s rear wheel detached to go its own separate way.

The second race saw some close dicing, after Nick Jesty's troublesome 3.5 litre mid-engined Imp hybrid pulled-out on the line, with John Welch (Escort RS) taking the flag from Keith Stone's Mini and Gordon Roger's car. Bruce Bamber's Mini suffered a flat front tyre which knocked it from a strong second position.

More powerful machinery enlivened the third and fourth quarter finals with Ron Douglas's mid-engined Escort taking a convincing lead in the former heat until he was slowed to a halt with no drive after three laps, allowing Wheldon's crisply-driven VW to take victory from Trevor Hopkin's Escort. The latter heat saw Rodemark's Porsche Carrera hit during a first corner shuffle by Roger Burn's Clan; the heat going to the 1600 cc Mini (the only FWD car to take a race all day as it turned out) of Bruce Rushton after Tony Drummond's spin. Burn's Clan made third after a race-long tussle with Rodemark's car — his Porsche not accelerating with the usual vigour due to a misfire.

Of markedly different character, the two semi-finals were run for the top four cars to remain for the grand final. The first race was won by John Welch after a very well-judged drive from the equally tidily-driven GT6 of Northall, Button's VW and Gordon Roger's Mini. Due to the retirement rate only five cars appeared for this one and after the demise of Keith Stone's car after two laps on a sick engine, all were guaranteed a final run.

The second race was more of an entertainer with Wheldon's VW getting the verdict from Drummond, Judith Jesty's spiritedly driven Mini and Burn's Clan Crusader. Trevor Hopkins was forced out mechanically on the penultimate lap while, moments later, the Minis of Jesty and Rushton contacted with a hefty bang — Rushton attempting to help Judith Jesty on her way, but with both cars spinning and Rushton losing out on the manoeuvre.

So the cars sorted themselves out for the final, and as soon as the flag was dropped the familiar howl of one of Drummond's self-built BDAs indicated a perfect start to his six-lap spectacular. Drummond was clear of Welch's Escort, with Wheldon, Northall, Jesty, Rogers and Burn following; the Fords and VW very close. It continued to be tense, Drummond dramatically sideways with smoke pouring from his tyres as Wheldon hurled the VW after him, the Volkswagen's wide tyres soon beginning to smoke under the pressure. It was at its closest on the fourth lap, after which Wheldon seemed resigned for second place when he promptly spun. There was no way he could tackle the Escort; Drummond looking totally in control of proceedings. Further back, a tender few moments came Burn's way when his steering detached, looking very much like subaxle failure, and the Clan pointed towards various abstacles before coming to a halt unscathed.

John Welch finished second behind Drummond but he suffered a penalty for route-squashing, giving Button's VW the position. Wheldon passed the line fourth, a disappointing result after a well-calculated day's driving. Although Tony Drummond is no stranger to autocross type events, his performance last Sunday was head and shoulders the best. There will likely be many competitors hoping for some rain this coming Sunday to give their constant velocity joints something to get to grips with.

A separate class for a small field of more standard rally-prepared vehicles was comprehensively dominated by Bernard Banning's Avenger, very effectively making it a truly rally driver's day at the Stratford-upon-Avon circuit.

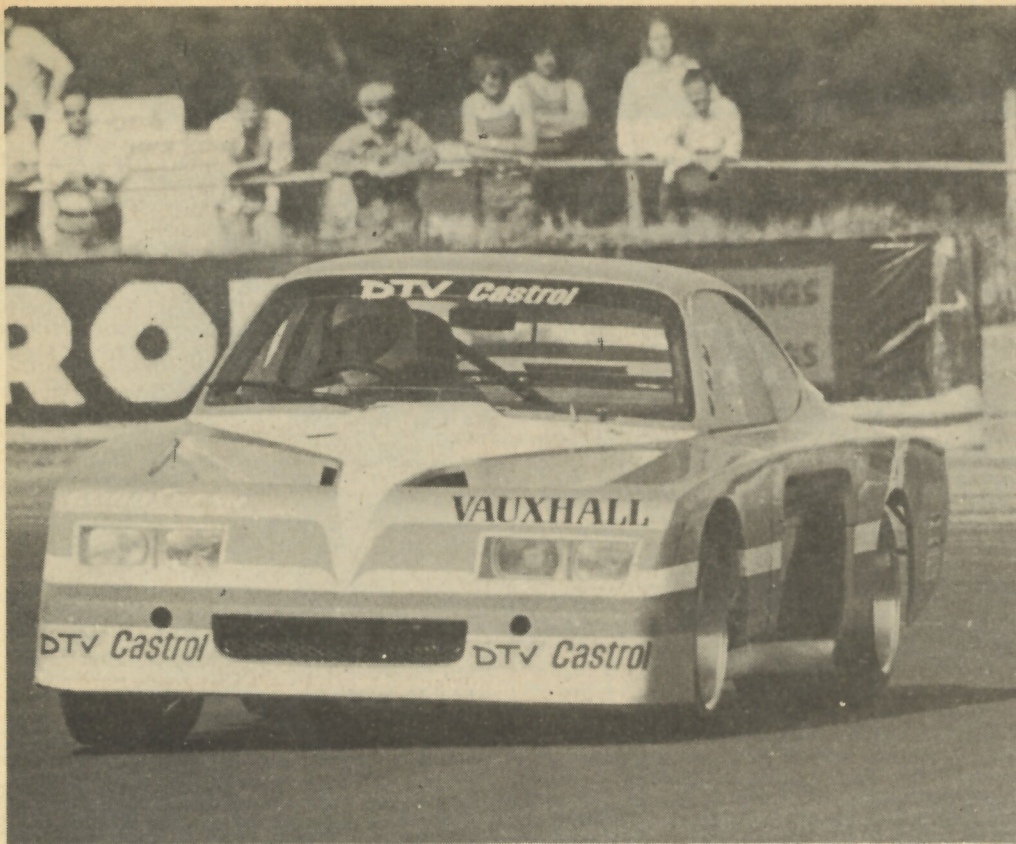
IAN SADLER

Overall Results Class 1: 1, Tony Drummond (Escort) 7.14.7, 6 laps; 2, John Button (VW) 7.24.6, 6 laps; 3, John Welch (Escort) 7.29.3, 6 laps; 4, Hugh Wheldon (VW) 7.32.6, 6 laps; 5, Paul Northall (GT6) 7.36.3, 6 laps; 6, Gordon Rodgers (Mini) 7.38.3, 6 laps; 7, Roger Burn (Clan) NTR, 1 lap; 8, Judith Jesty (Mini) NTR, 1 lap.

Overall Results Class 2 — Group 1: 1, Bernard Banning (Avenger) 6.39.2; 2, Chris Field (Avenger) 7.46.4; 3, Mike Hill (Lancia) 8.00.5; 4, John Beadle (Capri) 8.22.0; 5, David Hardcastle (Capri) 8.41.9.

Bruce Bamber leads Keith Stones on their final qualifying run, their Minis not suited to the try conditions.





Gerry Marshall was in superb form with the DTV Firenza and walked away with the Superloon race.

SILVERSTONE

Marshall takes revenge

Gerry Marshall was trying all out to avenge his Oulton Park defeat at Silverstone last Sunday. Driving the Vauxhall Firenza V8 'Baby Bertha', Marshall dominated the Tricentrol Super Saloon round setting a new lap record 0.2s under Ian Richardson's in the process. Martin Birrane (ex-Mick Hill Capri) used all the cubic inches available to keep ahead of Alec Poole's Skoda for second. Under the able organising hand of the BRSCC (M), making a rare trip away from Mallory, the day also saw wins for Geoff Lees in the National Organs FF race, Dyfed Roberts' ex-Santo March 743 in the F3 race (including a new joint lap record with Ken Silverstone), Nick Whiting in the Simoniz Special Saloon qualifier and Jeff Williamson (Renault 5) in the Noddy Car race. Gerry Marshall unanimously won the APG Driver of the Day Award and his 100 yds running race with Derek McMahon in front of the pits after the meeting, taking a £50 wager!

A massive FF entry had been received for the National Organs qualifier necessitating three heats and a final. The first was a needle match between Kenny Gray (Van Diemen-Scholar RF75), Mike Blanchet (Crossle-Minister 30F) and the Hawke-Scholar DL12 of local hero Jim Walsh sporting bright new sponsorship from Crompton Lighting. South African Gray seemed to have the measure of his adversaries leading over the line most laps and was best placed on the last, but Jim Walsh, who had been losing his rock-ape image, chucked the Hawke in far too fast at the last corner, understeering straight off into the waiting armco and knocking a corner off. Gray, unaffected, won from Blanchet with Stuart Baird (Merlyn-RE Mk24) holding off Lou de Marco (Hawke-Holbay DL12) and David Kemp (Merlyn-Abbott Mk 20A) after a race long battle.

The second heat saw yet another good race long battle for the lead, this time with Geoff Lees in the Rob Roy/D. J. Bond Royale-Minister RP21 holding off Matthew Argenti (MacInnes/Amcron Van Diemen-Scholar RF75), Terry Fisher (Van Diemen RF74/75) and Phil Dowsett (Crossle-Minister 25F) during which Lees always seemed in command. Fifth was David McPherson's ITT Dulon-Minister MP17 from Rad Dougal who recovered well from an earlier spin in his Royale-Scholar RP21.

The third heat was a hairy affair with a massive eight car train disputing the lead early on. On lap five, Peter Morgan (Alexis-Davron 18B) was nerfed out of the bunch at Woodcote and then on

the last lap Geoff Samiles (Royale-Schoker RP21) led in, spun sideways under braking and took David Harbour's Crossle-Scholar 20F off with him. Harbour restarted dangerously in front of the second bunch causing two more spins but Smailes' car had suspension damage. Out of the carnage, John Bright (Merlyn-Whitehurst-MK11A) won only to be penalised 10s for a jumped start (caused by the dithering starter) giving victory to Rick Morris (Hawke-Scholar DL12) from Alistair MacDonald (Merlyn-Scholar Mk24), Frederick Sigafoos (Jamun-Lion TC3), Glenn Eagling (Van Diemen-Scholar RF75) and a down on power Lee Wroe-Johnson (Rostron-Minister CT3).

At the end of the day, the first ten from each heat lined up for the final. Immediately three drivers detached themselves to dispute the lead — Geoff Lees, Kenney Gray and Mike Blanchet. Lees did most of the leading over the line with Gray challenging at Copse and Becketts. Blanchet sat in third until the last lap when he passed Gray but could do nothing about this year's top FF driver, Geoff Lees, who held on to his first place as Blanchet ran wide holding on to second from Gray. A huge bunch in fourth to tenth places finished in the order Argenti, Fisher, Dougal, de Marco, Baird, David Kemp (Merlyn Mk24) and McPherson.

It had to happen sooner or later — the BRSCC brought Renault 5 racing to Silverstone and a smashing, bumping, lurching, armco bashing time was had by all. During the tedious excuse for motor racing, two drivers showed themselves superior; Jeff Williamson scoring his first win by creditably beating the championship leader Neil McGrath after a clean, close battle for the lead. The rest of the field came home in various states of disrepair led by Mick Hill, David Hedges and Richard Oliver.

The main race of the day was undoubtedly the 15-lap Tricentrol Super Saloon round. Gerry Marshall powered Baby Bertha away at the start and only Tony Strawson could give chase. Stawbery clung on grimly putting in one of his best drives until the transmission broke after five laps. This left Alec Poole trying all he knew to get Derek McMahon's Skoda S110R Cosworth past Martin Birrane's point and squirt Capri. Lap after lap Poole would get alongside only for Birrane to disappear on the straights. At the front though, Marshall was winning as he pleased setting the Vauxhall up in superb oversteering slides and breaking the lap record on at least two occasions.

Great stuff — if only Ian Richardson could have been there to defend his lap record. On the last lap Poole got past Birrane but made a mistake taking Becketts too tight and letting Birrane get too far ahead on the straight, so having to settle for third. David Howes took a comfortable fourth in the AM Javelin but Nick Whiting made a big effort and almost caught him at the end in his Kent Messenger Escort BDA. Bill Dryden brought Gerry Marshall's old 2.2 Firenza in sixth ahead of Arther Collier in the ex-John Turner Skoda Chevrolet-S110R.

The BRSCC were thankfully graced with more F3 cars for their non-championship race than the NSCC were at Cadwell two weeks before. This time the race also contained an FF2000 class which boosted the entry somewhat. At the start, pole man Chris Barnett stripped second gear on his March-Schnitzer 753 which allowed the relatively little known Welshman and ex-class mate of Tom Pryce, Dyfed Roberts into the lead in his ex-Santo March-Penistan/Novamotor 743 from Doug Bassett (GRD-Holbay 374) and Rupert Keegan (March-Novamotor 743), as Barnett struggled at the tail of the field. Roberts then confounded all the experts by pulling out his lead, driving quickly and smoothly to 90 on to win. Ken Silverstone (March-Brown 743) came up from fourth to second on lap seven passing Bassett who went wide and Keegan who fell back to retire with brake trouble. Silverstone then chased Roberts home, the two of them surprisingly setting a new F3 lap record 0.4s under the old record of Henton, Perkins, Sullivan and Rouff. Chris Barnett recovered well and moved up to fourth behind Bassett and ahead of Tony Rouff (Ehruch-Vegan-tune ES5) and Steve Pettit (March-Brown 733/4). Of the FF2000s, a good dice between Adrian Reynard (Reynard-Oselli 75F), Derek Lawrence (Crossle-Titan 3HF) and Syd Fox (Hawke-Holbay DL14) was ruined on lap twelve when Reynard got sideways entering Woodcote and was clobbered by Lawrence causing their retirements on the spot. The wily Syd Fox avoided them and slipped through to take the class, remaining on the same lap as Roberts. Reynard had the consolation of establishing the FF2000 lap record.

Nick Whiting and Martin Birrane were out again for the Simoniz Special Saloon round and Birrane again used his power to hold the lead early on with Whiting climbing over his boot in corners. On lap five, however, Birrane spun at Becketts which allowed Whiting through to score his first ever Silverstone win. Birrane recovered to take second with Peter Baldwin's Mini-Allen BDA third overall, first 1300 and the only other car unlapped. Jeff Ward's 1.0 Imp was fourth overall winning a class battle with Derek Walker's controversial mid-engined "Fiat 850 Coupe" Holbay. Roger Gill's Imp took the 850 class.

PETER RICHINGS

National Organs Formula Ford, Heat One (7 laps): 1. Kenny Gray (Van Diemen-Scholar RF75), 7m 35.6s, 88.94 mph; 2. Mike Blanchet (Crossle-Minister 30F), 7m 36.0s; 3. Stuart Baird (Merlyn-RE Mk 24), 7m 38.2s. **Fastest lap:** David Kemp (Merlyn Abbott Mk 20A), 1m 3.0s, 91.89 mph.

National Organs Formula Ford, Heat Two (7 laps): 1. Geoff Lees (Royale-Minister RP21), 7m 37.6s, 88.55 mph; 2. Matthew Argenti (Van Diemen-Scholar RF75), 7m 38.4s; 3. Terry Fisher (Van Diemen RF74/75), 7m 38.8s. **Fastest lap:** Lees, Argenti and Fisher, 1m 4.2s, 90.17 mph.

National Organs Formula Ford, Heat Three (7 laps): 1. Rick Morris (Hawke-Scholar DL12), 7m 45.2s, 87.10 mph; 2. Alistair MacDonald (Merlyn-Scholar Mk 24), 7m 45.6s; 3. Frederick Sigafoos (Jamun-Lion TC3), 7m 45.6s. **Fastest lap:** Sigafoos, 1m 4.6s, 89.61 mph.

National Organs Formula Ford Final (10 laps): 1. Lees 10m 48.8s, 89.22 mph; 2. Blanchet, 10m 49.0s; 3. Kenny Gray (Van Diemen-Scholar RF75), 10m 49.4s; 4. Argenti, 10m 49.8s; 5. Fisher, 10m 53.2s; 6. Rad Dougal (Royale-Scholar RP21), 10m 53.4s. **Fastest lap:** Lees, 1m 2.8s, 92.18 mph.

Renault 5 Elf Challenge (10 laps): 1. Jeff Williamson, 15m 5.2s, 63.95 mph; 2. Neil McGrath, 15m 5.4s; 3. Mick Hill, 15m 11.8s; 4. David Hedges, 15m 14.4s; 5. Richard Oliver, 15m 14.8s; 6. Trevor Packham, 15m 15.0s. **Fastest lap:** Williamson, 1m 28.6s, 65.33 mph (establishes record).

Tricentrol Super Saloon Round (15 laps): 1. Gerry Marshall (5.0 Vauxhall Repco-Firenza), 14m 29.8s, 99.38 mph; 2. Martin Birrane (5.0 Ford Capri), 14m 48.4s; 3. Alec Poole (2.0 Skoda Cosworth-S110R), 14m 48.6s; 4. David Howes (6.4 A.M. Javelin), 15m 2.2s; 5. Nick Whiting (1.9 Ford Escort), 15m 2.8s; 6. Bill Dryden (2.2 Vauxhall Firenza), 15m 14.6s. **Fastest lap:** Marshall, 57.0s, 101.56 mph (record).

Formula Three and FF2000 (15 laps); overall and F3: 1. Dyfed Roberts (March-Penistan/Novamotor 743), 14m 25.6s, 100.31 mph; 2. Ken Silverstone (March-Brown 743), 14m 27.6s; 3. Doug Bassett (GRD-Holbay 374), 14m 34.8s; 4. Chris Barnett (March-Schnitzer 753), 14m 39.2s. **Fastest lap:** Roberts and Silverstone, 56.6s, 102.28 mph (record). **FF2000:** 1. Syd Fox (Hawke-Holbay DL14), 74.46 mph; 2. Richard Dutton (Crossle-Brown 31F); 3. Peter Orlando (March-Rowland 713/33). **Fastest lap:** Adrian Reynard (Reynard-Oselli 75F), 1m 0.0s, 96.48 mph (establishes record).

Simoniz Special Saloon Round (10 laps); Overall: 1. Nick Whiting (1.9 Ford Escort), 10m 1.6s, 96.22 mph; 2. Martin Birrane (5.0 Ford Capri), 10m 23.2s; 3. Peter Baldwin (1.3 Mini-Allen BDA), 10m 58.0s; 4. Jeff Ward (1.0 Hillman Imp), 9 laps. **Over 1300cc:** 1. Whiting, 96.22 mph; 2. Birrane; 3. Reg Palmer (3.8 Jaguar). **Fastest lap:** Whiting and Birrane, 59.0s, 98.12 mph. **1001-1300cc:** 1. Baldwin, 87.98 mph; 2. Susan Tucker Peake (1.3 Ford Escort); 3. Terry Harmer (1.3 Cooper S). **Fastest lap:** Baldwin, 1m 4.4s, 89.89 mph. **851-1000cc:** 1. Ward, 86.17 mph; 2. Derek Walker (1.0 Fiat-Ford); 3. Richard Oliver (1.0 Hillman Imp). **Fastest lap:** Ward, 1m 5.8s, 87.98 mph (record). **Up to 850cc:** 1. Roger Gill (850 Hillman Imp), 81.10 mph; 2. David Enderby (850 Mini). No other finishers. **Fastest lap:** Gill, 1m 10.0s, 82.70 mph.

That...

A chicane at Woodcote! What the hell is going on? We, the undersigned, being a bunch of impoverished F1 enthusiasts, scimp and save for years, lie to our wives and the boss at work to get four days off work to attend the British GP at Silverstone. We camp in a field and live off Baked Beans in order that for a few days we can feel at least part of that elite F1 circus. We absorb the atmosphere, drink in the signs, the sounds and the spectacle of F1 cars, driven by the best drivers in the world. We look at each other lost for words at the sight of these cars travelling at 160-170 mph, not just on the straight but round corners as well and the corner of course is Woodcote. We cannot afford to watch from the grandstands on race day, being there in practice is enough to keep our adrenalin pumping for six months. A corner which send Pete Lyons into ecstatic raptures; man, they can't put a bloody chicane there. Tell us it's just an ugly rumour please!

If a chicane is put there, then that's it for us, we will club together and buy a Scalextric set and take our wives to Butlins in July. The way motor racing is going the GP will be held on Butlins car park next year anyway.

J. H. PAGE, J. LATHAM
J. BAKER, A. SKELTON

WILLENHALL, STAFFS

...chicane

I feel I must reply to the letter of July 3 from Robin Rew. Not being a member of the Silverstone "establishment" myself, I would like to say as a mere spectator that I consider the installing of a chicane at Woodcote totally unnecessary.

The chance of a car leaping the safety barrier and landing in the grandstand must be minute indeed, in all my years of watching racing from this particular viewpoint the possibility of such an occurrence has never entered my mind. We spectators pay good money to watch cars being driven at racing speeds, not fumbling round artificial impediments. We are quite prepared to take the very slight risk of being involved in an accident and we are fed up with being told what is supposedly meant to be done for our own good.

Over the last few years, a high toll of circuits has been taken. Monza, Le Mans, Rouen and Enna have had chicanes inserted. Spa and Clermont-Ferrand are apparently not considered suitable for F1 cars and there is talk of the Nurburgring being shortened. All this as well as talk of a chicane at Ste Devote at Monaco and Monza not being used for the 1976 Italian Grand Prix. What we spectators need is some form of union or association to see that our views are heard instead of being ignored as at present. If things continue on their present course with ineffective governing bodies, drivers who do not try or are scared of actually engaging in some form of real racing, and circuits which make changes affecting spectators without consulting them, then the sport is headed on the road to disaster.

I can only conclude by asking Silverstone to think again about ruining the spectacle of one of the world's finest corners and let us enjoy the sight which we have been looking forward to all year and which has always been considered all right until now.

HITCHIN, HERTS

A. R. WALLACE

Who pays?

We read your *Editorial* concerning the RAC Technical Commission with great interest and cannot help but agree with the sentiments that the Commission is a necessary and worthwhile facility. Overlooking a budget for this important function is not a lightly excused omission despite the obvious excuses. Nevertheless overlooked it has been and someone must pay so who should it be?

An overall levy on all RAC Clubs could be a solution but possibly unfair to non-race promoting Clubs. To impose a levy on race promoting clubs would be cumbersome and either scheme presents problems in terms of, should certain clubs needs be subsidised by others etc? A voluntary contribution scheme would not be

without problems and not a very positive scheme. As usual it is probably a compromise which is best, a levy on each race meeting to be paid to the RAC with a scale adjustment according to status. This way those clubs making use of the facilities provided will pay in sympathy with the service given.

In closing we can only say how sad it is the Technical Commission must exist, but it does by necessity and must be kept operative. To do this is in the interest of organisers and competitors alike, the competitors will probably ultimately pay which could be argued is only correct. Those cheating "demand" the Commission, those who don't cheap demand the Commission so that they may be competitive.

ORPINGTON, KENT

J SYMES

Accident survey

Publication of the *Grand Prix Accident Survey* by the Jim Clark Foundation, referred to in your Private Ear page in the June 20 edition, highlights the need for objective research into all types of safety barriers.

In 1972 I had discussions with the Secretary of the Foundation, Adrian Ball, and attempted to interest the Foundation in initiating such research. Documents which I passed to the Foundation included the Nurburgring Year Book for 1970, which contained a long report stating sound reasons for not surrounding the circuit with Armco; a project which nevertheless had to go ahead due to the stubborn insistence of the GPDA.

Of course, since that time, circuits all over the world have been given the Armco treatment - not the carefully designed, impact absorbing system developed by highway engineers, but in many cases solid unyielding walls of sleepers with Armco bolted directly to the surface, or Armco on massive steel supports concreted into the ground.

Many drivers have died or suffered serious injury due to impact with these solid trackside barriers, and perusal of the *Grand Prix Accident Report* reveals the fact that over 50 per cent of the accidents in Formula 1 during the 1972 season (the latest covered by the report) involved contact with such barriers, variously described as "Armco," "guard rail," "barrier," "wooden faced bank," "wooden sleeper barrier," or even "safety barriers" or "safety placements."

This is obviously a highly unsatisfactory state of affairs, which contradicts the complacent comment in the Postscript of the Report that since work on the Survey started "obvious trackside hazards have been removed..."

However, following further representations, the Secretary of the Foundation has recently agreed to suggest to the council members that safety barrier research should be considered as the next project. Now is the time for all competitors, entrants, and organisations concerned with racing driver and racing motorcyclist safety to demonstrate to the council of the Jim Clark Foundation that this research is urgently needed - by writing to: The Secretary, Jim Clark Foundation, 20 Tudor Street, London EC4Y OJS.

CHISLEHURST, KENT

JEFF WARD

Authority wanted

As a longtime campaigner for a drastically revised Formula 1, combined with far different safety installations on road circuits I was most interested in both the decision of the CSI about tyres and wings on racing cars and your *Editorial*, criticising these measures. First of all I applaud any new sign of life in both FIA and CSI, because only through their lack of authority have organisations like the GPDA and FICA been able to dictate what was going to happen in racing. Structures depend on people and as soon as the FIA and CSI again exercise their rightful authority as the leading organisation in motor sport the GPDA can again concern itself with the interests of the drivers and the FICA with the technical interests of racing car builders.

I have been sending my propositions for a newer and saner F1 to the CSI for some time. The present Formula has run far too long and has led to freakish structures not resembling cars any more. For a vehicle which becomes unmanageable when a wing breaks off, and is then a danger to driver

and spectators is no car at all. And very vulnerable tyres of almost (and more) two feet wide are no tyres at all. Racing still improves the breed and what we need are cars with wheels and tyres which come near those on sports and normal vehicles, with complete all-enveloping bodies, with engines of a capacity very near the average European car (2L), with the weight of a normal family car (some 800Kgs) and other specifications which will again produce racing cars and not half-baked aeroplanes.

Light structures, enormous engines and flimsy bodies, wings which break off or are damaged, vulnerable tyres and steel killer-barriers along tracks have produced a long series of accidents, fires, drivers and spectators killed and it is high time a new conception is produced.

I agree that only two measures like narrower tyres and no wings, without the other new rules, will meet criticism and also that the time is short, but it is a good sign. I do not agree that speed in corners would be so much higher. Narrower tyres will limit this speed and it is up to the good GP driver to find the balance. Also these tyres will warn earlier. I disagree with Mr Postlethwaite when he says: "Any car body must create lift" because this is definitely untrue. It all depends on the body design and if GP car constructors have had to add wings to keep their cars down then this only proves their total failure to build all-enveloping bodies which do not give lift or which can even achieve downward pressures. Luigi Colani, great designer as he is, designed a GP car body which gave higher negative lift at higher speeds, without the addition of wings! It can be done and a new formula should set new targets for ambitious engineers. But the new formula as suggested must come in its entirety. Of course the constructors will clamour about time being short and the cars being impossible to build under these rules but, in earlier days, the formula changed every two or three years. I agree that a change today involves very much more than in those times but our technical and engineering possibilities are far greater. It is up to the FIA to say: "This will be the formula for, say, three or four years; it is up to the GPDA to protect the driver's interests, and it is the task of the FICA to construct cars according to this new formula." It is of course totally unacceptable that a body like the FICA is ruling who is going to start in a GP or not and is pushing up the demands for starting money to dizzy heights in the hope of killing off some very old and historical Grand Prix, simply to make room for more races in USA where the starting and prize money is 10 to 20 times higher!

The only body with these rights is the FIA and when they say "All right, we will have this list of Grands Prix in Europe. Independent of starting-money these GP's count for the World Championship and points will be awarded. Any GP stable unwilling to start because they think the starting money is not enough are completely free to stay away and boil their heads but the points are there and will be awarded to the winner and placemen in the usual way," things will change rapidly to a more normal state of affairs. And be in no doubt about it: as soon as a new and sane GP Formula is imposed, many constructors will start working like hell to produce these cars. And the best will win. As has always been the case.

It is now up to the FIA and CSI to go the whole hog and impose a complete new formula together with better safety rules (which were the subject of my lecture on April 5 for the Symposium on Autoracing Barrier Design, which I gave at the invitation of the Motor Racing Safety Society in Toronto) and up to the FICA to construct those cars and leave the organising and the making of rules to the authorities in motor racing. But it should be understood that those authorities should again be *Authorities* in the true sense of the word.

One last word: although everybody is now convinced that racing on normal streets or in parks or in towns (Barcelona), is getting more and more intolerable, there are plans afoot in the USA to make a city circuit at Long Beach. This makes no sense to me. I admire Dan Gurney and I wish him every success but I think this is not the development we've been waiting for. But I particularly like the name of a new corner "Bacciagaluppi kink." Yeah, very kinky indeed!

BENTVELD, HOLLAND

JOHN HUGENHOLTZ

(MD, Motor Racing Circuit Advisory Office)



Roland Pratt had an unhappy weekend with clutch problems in the Hillbillies Funky.

SANTA POD

Haywood touches 213 mph

Star entry of the weekend meeting at Santa Pod, was Dale Emery, leading funny car exponent in America, driving the Chadderton and Okazaki Vega. Powered by a big Milodon aluminium engine, the car was expected to lead qualifying, but in fact made only a half pass at 7.4s to acclimatise the driver to the track. The British entry was not idle though, for Owen Haywood blistered the track with a 6.87s run at 213 mph, the fastest terminal speed yet in the UK. Not long after, Allan Herridge replied with a 6.77s run at 207 mph, the Stardust car carrying the front wheels for a hundred yards as it streaked up the track. Dennis Priddle had to be content with a 7.9s when the clutch pack in his two speed burnt out, while Roland Pratt had a clutch problem of his own in the Hillbillies car, shutting down at mid-distance rather than fry the unit hopelessly. Phil Elson, with his new funny car bodied altered, got into trouble while reversing the car back into stage when a wheel flipped over on the extreme caster and bent the track rod.

The Pro-Comp entry produced the closest field yet in qualifying, with Mike Hall fitting a new set of M&Hs to lead the way with an 8.7s at 177 mph with his 392 altered, a time that was only bettered in the closing minutes by Gerry Andrews driving the Stones' dragster, now fitted with the ex-Harvie American built blown Chevy engine-running straight methanol to record an 8.00s. Geoff Morris in the 'Malibu Express' (formerly D.B. Motors) rear-engined Chevy was next with an 8.2s, while Pat Cuss took his 354 Hemi to an 8.7s at 177mph, just ahead of Martin Rowat's formidable 350 Chev rail at 8.9s. The breakage at Wroughton, incidentally, was a half shaft and not his own two speed as reported.

Peter Crane made a couple of passes with his Fuel Dragster, netting a best of 6.4s, but Owen Haywood managed to hit a bump in the Houndog rail hard enough to buckle the chassis, which was repaired late on Saturday in the workshops. Ron Picardo made the field up to three cars that would definitely take a back seat to the funny car action yet again.

Sunday morning saw the qualifying runs from Phil Elson, who turned a nice, if unspectacular 8.9s at 160mph with his new Capri funny, and Dave Stone also got into the field with the new "Tee-Rat" altered after spending all morning on the clutch settings.

Emery made another practice run at 7.2s in the Vega — a run that only reinforced the reputation, that American drivers have of being slightly mad, as the car used every inch of the track in an alarming series of power slides!

First pair out to race were Owen Haywood and Peter Barnett in the rather outclassed 354 powered rear-engined Vauxhall. Predictably enough Hayward leapt to an immediate lead and shut down early to conserve his expensive engine for

later rounds, but still clocked a 7.6s to 9.5s. The second round gave Emery a chance to show what he could do, and his professional approach showed all the way from his burn-outs, through the fast and accurate reversing back into stage to his lightning start to a 6.88s run at 103mph. Roland tried hard but trailed with a 7.9s.

The third pair provided the biggest upset of all, for Denis Priddle, who was widely tipped to meet Emery in the final, was defeated by Dave Stone's Chevy altered. Both cars started together, with Priddle taking an immediate lead over Stone, who was on his first ever run in the new car under racing conditions, but when Priddle went to change gear, the transmission refused to go into high. Stone had meanwhile backed off as he neared the finish, thinking the race lost, but as Priddle slowed he rolled past in the last yard! His time was an 8.0s to 8.2s for the funny car. The last pair was also predictable as Herridge drove away from Elson with a 7.3s to 8.5s for Elson's promising Capri.

But more was to come, for in the second round, the Stone team couldn't fire up their altered when they found the blower drive idler bracket had bent, so Owen Hayward had a second easy run to win with a 7.3s at 140 mph as he shut down early.

Then the moment came that all had been waiting for, and the tension was electric as first Herridge's then Emery's big engines barked into life. Long smokey burn-outs filled the whole strip with smoke, then both made repeated small burns right on the start to gain maximum grip-then drama again as Emery's Milodon engine blew a rocker gasket and spewed oil onto the red-hot

Unluckiest man of all, Dale Emery whose rocker gasket blew, robbing the British of competition and Emery, of possible victory.



exhaust starting a fire. The engine was cut and the fire died by itself but what a tragedy for the driver who had come so far for so little. Herridge was left alone to a 6.9s at 210 mph to go through to meet Haywood yet again in the final.

And what a final! Hayward only did one burn-out following trouble backing up from the first one when the tyre protested against revolving against their natural 'set' by vibrating the car. With both giant engines sounding immensely strong, it was anyone's race but Hayward's chances went as he smoked the tyres the full quarter to lose time at 7.5s and 199 mph. Unseen by many behind the smoke-screen, Herridge had just run the fastest ever at 6.66s and 214mph to take the European Funny Car championship title.

Pete Crane had a bye run to the Top Fuel final with Ron Picardo giving Owen Hayward a close run in his semi-final with a hole-shot start that netted an 8.0s as Hayward came past with a 7.4s. Crane took the final run with another 6.8s to 7.0s, but he must be wondering where the combination has gone that seemed in his grasp not long ago.

But the best racing apart from Funny Car was definitely in Pro Comp. Martin Powat started with a shock defeat of Jeff Morris, Rowat's 350 Chev car leaping away with uncanny traction to lead the 427 powered car of Morris 8.66s to 8.77s. Pat Cuss was next to fall as Mike Hall simply outpowered his 354 Hemi rail with his 392 altered with his and the classes' first seven at 7.99s, with Cuss trailing at 10s as he saw that the task was beyond him. Then came the real stunner; Gerry Andrews unleashed the powerful blown 427 in the Stone's rail to a 7.3s time — on methanol remember — to annihilate Rowat's car which also turned in a stunning 8.3s with the much smaller engine. For the final, Andrews started as favourite, but his Lenco trans blew on the line again, leaving Hall with another 7.99s to win.

Another good day for the class of the future — though already Andrew's time will be beyond the reach of some.

Winners elsewhere included Bob Meesent as usual who took Middle Comp after breaking his 'unbreakable' Olds diff on Saturday, which must say something about the power that their Jaguar engine is developing. In the final he beat Alan Sherwin's Jag/T with a 10.3s to 11.4s, with identical speeds of 118 mph, while Dave Page took Senior Comp yet again with a nice 9.46s at 145mph in his Chevy/T. Gary Goggin had for some reason been put in this class with his Pro Stock Camaro, and turned a strong 10.05s against Mike Kason's 427 Ford altered only to red light at the same time. Kason was unable to get into gear in the final against Page after reversing into his push car!

The other Pro Stock present, Mike Churchill's Camaro, ran a best-of-three against Al O'Connor, winning one with a best-ever 11.3s for Churchill, but losing the other two to the flying Popular/Chev. Bob Oram's indecently fast Jag E type was the Top street winner, beating Richard East's Capri/Daimler 4.5 with a 12.15s to 12.20s.

Lastly, Danny Johnson again showed the way it's done on his monster 3,500cc Harley-Davidson, clocking easy sounding mid-eights at 160 mph plus without really trying, the big V twins barely turning over in comparison with some of the high-revving machinery around.

A good meeting by any standards, only marred by the run of bad luck that plagued the funny car field and robbed it of some of its potential glory.

JOHN DICKSON

Curley rejoining the Porsche Club?

After the latest bout of troubles, which once again sidelined the Chequered Flag Lancia Stratos at the 24 Hours of Ypres, it appears that Cahal Curley's thoughts turned to those ultra reliable, very quick, rally winning machines — Porsche Carreras. So it has evolved that Ireland's speediest Carrera driver will be back behind the wheel of such a device shortly. Without affecting his Chequered Flag commitment, Curley will be "co-driving" Jan Churchill on the forthcoming Omagh Motor Club's Bushwhacker Rally. Churchill's new self-prepared car ran promisingly during its maiden outing (after the "Welsh" inversion) on the Tour of Ypres,

eventually finishing fifth after a gearbox problem and a puncture slowed the car from a possible third place. Churchill and Curley plan to drive alternate stages in their Bushwhacker bid.

If some of the rumours which we hear are anything like correct, it would appear that Curley has bought himself a new car and it is also not really quite the thing for shopping. He appears to have acquired Jack Tordoff's red 3-litre Carrera RSR. This beautiful machine, one of only a handful built in right hand drive, came over with Jack for Donegal, and it just has to be the ultimate Porsche around at the moment. In Mr Curley's hands the car could well achieve immortality and it certainly puts him one jump ahead in the power race which has been developing for some months in Ireland.

Big Tony wows them at Long Marston

Rony Drummond, who missed the Jim Clark Memorial Rally due to a shortage of re-preparation time, particularly with a clutch problem inherited from the Texaco, did however manage to put in some very competitive driving this weekend when he turned up at Long Marston last Sunday morning to take part in the first weekend of the Philips Electrical Rallypoints. Drummond, using out-dated hand cut Dunlop

racing tyres dominated the day with his flamboyant but quick driving style; winning the final by a margin of nearly 10s.

Once some newer tyres of a softer compound have been acquired this week, Drummond plans to return to the Stratford-upon-Avon circuit this weekend to try his hand against the likes of rallycross past masters, John Taylor and Rod Chapman.

Tony Drummond gets airborne on the way to a convincing victory...



... and Bernard Banning completed the job by taking Group 1.



The tour attracts rally stars

The entry list for the Tour of Britain has a comparatively healthy rally quota, and although this side of the sport is not represented in class 7 (over 3000cc) (apart from the fact that Peter Bryant is co-driving Tony Lanfranchi's giant Chrysler Hemi Cuda) there are still many rallymen in the hunt for outright victory. In class 6, Rosemary Smith has entered a Capri for herself and Pauline Gullick, while the class below (2001-2500cc) promises some real

Main doing battle with Bernard Unett and Jennifer Birrell in Halesfield Avengers; while Mr and Mrs Dawson will most certainly mix it with them in the Kleber Tyres entered example that Andrew is currently building. Chris Field also has an Avenger out in *Coventry Evening Telegraph* colours. Scottish ex-rally driver Jimmy Rae is co-driving Norman Dickson in a Datsun 160J SSS. In class 4 (1601-2000cc) Brian Culcheth is sharing a Team Unipart, ST prepared Dolomite Sprint with Ray Hutton; while Tony Drummond will be in a second ST prepared Dolomite Sprint entered in tripartite fashion by Team Unipart/Cox of Keighley/Derek Carman Catering. This car is currently being prepared at Abingdon and Cox of Keighley have supplied the car which in fact is the managing director's own example. Phil Boland, Drummond's co-driver on the Scottish, will be in the left hand seat. In the small class Leo Bertorelli will have an Alfasud in which to dice with the likes of Barry Foley an Tony Dron. It all amounts to an action-packed three days of circuit racing and stage rallying, and the fun starts on Friday, August 1st, from the Post House, Great Barr, Birmingham.

... Russell Brookes in Fords.



Tony Pond and...

fireworks. Mike Broad is co-driving Gerry Marshal's SMT/Marshall's Chunky Chicken Magnum coupé and ranged against him is Will Sparrow in the Rylands entered Magnum. In class 4 there are Russell Brookes in the *Birmingham Post/Andrews Heat RS 2000*; Tony Pond/Dave Richards in a privately entered RS 2000; Chris Wathen in the *Vospers RS 2000*; Russell Close in the *Team Avon Tyres RS*; Ron Badham in a privately entered example; Stan Griffin in a *Woolworth entered Mexico*; and Prince Michael of Kent in an *Avon Tyres, Reeds Rallysport RS 2000*. The list in this class is vast and promises some epic dices; but class 3 (1301-1600cc) should also be interesting with Adrian Boyd/Frank



Longridge plan

Longridge Racing Circuits, of which Gavin Frew of Thomas Motors is a director, are to promote a rally car race on August Bank Holiday with as yet unspecified prize money to be presented by the circuit owners. So far Colin Malkin is interested and Gavin Frew hopes to get at least one works Ford, a DTV Vauxhall and an entry from DOT. The meeting should fit in well with the Burmah, which finishes the day before in Dunoon. Any drivers interested should get in touch with Gavin Frew at Thomas Motors.

Trident too

● Croydon & District Motor Club Limited will be running their Trident Rally later on this year, possibly September, using Forestry Commission land in the Camberley area. As soon as sponsorship arrangements have been finalised further details will be advised. The rally will be a qualifying round of the LCAMC Stage Championship.

Body blows

Nigel Rockey was very pleased with the performance of co-driver Derek Tucker on the Jim Clark and it seems that Derek will be accompanying him on future RAC rounds, although for the Manx Peter Scott will be reading the notes. The bodysell of the Pink Stamps car is in less serious condition than it looked on the event and it has reportedly never before been as lightly damaged in a roll. In fact it was the deer that Nigel subsequently hit which caused most of the frontal damage. Nigel and Roger Clark were not the only ones to hit animals during the rally, for Tony Fowkes also hit a sheep on the return through Otterburn — scarcely damaging the Cables and Components car, but upsetting him considerably.

● Roger Clark's collision with a sheep on the Jim Clark made more than just local news as it was featured in the news section of Monday's *Daily Telegraph*.

Special stage

Scottish to invade the Arkell?

Donald Heggie's runaway win on the Arkell last year almost seems to have started something, for as the event approaches once again (Sunday 27th July) it appears that there may have been something of a Scottish crusade to the West country stage event in the offing. Willie Crawford, who will be down in the south on holiday at the time, is now certain to compete; and he has been trying to persuade the Samson brothers to come along and form a team. The brothers were undecided when he spoke to them after the weekend. It seems that although they are very keen to get the experience; the finance necessary for the venture would severely cut into their tight budget plans (their very quick C and S Escort is unsponsored) which at present include the RAC rally in November. There is also the question of a social engagement the day before which it may not be possible to miss.

Regrettably it seems that Donald Heggie will not be able to defend last

year's victory owing to his broken rib. Donald did four stages of the Jim Clark in considerable pain before reluctantly having to retire. He tried to 'have a go' on Riverside having taken things very easily up until that time, but the shock of the effect of a hard landing to the broken bone nearly caused him to black out with the pain, so there was little alternative but to give up. Ironically the car appeared to be behaving itself better than it had done all year so perhaps the crew's ill luck will soon turn. Donald's broken rib is apparently detached at the breast-bone end, and there seems little chance of it being fully healed by the end of July. All however is certain to be well again in time for the Burmah in August.

If all the loose ends tie up however, there is still the faint possibility of a powerful three car Scots team appearing in Cirencester — a factor which must surely result in the spoils going north again.

The Samson brothers . . . Charles and Alec; or Alec and Charles.



Positions in the Gaelic Oil/The Scotsman rally championship after the Jim Clark last weekend are as follows: **Drivers:** 1, Charles Samson 49 points; 2, Murray Grierson 44; 3 =, Bill Taylor and Jim Howden 43; 5 = Ian Wilson and Ian Milne 33; 7 = Alistair Findlay and Alistair Robertson 28; 9, Allan Arneil 25; 10, Donald Heggie 23. **Co-drivers:** 1, Alec Samson 47; 2, Johnstone Syer 45; 3, Ian Marwick 42; 4, Peter Anderson 41; 5, Ian Melver 39; 6, Jim Thorburn 30; 7, Piers Lindsay 29; 8, David McHarg 28; 9, George Dean 24.

Billy Coleman moves on up

Overall RAC championship positions after the Jim Clark show that Brian Culcheth has now moved into the position of best non-Ford pilot in the competition. Positions are as follows: Coleman 46; Clark and Brookes 30; Rockey 27; Fowkes 25; Culcheth 19; Bean 16; Pond 15.

Tarmac or loose: that's the question

Paul Martin of Killinchy, the current Northern Ireland rally champion, is still encased in plaster following the unfortunate incident before the Circuit of Donegal when a passing engine attacked his foot, and it will be another week before he is a free man again. He has not been idle

Paul Martin — foot loose.



Burmah entries: two weeks to go

Entries for the Burmah rally, an RAC, Castrol/AUTOSPORT and Gaelic/Scotsman counter, close on Wednesday July 23rd. Nearly 70 have been received so far and there is a first prize of £200, with £100 going to the winner of Group 1. Leading entries include Roger Clark, Billy Coleman, Will Sparrow, George Hill, Andrew Cowan, Donald Heggie, the Samson brothers, Robin Eyre Maunsell, Tony Drummond, and Bob Bean. Entries are available from Dr Stuart Parker, 1, Burnhead, Lanarkshire, Scotland. The telephone number is 0698-882724.

After the Scottish Rally, John Taylor (below) makes a return to rallying on the Welsh Border in the new Haynes of Maidstone Escort 2 at the end of the month.



however, having stripped his 1800 TC engine, found hairline cracks in two pistons and acquired a new set (Australian F2 type) from Cosworth. Paul is in something of a quandary at present as to what his next events will be. He has a '69 Porsche 911T which he runs on the road and he has been considering converting this himself to a tarmac stage car and selling the trusty Escort. However he would still very much like to compete in forestry events over here and it seems more likely that we shall see him over here shortly; possibly for the Burmah. Meanwhile co-driver Fred Gallagher has been trying to persuade him to go to Germany for an ECR round on August 8th . . . and then of course the Burmah clashes with another Irish tarmac spectacular — the Bushwhacker . . .

Piranha problems bite their pockets

● The St Bruno/Piranha rally team are not the first to be inconvenienced by the financial upset of the Piranha Ignition holding company. The G1 RS 2000 and 1100 cc Toyota Corolla have had the sign writing removed from their colour schemes after competing on three internationals and four nationals allegedly without any of the promised £3,000 sponsorship money. Stuart Morgan/Geoff Jennings have been paying the bills recently; and a roll on stage 25 (Keillour) of the Scottish did not help their pockets much. However the crew intend contesting all remaining Castrol/AUTOSPORT nationals and the RAC Rally in November.

Manx ride?

● Dan O'Sullivan is to co-drive with Billy Coleman at least for the Burmah and the Lindisfarne; but Billy is not now doing the Manx with Henry Liddon as originally planned so that at present he is without a co-driver for that pace note event.

● Team Martin Rallying are organising a DTV, DOT sportnight, forum, and filmshow to be held before the British Grand Prix to celebrate the announcement of some new custom Vauxhalls, details of which are still being jealously guarded. The evening is strictly invitation only.

Out of action

● Ian Wilson was out on the Jim Clark, but although he was entered to drive his Opel Kadett, it was in fact driven by its new owner, Tommy Lang, and Ian spent the evening spectating. He is building up a new Kadett, which is being sponsored by Low's, the Glasgow Opel dealers, and which will be ready in time for the Burmah.

Ian Wilson — just looking.



Current positions in Germany's national rally championship, an area of rapidly increasing interest and participation, shows the crew of Althenheimer/Menne (Porsche Carrera) to be leading on 134 points from Demuth/Witte (Toyota) (126.5); Smolej/Pitz (Opel Ascona) (126); and Rack/Kohler on 113.5 points.

Special stage



Action! Del Lines catapults skywards at over 100 mph in his Carrera. The car landed 35 yards up the track.

Daker takes Cheltenham Stages

Recovering from petrol pump trouble early in the day, John Daker and George Handley finally triumphed easily last Saturday when they won the Uniflo Cheltenham Stages rally from a field of 69. The 170 mile route included 45 miles of stages including Ebworth Little Rissington, Bockley, Barford, Crimscoote Down and Wellesbourne. Two further stages were lost one due to being blocked and the other over a technicality.

In their climb back through the field, Dakers and Handley pulled up to be only one second down at lunch to the Triumph 2.5 of Bill Douglas and R. Lepley. In the second half,

they pulled further ahead and Douglas' rally had an unfortunate finish on the very last stage when the transmission broke on landing after a big yump on the last stage of two at the Cheltenham racecourse where the event started and finished.

With a road average of only 10 mph, there was a plenty of time for servicing and there were few retirements.

Ivor Jones and Bob Ward brought their Escort RS1600 into second place dropping 373 penalties to the winners' 335 penalties and Mike Blake and John Chapman were third in another Escort on 391 penalties.

Going down . . . Ted and Geraldine Beams in their Mexico touch down hard at the same jump.

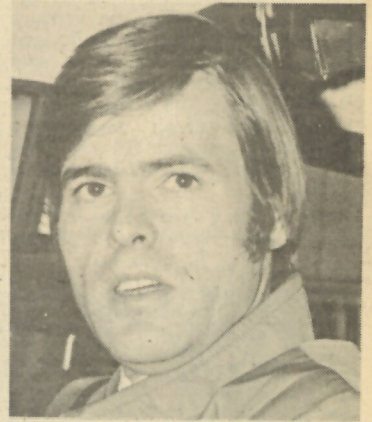


They were only five penalties ahead of Les Barrett and Ken Glynn in their RS2000 and Ian McKean and John Kerswill brought their 3.5 Rover, engined MGB GT into fifth on 425 penalties.

Top names go to Portugal

The organisers of the Portuguese Rally have so far received between 80 and 90 entries for their World Championship qualifier which is being held between the 18th and the 21st July. Principal names include Hannu Mikkola, Markku Alen, Bernard Darniche, Rauno Aaltonen, Ove Andersson, Bjorn Waldegaard, Lars Carlsson, Walter Rohrl, Achim Warmbold, Alcide Paganelli and many more besides.

Warmbold's KWS BMW is there.



Ram MC rally to Derek Webb

The Ram Motor Club's first attempt at co-promoting a road rally of any major length was well received by the near full entry, which included many of the South's better known crews, who having a free weekend from championship events, attempted this half-nighter.

First away from the Eastbourne start was the Escort TC of Bexley crew Jack Barnard/Paul Beeson, followed by the eventual clear winners Derek Webb and late replacement navigator Pete Horsborough, who the previous weekend had won the Mid Summer rally in Colin Bennett's Mexico. The Mini Clubman of Paul Skinner was at three, followed by the Escort 1300 of Peter Jenner/Mick Town. At five was the mixed crew of Ken and Hazel Hayday in their RS 2000. The top six being completed by the ex-Jolly Club Lancia Fulvia of Robin Lacey/Chris Chivers. A well-remembered name further down the lists was that of sometime international Datsun driver Malcolm Harvey-Ross, on this occasion navigating the immaculate BMW 2002 Tii of Mike Wade and running at No. 21.

The run-out to TC1, West of Hailsham, and via the A22, provided an unwelcome sight for the competitors, a veritable circus of police cars patrolling the route. However, their involvement on the event was minimal, the mere sight of the white and blue cars being sufficient to calm down the more boisterous elements, and in all the standard of driving was better than that seen in the area for some time.

Navigation for the early sections lulled some of the more experienced plot & bash navigators into a false sense of security, the problems had yet to be passed through the window. The organisers had obviously performed the PR duties with some

dedication, however link and quiet sections on what had previously been considered "good" rallying roads, only strengthens the feeling that the anti-rallying lobby in the south is getting stronger.

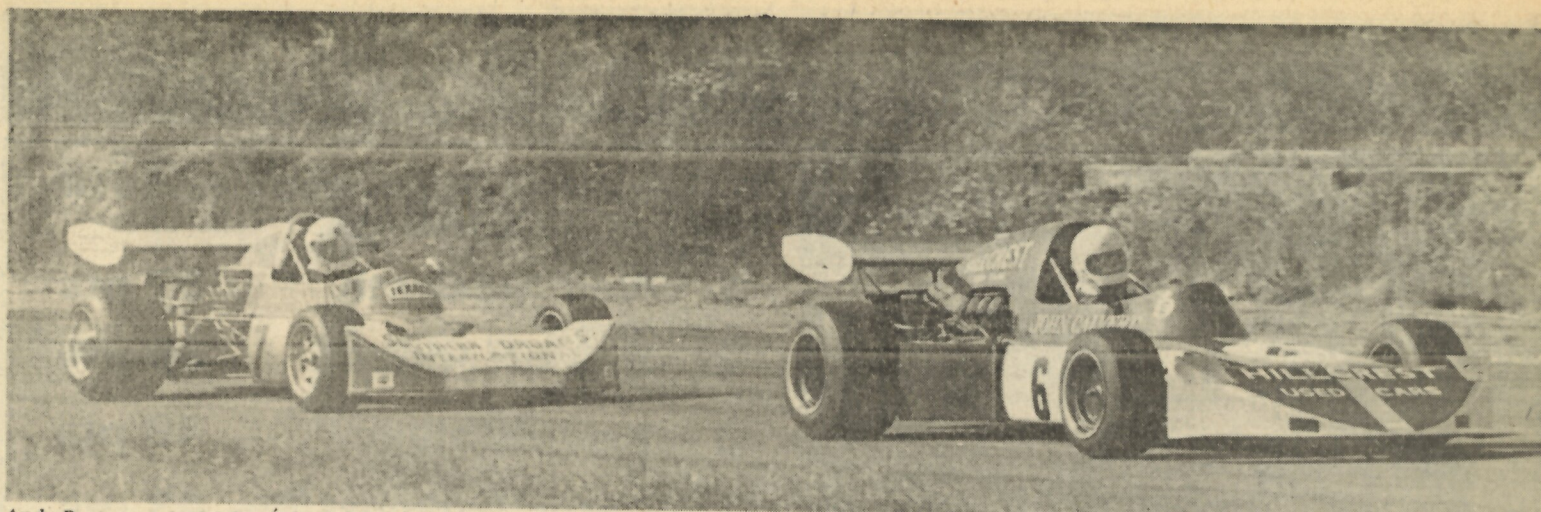
Position at the petrol halt shows a Mini to be leading, a situation that one has to dig into the memory to repeat, this being the Paul Skinner example on three minutes, in second place were Derek Webb/Peter Horsborough on four minutes, with Jack Barnard/Paul Beeson also on four minutes, with several crews breathing down the exhaust pipes of the leading trio.

The first three sections in the second half of the event used the notorious yellows on Pevensey levels, and included the two nasty hump back disused level crossings in 5805, although on this occasion nobody came to grief in the dykes or ended up on the railway track.

The next section to TC 14, utilising barred road navigation, and using every one of the whites alongside the Pevensey to Hastings road, settled the result for good, the halfway leader Skinner making a complete hash of the accurate slot finding necessary, and dropping six minutes to the eventual winners in the process.

The final sections to the finish at the Monkey Puzzle Garage provided no more dramas, with everyone, except the winners, dropping odd minutes. Results showed that local knowledge pays dividends, Derek Webb and Peter Horsborough having run out clear winners by the large margin of 12 minutes over Paul Skinner/Rick Smith, who narrowly took that position on the furthest clean principal.

1st. D. Webb/P. Horsborough (Escort RS 1600), 5 minutes; 2nd. P. Skinner/R. Smith (Mini Clubman), 17 minutes; 3rd. P. Jenner/M. Town (Escort 1300), 17 minutes.



Andy Barton pushed John Calvert hard for second place in the Libre event, but had to drop back with the engine on three cylinders.

CROFT

MacMichael loses out

On another dry and very sunny day the BRSCC held a programme of six races at Croft on Sunday sponsored by Datsun dealers D. C. Cook and Direct Tapes. In the main the racing was much as usual with all the regulars in attendance, but there were some upsets and one protest regarding overtaking under a yellow flag. Winners this week included Tim Wood, Mike King, Chris Meek, Brian Robinson, Norman Hodgson and Tony Dean.

The first race on the programme was for Modsports and Clubmen's cars and it was Tim Wood all the way with John Holroyd (Mallock) chasing him hard but still only managing second place four seconds behind the rapid Magnum. Behind the leaders John Muirhead (Mallock) and Roy McNabb (Gryphon) went round in that order for the ten laps to finish 0.4 s apart.

Meanwhile, as the Clubmen were out at the front, the Modsports were also having a race as well with John Bury (Midget) leading this class by a sizeable margin at the flag from the Davrian of John Kirk. Some confusion reigned as Bury passed the flag after eight laps just behind the Clubmen's winner and then appeared to have pulled off. Kirk continued to do nine laps and was seemingly awarded the race, but on the results sheet Bury was credited with nine laps and the race win so this is obviously the 'official' result.

Hordes of Formula Fords were next out to fill the grid to capacity for the Tate Trophy race which was over twenty laps. Kelvin Hesketh (Crossle) was away first, but Bruce MacMichael (Crossle) and Mick Starkey (ATS Merlyn) were not far behind however and all looked set for some close racing. John Simpson (Nike), now advertising a local night spot on his previously virginal white car, had to have a place in the first three to make sure of monetary support but a contretemps which lost him his nose and sixth place on the second lap; restarting in last place he went all out and ended the race in tenth position.

Meanwhile Starkey had dropped from third to sixth place on lap five and Eric Horsefield (Alexis) had taken up the chase after the leader. This was the way the race went until lap 16 when Horsefield came round in sixth place minus his nose and Starkey was in third. On the next lap Starkey was in the lead and Hesketh had retired from a seemingly unassailable first place. The battle for the lead now concerned Starkey, MacMichael and Mike King (Lola) who were in that order until the penultimate lap when it was MacMichael, Starkey, King. Everyone waited with baited breath to see who would exit the Chicane first and it was Mike King who took the flag first, with MacMichael 0.8 s behind and Starkey a further 0.7 s after him. Whew, what a race, but the action was not all over.

Apparently the change in order on lap nineteen occurred under a yellow flag in the Spa/Oxo bends area and Starkey put in a protest about MacMichael doing this, with reports from the marshals confirming the infringement the results were amended to drop MacMichael to third place and elevating Starkey to second. Furthermore the last lap change of order in Kings' favour happened at Sunny when MacMichael had spun and Starkey had to do likewise to avoid him — some race.

After the Ford frolics we were next treated to the Prodsports — which is a class not devoid of its own dramas. Chris Meek was naturally pleased to have an officially declared legal Europa after the recent protest and was out to show that there are no hard feelings. This he did by following the V12E Type of Rod Gretton and the TVR of Colin Blower around, until lap five that is when he got past the E Type coming out of Oxø and shot off to win by 25.8 s and set up a new lap record for the class as well. In with the Prodsports the Mini 7's were running with the up to 1000cc Special Saloons and here the honours went to the 1000cc Mini of John Tully, winner of the Mini 7 class was Ian Mittell from Paul Ratcliffe.

The fourth event on the programme was a ten lapper for Formula Ford and Libre cars and looked to be a race between the F5000 cars of Tony Dean (Chevron) and Brian Robinson (McLaren) but the Chevron was not all there and retired from fifth place on lap eight. Robinson therefore went on to win by over 38s from Tim Wood in the Magnum and John Holroyd (Mallock). Tony Dean did have some consolation in fastest lap at 100.64mph however.

Large capacity Special Saloons comprised the next race and the entry list promised us a pair of Avengers, no less, but these never turned up and as one of them was down for Norman Hodgson to drive that one at least must be open to question. As it was Norman did turn up but with his regular Escort which took an early lead to win. After the first lap when all had sorted themselves out the race was processional with Paul Rhodes (Escort) and Keith Bowmaker (Escort) circulating in second and third places for the duration. Winner of the up to 1300c class was Gerald Clark's Mini ahead of the similar car of Ian Rogerson.

Last on the bill of fare for the day was the usual

Libre event which again promised a fight between Dean and Robinson but this time Robinson did not come out and Dean went all the 15 laps in the lead. After Dean, John Calvert (March) was chased exceedingly hard by Andy Barton whose March is now put together again. But Andy just could not get past Calvert and when the engine went onto three cylinders had to be content with third place.

PAUL BOOTHROYD

BRSCC Northern Centre Clubmen's Formula championship race (10 laps): 1 Tim Wood (Magnum C75A), 11m 45.0s, 89.36mph; 2. John Holroyd (Mallock U2), 11m 49.0s; 3. John Muirhead (Mallock U2), 12m 15.0s; 4. Roy McNabb (Gryphon CT3) 12m 15.4s. **Fastest lap:** not given. **Modified Sports Cars, over 1150 cc and up to 1150 cc:** 1. John Bury (Midget), 9 laps 78.05 mph; 2. John Kirk (Davrian); 3. Ron Harper (Triumph); 4. N. W. Mulley (Lotus). **Over 1150cc:** 1. Bury, 2. Mulley; 3. C. G. William (Sprite). **Up to 1150cc:** 1. Kirk, 76.53mph; 2. Harper. **Fastest laps:** not given.

Tate Trophy Race for Formula Ford. (20 laps): 1. Mike King (Lola), 25m 36.8s, 81.98mph; 2. Mick Starkey (ATS Merlyn), 25m 38.3s; 3. Bruce MacMichael (Crossle), 25m 37.6s; 4. Chris Fearon (Titan), 25m 56.2s; 5. Philip Tingle (Van Diemen), 25m 56.2s; 6. Alan Stringer (Crossle), 25m 57.0s. **Fastest lap:** King, 1m 14.4s, 84.88mph.

D. C. Cook and Direct Tapes Production Sports Car championship race (10 laps): 1. Chris Meek (Europa), 14m 04.4s, 76.64mph; 2. Rod Gretton (V12E Type), 14m 29.8s; 3. Colin Blower (TVR), 14m 30.4s; 4. Dave Allen (Europa), 15m 23.8s; 5. P. Valli (MG) 9 laps; 6. Nigel French (Lotus), 9. **£2,250-£4,000:** 1. Meek; 2. Gretton; 3. Blower. **Fastest lap:** Meek, 1m 21.4s, 77.39mph (record) **£1,400-£2,250:** 1. Valli, 62.11mph; No other finishers. **Fastest lap:** Valli, 1m 37.2s, 64.8mph.

Mini 7 and Special Saloons to 1000cc (10 laps): 1. John Tully (Cooper S), 14m 55.6s, 70.34mph; 2. Ian Mittell (Mini 7), (9 laps); 3. Paul Ratcliffe (Mini) 9; 4. David Lapworth (Mini) 9; 5. J. Templeman (Mini) 6. **Up to 1000cc:** 1. Tully, 70.34mph; No other finishers. **Fastest lap:** Tully, 1m 26.0s, 73.26mph. **Mini 7:** 1. Mittell, 64.30mph; 2. Ratcliffe; 3. Lapworth. **Fastest lap:** Ratcliffe, 1m 33.0s, 67.7mph.

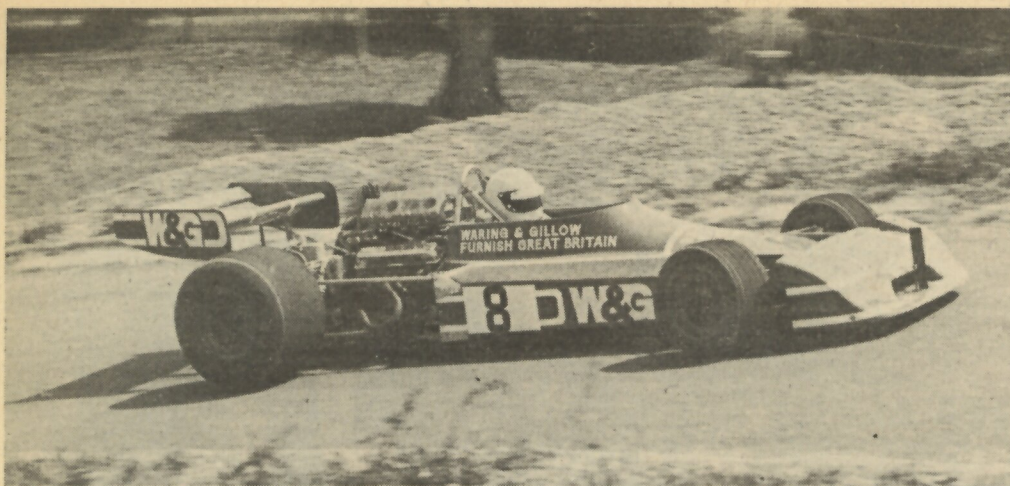
Formula Libre (10 laps): 1. Brian Robinson (McLaren), 11m 07.06, 94.37mph; 2. Tim Wood (Magnum C75A) 11m 45.8s; 3. John Holroyd (Mallock), 12m 06.8s; 4. Joe Applegarth (Brabham), 12m 11.8s; 5. John Muirhead (Mallock), 9 laps; 6. Roy McNabb (Gryphon) 9. **Fastest lap:** Tony Dean (Chevron), 1m 02.6s, 100.64mph.

Special Saloon Cars, over 1300cc and 1000 to 1300cc (10 laps): 1. Norman Hodgson (Escort), 12m 29.0s, 84.11mph; 2. Paul Rhodes (Escort), 12m 43.4s; 3. Keith Bowmaker (Escort), 13m 08.4s; 4. Gerald Clark (Mini), 13m 38.6s; 5. D. Holmes (Ford); 13m 38.6s; 6. Ian Rogerson (Mini), 13m 46.8s. **Over 1300cc:** 1. Hodgson, 84.11mph; 2. Rhodes; 3. Bowmaker. **Fastest lap:** Hodgson, 1m 13.6s, 85.60mph. **1001-1300cc:** 1. Clark, 77.41mph; 2. Rogerson; 3. James Pinkerton, (Cooper S) **Fastest lap:** Clark, 1m 19.4s, 79.35mph.

Formula Libre (15 laps): 1. Tony Dean (Chevron), 16m 16.8s, 96.74mph; 2. John Calvert (March), 16m 44.2s; 3. Andy Barton (March), 16m 51.2s; 4. Doug Thomson (Chevron), 14 laps; 5. Joe Appegarth (Brabham), 14; 6. Richard Philip (Crossle), 12. **Fastest lap:** Dean, 1m 03.4s, 99.37mph.

Alex Slater gets his Escort a little crossed up in the special saloon event.





John Cussins suffered a misfire during the day in the Chevron B32 and could only manage eighth place.

HAREWOOD

Cramer chases Lane again

Last Sunday it was the turn of the Yorkshire Centre of the BARC to play host to the RAC Hill Climb Championship at their superb Harewood venue, near Leeds. Although the sun shone brightly throughout, the course remained, not unnaturally after the recent heatwave, quite dusty, ruling out any chance of record breaking. However, despite these conditions the meeting once again proved a triumph for the Fenny Marine GM1 of Roy Lane, who made it three RAC wins in a row. Yet again it was Chris Cramer and the Grunhalle Lager March which chased hard taking the customary second place to still only trail Lane by two points in the championship. Despite being beaten back into second place in his class by the Rawlings Chaser Terrapin of John Crowson, Alan Richards with the Cheltenham Cameras Gryphon further extended his lead in the Leaders championship and now will prove very difficult indeed to catch.

The meeting commenced with Roy Greenwood running alone with the Rallye Equipe Cooper in the first of the touring car classes and undaunted he powered to the top in a most respectable 49.47s. As expected Nicky Porter showed a clean pair of heels to his chasing class mates in the next division taking his almost vintage Cooper S to a second and a half victory over John Casey's similar version with a spirited ascent in 48.46s. The large touring car class was again dominated by the RS2000 of Alan Forrest whose effort at 50.01s left him over two seconds clear of Bill Lords' similar model. Having led the small special saloon car class on his first run, John Edmond spun away any chance of a second run improvement and it cost him the class win as Geoff Farmer really wound up his Adelphi Imp to snatch victory by 0.8s with a fine second climb of 47.96s. Despite fuel feed problems with the Guyson Fireza Jim Thomson still managed to hold at bay the Escort of Bob Bartram by two seconds with his first climb of 45.64s.

The first of the marque sports car classes saw the Sprite of Mike Gleave defeating the Midget of his regular sparring partner Mick Merrills by over a second with an ascent of 48.46s. The next division was comprehensively taken by the Lotus Elan of Robin Gray, whose best climb of 47.58s left him well over three seconds clear of the Elan Sprint of another Scot Ronnie Craik. The large marque class was again the province of Malcolm Trewthitt with his MGC but on this occasion he was hard pushed by the TVR Tuscan of Paul Tankard, whose second climb at 47.63s was just under a third of a second down on the winning car. A real tussle between the Ginetta G15 of Norrie Galbraith and the Midget of Chris Seaman enlivened the small Modsports car class with Galbraith just scraping home by a meagre 0.06s from the Sheffield photographer. Maurice Ogier also made his mark on the class by closing to within a half second of Seaman following a first run mischief with his Clan. One of the quickest drivers in the North must surely be Robert Speak and certainly his handling of the Europa at Harewood left nothing to be desired as he blasted his way to victory with a fine climb of 45.15s, and not even the very much on form Michael White could match that, the Porsche 911 driver taking second place, 0.61s down. Not surprisingly the

Clubman's class again fell to Bob Prest's U2, this really press-on driver only failing by a fifth of a second to get on terms with his own record. His climb of 43.71s gave him just under half a second in hand over Mervyn Bartram's JEB.

After Dennis Pegg had secured the sparse up to 1300 ccs sports racing car class with his Lotus 11, a second up on the Centaur of Redvers Arnold, Stephen Madge then proceeded to dominate the up to 1600 ccs class with his twin cam powered U2 Mk 14. Richard Brown also really dominated the large sports racing car class with his Martin scorching to another excellent class win and also qualifying for the top ten with a great effort at 41.78s. Ian Curtis did extremely well to take second place with his BMW powered U2 ahead of Chippy Stross (Chevron B19) and the undergeared U2 of "Jovial John" Stuart.

David Fyffe having arrived at the meeting late only took one run in the up to 500 ccs racing car class with his Voigt Konig and although he managed 48.47s he was relegated to third sport as Colin Myles slipped his Cooper Norton ahead and then, against all the odds, Barry Brant, after a first run excursion, really got to grips with his Mercian Group Cooper Triumph to snatch the class at 47.26s and take over second place in the Leaders championship. It now seems most unlikely that the Cheltenham Cameras Gryphon of Alan Richards will now lose the 1975 Leaders title but at Harewood he really came in for a tough time from the Rawlings Chaser Terrapin of John Crowson. Although Richards led on the first runs and improved again the second time of asking to 42.89s, it was good enough for second place only as Crowson really had a go and produced a splendid 42.76s climb to snatch the class from the championship pacemaker by just over a tenth of a second. Sandy Hutcheon, in coming through for third place in his Ginetta G17, also moves up in the championship and takes equal fifth place with John Pascoe and Di MacMaster. After a couple of weekends which have seen him on the losing end, David Franklin was back in the groove at Harewood with the Huntsman Ensign setting his seal on the up to 1600 ccs class with his first climb at 41.14s. Alan Thomson again wound up his Chevron B17 to great effect to take second place from the Brabham BT35X of Peter Kaye by a

quarter of a second although he still trailed Franklin by 0.7s.

Having been the fastest man in practice Roy Lane was expected to dominate the large class with the Fenny Marine GM1 but was headed on the first runs by the screaming Grunhalle Lager March of Chris Cramer. However, Cramer slid off at Quarry on the second run and was forced to settle for his first time of 39.75s and that was only good for second as Lane really screwed on the power of the Chevrolet to set the crowd buzzing with a climb of 39.23s. After a first run nonsense Alister Douglas-Osborn, despite a moment and a fluff engine with his NJR Installations Pilbeam, came through well to take third place with his second climb of 40.71s, just 0.14s ahead of a very much on form Malcolm Dungworth with the Waring and Gillow Brabham. A fine fifth despite a first run spin over the finish line fell to the Leda of John Lambert not too far behind Dungworth and ahead of the misfiring Waring and Gillow Chevron of John Cussins and Ken MacMaster's Modus.

The top ten began badly with both Peter Kaye and Alan Thomson finding Orchard Bend not to their liking but both recovered well on the second runs, Thompson getting the Chevron to the top in 43.11s to claim tenth place. Kaye shook everyone with a superb effort at 41.16s in the Brabham to take sixth place, a fine recovery indeed. Richard Brown was again flying in the Martin just beating his class winning time to claim ninth place at 41.60s. John Cussins also fell foul of Orchard as he fought the misfiring Chevron up the hill and was forced to settle for his first run time of 41.38s and a slightly disappointing eighth place behind Franklin, who could not quite equal his earlier class winning time and slipped behind Kaye with his best climb of 41.33s, just 0.05s ahead of Cussins.

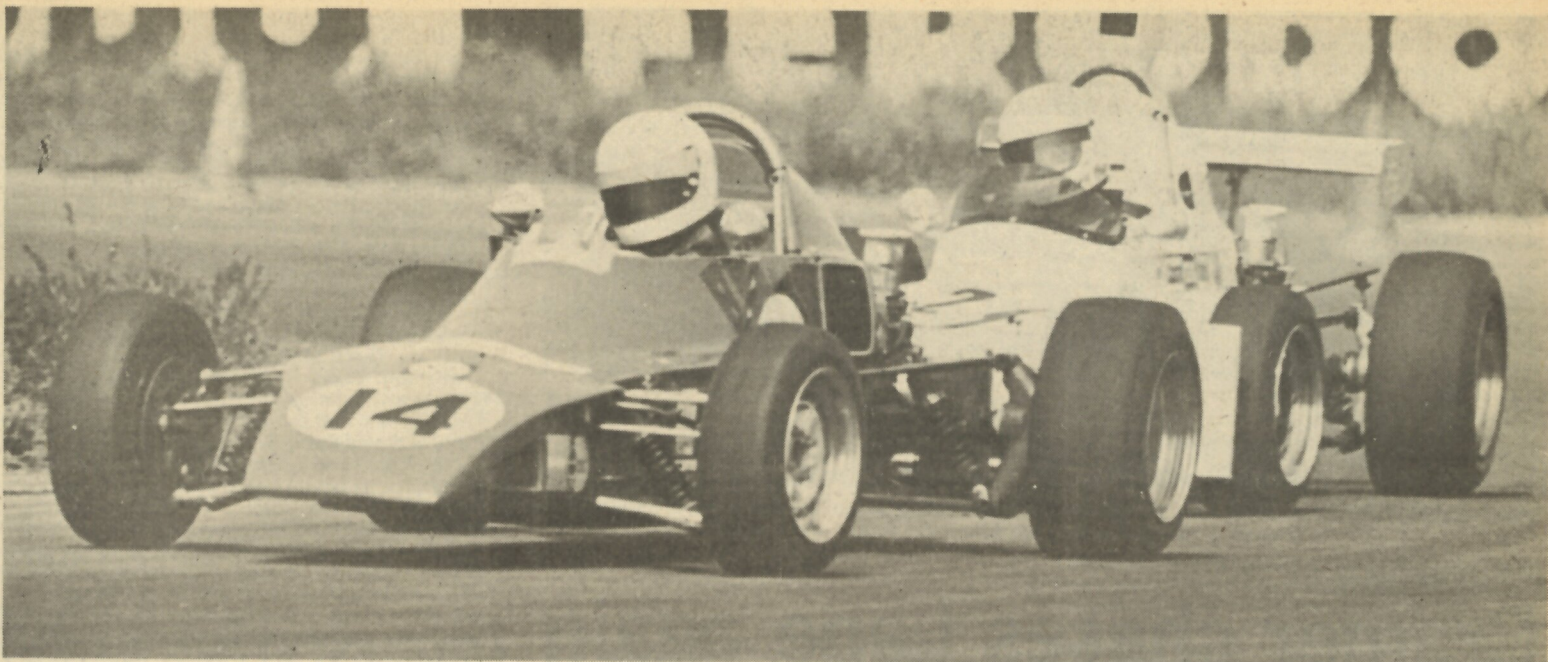
Ken MacMaster really motored on the second runs with his Modus looking neat and tidy as he made the top in 40.69s to claim fifth place, while Malcolm Dungworth was going well again taking fourth place at 40.11s with the W&G car. Douglas-Osborn did not have the happiest of runs on the first attempt but really got it together the second time to slip ahead of Cramer's first run climb of 39.98s by 0.02s, but that position did not last long. Cramer quickly re-established himself back in second place with another spirited climb in the Grunhalle Lager March at 39.50s. However, despite all Cramer's efforts, and they were as always mighty, there was no denying Roy Lane his third championship win on the trot, in fact he assured himself of the ten points with his first climb of 39.38s but the sportsman that he is he still gave everything on the second run although victory was his. He really capped a fine day by getting down to yet another new BTD time 39.06s.

ROBIN BOUCHER

BTD: Roy Lane (Fenny Marine GM1 Chevrolet), 39.06s.
RAC Hill Climb Championship, round 7, Harewood: 1. Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.06s; 2. Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 39.50s; 3. Alister Douglas Osborn (2.2 NJR Installations Pilbeam R15 BDG), 39.96s; 4. Malcolm Dungworth (5.0 Waring & Gillow Brabham BT35X Repco), 40.11s; 5. Ken MacMaster (2.0 Modus M4 Hart 420R), 40.69s; 6. Peter Kaye (1.6 Brabham BT35X FVA), 41.16s; 7. David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 41.33s; 8. John Cussins (5.7 Waring & Gillow Chevron B32 Chevrolet), 41.38s; 9. Richard Brown (1.8 Martin BM8 Hart BDA), 41.60s; 10. Alan Thomson (1.6 Chevron B17 Holbay), 43.11s.
Class Winners: Roy Greenwood (1.0 Rallye Equipe Cooper), 49.47s; Nicky Porter (1.3 Mini Cooper S), 48.46s; Alan Forrest (2.0 Ford Escort RS2000), 50.01s; Geoff Farmer (1.0 Adelphi Imp), 47.96s; Jim Thomson (2.5 Guyson Fireza), 45.64s; Mike Gleave (1.3 A.H. Sprite), 48.46s; Robin Gray (1.6 Lotus Elan SE), 47.58s; Malcolm Trewthitt (3.0 MGC), 47.32s; Norrie Galbraith (1.0 Ginetta G15 Imp), 46.85s; Robert Speak (1.6 Lotus Europa), 45.15s; Bob Prest (1.6 Mallock U2 Mk IIb Ford), 43.71s; Dennis Pegg (1.2 Lotus 11 Climax), 50.51s; Stephen Madge (1.6 Mallock U2 Mk 14 Ford TC), 44.40s; Richard Brown (1.8 Martin BM8 Hart BDA), 41.78s; Barry Brant (0.5 Mercian Group Cooper Mk X Triumph), 47.26s; John Crowson (1.3 Rawlings Chaser Terrapin), 42.76s; David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 41.14s; Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.23s.

Geoff Farmer scored a convincing class win in his Adelphi Imp.





The SuperVee championship race was desperately close throughout. Here John Morrison leads Mike Young although positions were reversed at the end.

BRANDS HATCH

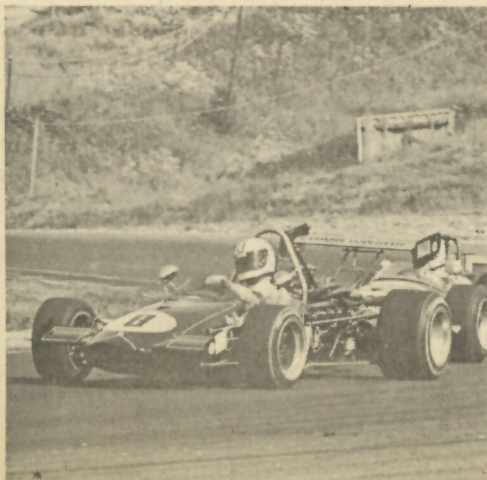
Young's SuperVee win but Morrison's record

Four proper motor races, two for karts and 12 on the Clearways oval for stock cars, bangers, Mini-rods and Anglia-rods provided a crowded and entertaining day at a well-attended Brands Hatch on Sunday, when Rochester MC and Promotasport joined forces to put on a Festival of Speed. Principal interest for AUTOSPORT readers was a round of the Silver Cup Formula SuperVee Championship, won by Mike Young's Modus from the record-shattering Supernova of John Morrison. At the other end of the scale, the rough-and-tumble races on the oval really had the spectators roaring, many of them armed with bells, football-type rattles and hooters to give their heroes loud support.

Pole man Bill Cowling lost his chance of taking the Formula 1300 race with a first-lap spin which split the field. This left the contest between Bob Davis (Davis), Bob Jarvis (Aquila) and Philip Lloyd (Nomad) after John Allan blew up. The battle went right to the last corner, where all three leaders spun off without making contact and Davis was first to extricate himself from the ditch. He was followed home by Lloyd and Jarvis, Dick Miller was fourth in his Centaur and Cowling a recovering fifth.

Next out were the Monoposto boys, and again it was all action. Winner Alan Baillie kept his head while those behind him got into trouble. Jim Yardley spun and stalled his Beagle, David

Paul Maxwell held down second place in his Monoposto Brabham before spinning.



Coombs' Manta and Nigel Howard-Jones' RTW crashed at Paddock while disputing third place, and Paul Maxwell (Brabham) relinquished second with a spin at Clearways. Baillie was left well clear of Ray Thomas (Revoray) and Brian Toft's evergreen Anco.

The third race was for Mini Miglia saloons. Alan Curnow and Steve Harris had a bumping and barging match for the lead until Harris got left behind while sorting out a moment at Paddock, but he was still clear of John Hazell. Russell Dell was fourth until a last-lap blow up which lubricated Bottom Straight.

While the seven, eight and nine-litre Senior Stock Cars warmed up for their own hectic brand of action, 18 Super Vee cars put on a more stylish display of racing. The race was between Mike Young and John Morrison and could have gone either way, and it's a pity therefore that a backmarker decided the outcome by hogging the

line through Paddock on lap 19, out of 20, putting Morrison too far behind to recover. Young's chunky championship-leading Modus and the sleek Supernova put on a polished display ahead of Simon Kirkby (Supernova), Bruce Venn (Elden) and Mike Catlow (Supernova), and Morrison finally lowered the three-year-old lap record to 48.2s, nearly two seconds better than the previous best.

BRIAN PHILLIPS

Formula 1300 National championship race (10 laps): 1. Bob Davis (Davis Ford), 9m 13.8s, 80.61mph; 2. Phillip Lloyd (Nomad), 8m 18.6s; 3. Bob Jarvis (Aquila Sports), 9m 25.4s; 4. Dick Miller (Centaur Mk14), 9m 27.4s; 5. Bill Cowling (Navajo), 9m 30.2s; 6. Barry Webb (Clubman Delepena), 9m 41.2s. **Fastest lap:** Davis, 52.8s, 84.55 mph.

Varley Batteries Monoposto Formula National championship race (10 laps): 1. Alan Baillie (Viking-Ford), 8m 47.6s, 84.61mph; 2. Ray Thomas (Revoray Mk11), 9m 09.2s; 3. Brian Toft (Anco-Ford), 9m 13.2s; 4. Paul Thompson (Micron-Ford), 9m 31.8s; 5. Geoff Jackson (Brabham BT21A), 9m 33.4s; 6. Julian Pratt (Merlyn-Ford Mk11), 9m 43.6s. **Fastest lap:** David Coombs (Manta-Renault), 50.6s, 88.22mph (equals record).

Mini Miglia National championship race (10 laps): 1. Alan Curnow (Longman Mini), 9m 47.8s (75.95 mph); 2. Steve Harris (Downton Mini), 9m 50.4s; 3. John Hazell (Mini), 9m 54.8s; 4. Phil Spurling (Oselli Mini) 9m 57.8s; 5. John Bradburn (Aldon Mini), 10m 08.0s; 6. Bill Derry (Ace Race Mini), 10m 17.0s. **Fastest lap:** Curnow, 57.6s, 77.50 mph (record).

Formula Super Vee Silver Cup championship race (20 laps): 1. Mike Young (Modus M2), 16m 26.4s, 90.51 mph; 2. John Morrison (Supernova SSV75), 16m 26.6s; 3. Simon Kirkby (Supernova SSV75), 16m 43.4s; 4. Bruce Venn (Elden RS), 16m 48.4s; 5. Mike Catlow (Supernova SSV73), 16m 56.2s; 6. Barry Hopwood (Royale RP18A), 17m 11.4s. **Fastest lap:** Morrison, 48.2s, 92.61mph (record).

LYDDEN

Vees and Fords entertain

Tidy, well run and interesting and with a varied field of competitors was the order of the day for Tunbridge Wells MC's race meeting at the Kent circuit of Lydden on Sunday. And it turned out to be quite an exciting day's motor sport despite some of the grids being rather small.

After two kart races, Mini Sevens took to the field with only a six car grid headed by an exciting dice between Alan Seekings and Terry Pudwell. The latter was leading in the early laps but stripped second gear just as Seekings was leaning on him and a slight contact occurred. But it wasn't until the end of the races when the water temperature rose and Seekings, who was in the lead, realised that the nudge had split his radiator.

The Formula Vee race was livened up by a dice between Ray Simpson and Tim Flynn and although on lap eight, smoke appeared from Simpson's Flying Vee, he continued in the lead and drew away from Flynn. At the end of the race, it was found that Simpson had driven on his ignition, his throttle having jammed open in the early stages.

The Formula Ford event got away to a cracking pace which was kept up throughout the 12 laps and if Paul Sleeman had not gone grass cutting on Hairy Hill when he had the lead, he could have taken first place, which eventually

went to Ron Maile.

In the saloon car race, the nicely prepared Anglia of Mike Scott came a well deserved first in a race full of good dicing. The combined Formula Ford/Vee race was full of excitement and everyone was fighting for the next position throughout the race. Tony Halliwell, Frank Bayes and Paul Sleeman in front and Ray Howard, Flynn and Simpson halfway through the field.

Formula Libre was a runaway win for Philip Guerola in his Brabham BT30 but second place was a battle between Halliwell in his Merlyn Mk17A and Jim Kelly in his ex-Magee Trojan F5000. Halliwell took second place, making it his third good race of the day.

JOHN PECKHAM

Mini Sevens (12 laps): 1. Alan Seekings, 11m 3.4s; 2. Terry Pudwell, 3. T. Cousins. No fastest laps nor times given.

Formula Vee (12 laps): 1. Ray Simpson (JSR), 10m 6s; 2. Tim Flynn (Scarab); 3. Alan Board (Austro).

Formula Ford (12 laps): 1. Ron Maile (Merlyn Mk25), 9m 34.6s; 2. Paul Sleeman (Merlyn Mk17A); 3. Tony Halliwell (Merlyn Mk17A).

Special saloons (12 laps): 1. Mike Scott (1.0 Ford Anglia), 10m 30.6s; 2. Barrie Willis (1.0 Mini); 3. Rod Birley (3.0 Ford Capri).

Over 1300cc: 1. Birley, 1001 cc to 1300cc: No classified finishers. **851cc to 1000 cc:** 1. Scott. **Up to 850 cc:** 1. Alan Kember (Mini).

Formula Ford and Vees (12 laps): 1. Tony Halliwell, 9m 31.2s; 2. Frank Bayes (Image); 3. Sleeman.

Formula Libre (12 laps): 1. Philip Guerola (1.8 Brabham BT30), no time given; 2. Halliwell; 3. Jim Kelly 5.0 Trojan T101).

Borrower beats lender

The BTRDA two abreast autocross championship moved down south last weekend where the West Suffolk MC ran their round at Whetstead near Bury St Edmunds. The Wilhire Ltd sponsored event produced an easy win for the Volnik driver Nick Seymour whose first round time of 1m 33.7s was nearly five seconds quicker than the rest of the field of 75.

One of the best class battles was amongst the nine one litre Minis. Barry Crump lent his car to John Pratt who promptly went and won the class and left the owner third. Pratt did 1m 42.3s to beat Phil Clark by half a second. Derek Cleaver's small engined Mini had nearly a second in hand over Dennis Pettitt in the 13 strong class A while Graham

Hathaway put it across Bob Meridale by a tenth of a second in the up to 1300 cc Escort/Anglia class.

Rob Gibson's raucous Sprite had three seconds in hand in the sports car class and a single run by Dimi Mavropoulos was sufficient to see off the rest of the big capacity Escorts. The rally car class had the second highest number of starters — a round dozen — and Stan Rolfe was really trying in his Mini and his time of 1m 40s put many other competitors in far more potential machinery to shame.

BTD: N. Seymour (Volnik), 1m 33.7s.
Class winners: M. Barnard (Datsun 240Z), 1m 45.4s; D. Cleaver (Mini), 1m 40.7s; G. Hathaway (Escort), 1m 40.3s; R. Gibson (Sprite), 1m 38.3s; A. King (Imp), 1m 46.5s; J. Pratt (Mini), 1m 42.3s; D. Mavropoulos (Escort), 1m 41.4s; M. Smith (Mini), 1m 45.3s; R. Turner (Voodoo 11), 1m 44.9s; S. Rolfe (Mini), 1m 40s. **Ladies:** Mrs V. Hutchin (Escort), 1m 52.3s.

Rob Gibson took another class win in his Sprite.



Needham robbed

A broken throttle cable on their Avenger two controls from the end cost Ralph Needham and Ian Muggleston a possible win on last Saturday's Barnard Trophy rally run by the Lincoln MC and CC over a 120 mile route. They lost about 12 minutes curing the problem and eventually finished fourth. Another crew who could have won outright were Ted Scarborough and son Stuart in their 2.3 Viva who lost only four minutes on the road but then picked up considerable penalties in a relaxed section.

The winners from Louth were Tony Newsome and Derek Brader in their Avenger who dropped only five minutes on the 120 mile plot and bash route which included a lot of whites. They finished seven minutes ahead of the Scarborough family and the best Lincoln crew of Alan and Trevor Faulkner were third in their Mexico, also on 12 minutes.

Behind Needham and Muggleston, on 17 minutes, Ernie Gant and Barrie Robinson did remarkably well in their 1959 Anglia dropping eighteen minutes. And the top six was completed by Dennis Stokes and Nicky Davis in their Escort GT along way back on 42 minutes. The novice class went to Graham Reeson and Chris Wayby (Avenger) with 2F and 160 minutes.

AUTOSPORT, JULY 10, 1975

XJ8 debut

All the top Super Saloon contenders will be present at Silverstone for the Tricentrol round on Grand Prix day, with one notable newcomer—Tony Hazlewood in his Jaguar XJ8, utilising F5000 components and a 7 litre Chevrolet engine. The car is in an advanced state currently. It can expect to have such big 'loons as Gerry Marshall's 5.0 Holden-powered Firenza, David Howes' AMC Javelin, Martin Mirrane, Doug Niven, Dave Brodie all in big Capris and Ian Richardson's 8.1 Chevrolet Corvair as competitors.

One doubtful starter at the moment, sadly, is Colin Hawker's VW with DFV power following its enormous accident at Brands Hatch recently. In the 2 litre class, Nick Whiting and Alec Poole will no doubt be having a rare old set to for honours. What a race it promises to be.

● The next two rounds of the RAC and BTRDA autotest championship have been cancelled. They are the Airedale and Pennine event due this weekend and the Crawley round on July 20. There are still seven events due to be run later in the year.

● Due to lack of entries in their four abreast autocross BTRDA round, the West Suffolk MC have opened entries for two abreast classes, one for road cars. The event takes place on July 19, and any inquiries may be answered by Mrs S. Pettit on Chevington 575.

Club entries on 'Tour'

Quite a number of interesting club entries appear in this year's Tour of Britain entry list. John (BMW) Cooper returns to the marque again for this year's Avon/Motor Tour of Britain running under his Mustow Garage, Team Aldon banner. Joining him from the club racing world will be Rod Birley's Capri; Birley races his Capri in as many classes as he can, from *libre* to modsports! These two are on the seven strong 2501 cc to 3000 cc class.

Notable club racers of the 29 1601 cc to 2000 cc cars are Bob Saunders, well known Dolomite Sprinter, co-driven by Roger Dowson, Clive Baker (RS2000), and David Da Costa (RS2000). In the next class down (13 cars), Derek Wileman fields his Avenger GT and Bill Sydenham shows some more of Britain to his Lotus Cortina.

In the 18 strong 1001 cc to 1300 cc class, Peter Voigt is an interesting choice of co-driver for Gordon Bruce's Escort sport, Tony Stubbs has his Lada and Clubmans driver Barry Foley has St Bruno sponsorship to run a Vauxhall Chevette. Jon Dooley, naturally drives an Alfa, this one an Alfasud Ti, as does Leo Bertorelli, the ice cream boss. One down the list from this is the Mini 1275GT running with team Aldon of autotester Phil Darbyshire, and one down the list from this is the Mini Fordsters, Doug Wood and Wil Arif in a Gilberts of Catford Honda Civic.

The up to 1000 cc class has five-Renault 5TLs for Neil McGrath, Jeff Williamson, David Dickson, Keith Collier and Gethin Jones with one Sunbeam Imp for Richard Piper providing the British opposition.

No cream for Rice

Following the sealing and subsequent stripping of the engine of Brian Rice's Camaro at Silverstone on June 8, the RAC has issued a statement. This says that they found the engine illegible under GSR 160, part 2A, and that they cannot accept the fact that the engine had been fitted with certain components, even though the driver was not cognisant of the fact.

The tribunal have therefore fined Rice £250 with £100 costs awarded against him, and the illegal camshaft found in the engine has been impounded by the RAC for 10 days. Under the normal conditions, the Camaro and Rice have been excluded from the points for the meeting, etc.

Walsh wins sponsorship

It seems that there's a certain amount of Hawker Siddeley rivalry going on at Silverstone. Although Geoff Lees is currently leading the Hawker Siddeley company, Brush Fusegear's FF championship, another Hawker Siddeley company, Crompton Lighting have stepped in to sponsor Lees' main rival, Jim Walsh.

Walsh has had his Hawke DL12 refurbished and has his sights set firmly on Formula 3 for 1976. He is considered to be one of the brightest prospects on the FF scene, and currently leads the field for the Allied Polymer £500 Driver of the Year award, having been elected Silverstone Driver of the Day twice this season.



Wridgeway Horton takes his Firenza to another class win.

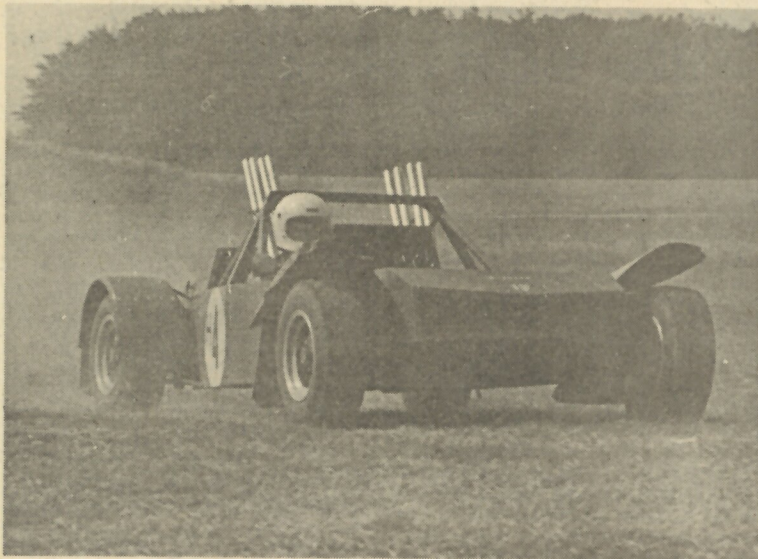
Render's Brabham double

Peterborough MC used a 1,650 yard course at the Army barracks at Bassingbourne, Herts last Sunday for their co-promoted sprint. David Render from London did the double taking the Smith sprint trophy for BTD in his Brabham BT35 and also collecting another class with his Brabham BT29X.

The two 3 litre Capris of John Gray and Keith Maslin could not be separated in their class and both were given awards with Steve Gilbey in a similar car only 0.4s behind. R. Smith took a class win in his 850 Mini

by a mere 0.7s from R. Thomson in his Mini and a similar margin separated R. Curzon (Escort TC) from P. May in his Cooper in the combined classes 7 and 8. Another good scrap gave Eric Porter a class win with his Toyota Celica by 0.7s from Lacey's Mexico.

BTD: D. Render (Brabham BT35), 30.4s.
Class winners: M. Gentry (Cooper), 44.1s; E. Porter (Toyota Celica), 46s; J. Gray (Capri), 41.4s; R. Smith (Mini), 43.1s; R. Curzon (Escort TC), 39.1s; W. Horton (Firenza), 37.9s; A. Bishop (Autocraft Davran), 37.8s; R. Thomas (Elan), 38.5s; P. Burnham (Mini Jem), 38s; D. Orbell (Mallock U2), 32.6s; D. Render (Brabham BT29X), 31.6s; S. Riley (McLaren M10b), 32.7s.



Bob Light easily took BTD in his Scorpio.

None faster than Light

Two spirited class battles, in which the winner was only 0.5s ahead of the runner-up, highlighted last Sunday's Basingstone Car Club autocross at Brighton Hill, Basingstoke.

On a 1,250 yard, fairly smooth but dusty course, Bob Mack came from behind to take the 1,300 rwd class in his Anglia from Frank Lucas (Escort) while Peter Biffen and Alan Griffin had a similar tussle for the sports car class honours. Biffen's 1780 Herald eventually beat the 1300 Spitfire of Griffin.

BTD went easily to Bob Light's Scorpio and Graham Allen, last year's ASCMC autocross champion, had to pull out all the stops in his big engined Anglia before collecting class F. Tony Gover's 1.4 Mini humbled all the rest of the specials and he was only half a second away from Light.

BTD: B. Light (Scorpio) 2m 51.6s.
Class winners: P. Fidler (Mini), 3m 11.6s; B. Mack (Anglia), 3m 2.2s; P. Biffen (Herald), 3m 15.4s; B. Hazell (Stiletto) 3m 21.4s; T. Smith (Mini), 2m 58.2s; G. Allen (Anglia) 3m 2.2s; T. Gover (Mini), 2m 52.2s. **Ladies:** Miss A. Wagstaffe (Mini), 3m 11.6s.

Briant again

Most of the leading Welsh rally championship contenders contested last weekend's Central Tyre Services Trophy rally run by the Carmarthen MC in West Wales. One hundred and seven contenders tackled a fine 115 mile route which included one 3½ mile selective.

Victory finally went to Mick Briant and John McKerrell in their RS2000 who dropped 17m 30s to win by almost four minutes.

Initially, Terry Brown and John Thomas in their Escort held the lead but they were excluded at petrol when they failed the noise meter. On the selective, second placed crew of Ted Cowell and Julian Chitty were fastest being 1m 25s over bogey while Briant and Brown were 5s slower. Cowell and Chitty took second place by only 10 seconds from Howard Davies and Phil Jones in their Escort.

1. M Briant/J. McKerrell (RS2000), 17m 30s; 2. T Cowell/J. Chitty (RS2000), 21m 25s; 3. H. Davies/P. Jones (Escort), 21m 35s; 4. L. Jones/R. Jones (RS1600), 23m 10s; 5. J. Griffiths/J. Bowie (Avenger GT), 24m 45s; 6. I. Lindsay/A. Bryer (Mazda), 25m 7s. **Semi-exports:** R. Street/B. Jones (Mexico), 34m 2s. **Novices:** J. Roberts/R. Brown (Mexico), 35m 37s.

● Although discussion are in a very early stage, various parties in motor racing are looking for a full rallycross championship in Britain next year or at least, the year after. With the number of competitors, and the range of circuits, it could be a very promising exercise for both rallycross and British motor sport.

Stringer counts another

Gillingham driver Steve Stringer took another step towards the coming 1975 BTRDA autotest championship when he collected his first BTD of the season at the Kennings autotest round run by Caernarvonshire and Anglesey MC at Mona airfield on the Island last Sunday. With last year's champion Trevor Smith collecting an incorrect at half distance, Stringer moved into a commanding lead with his Lotus 7 to finish the day 23 seconds up on the Oxfordshire driver.

Stringer is the only driver with a maximum — he has eight wins from eight events — and although he is not yet home and dry it is almost all over bar the shouting. He did the 12 tests in 594.8s and was challenged initially by Smith (Midget) and Dick Squire (Sprite). The latter however twice blotted his copybook collect-

Rose sails to 2m win

Local knowledge paid dividends last Saturday when the Kettering crew of Alec Rose and Steve Pelling won the Northampton and DCC Gardner and White New Cedros rally which was a 180 mile plot and bash event.

On the 49 time controls, they dropped 40 minutes in their Escort to beat John Porter and Richard Holder in a similar car by two minutes.

Current leaders of the East Midlands rally championship, Paul Rayner and John Barker, lost their lead when their Mini blew a piston and the lead has been inherited by Mike Hutchinson and Eric Cowcill in their Mexico who finished sixth.

Third were Richard Worrall and Ian Simpson in their Escort on 55 minutes beating the Mazda of Graham Denton and Ian Humphrey by five minutes.

Best of the experts was Miss Sarah Cohen with Dave Chennells who were fifth in their Escort on 64 minutes. The best novice crew — they were nineteenth overall — were T. Carter and A. Cook (Escort) with 2F 81 minutes.

● Eddie Jordan was using a new engine to Formula Ford ten days ago, this a Ford 1600 cc tuned by Aldon, the British Leyland speciallists. After coming second in the heat and fourth in the final at Oulton, followed by third in the heat and sixth in the final at Mallory, the Aldon engine was sealed. Later in the week, following a check by Howard Mason, the mill was declared 100 per cent legal.

Drag at Aintree . . .

Good news comes from the Pennine Drag Club, who are holding an eight mile event at Aintree race course on July 12 — this Saturday. Promoted by European Dragways, the event will be held on part of the old Grand Prix circuit. At present this is too narrow to allow runs side-by-side for the more powerful cars with sub 10 second class records, but the two wheel fraternity have been granted a full permit, and a round of the MCN championship will be held.

Dennis Priddle and Clive Skilton have both entered their funnies for single passes at low e.t., and a good Pro Comp entry will be running for similar honours. Ideally sited within five miles of the centre of Liverpool and a mile from the end of the M57, the promoters have permits for two separate tracks, one of which has grandstands for 25,000 people, and should the first event prove to be a success, which it surely must be, this will be widened for side-by-side running and International status meetings in 1976.

Other entries for this late addition to the calendar will be welcomed by the PDC or European Dragways and can be phoned in to Potters Bar 43116 or 0484 27676. Action starts on the twelfth with practice from noon till 4 o'clock, with racing from 4.30 'til 7.30, which almost makes it an evening entertainment for the thousands of potential spectators living within such close proximity — something that drag racing has long needed.

. . . and Long Marston

Not content with Aintree, European Dragways will be holding an invitation match race at Long Marston the following day, Sunday July 13. This has also been laid on at short notice for the benefit of ATV who will be telerecording the action for screening on Sunday Sport on July 27. It will once again be an eighth mile track, and interested entries for this should phone Potters Bar 43116 again, or the NDRC at Watford 34017.

Gilham's team

Don Gilham Racing, in conjunction with Keith Ripp, have recently announced sponsorship for their rallycross team from Dunlop and Badenoch, an accountancy recruitment agency. The arrangement is for sponsorship of a three car team for 1975/6, drivers being Paul Springett, Dick Griffiths and Tony Stubbs. They will drive a 1.3 stroked Don Gilham engined Mini Cooper S each, with two spare cars, one of 1.4 capacity and the other 1.0. In addition, the team will have back up transport, all of which looks good for a full scale assault on the rallycross series over the coming season.

● Pat Strawford, well known to Llandow and Castle Combe competitors, recently presented husband Howard with a baby girl, Emma. "Rather inconveniently between Castle Combe and Llandow meetings" as husband Howard jokingly remarked.

McDine's tied BTD

There were several good class battles at the EMI and Brent Vale MC's Universal Wines sponsored autocross at Mursley near Bletchley last Sunday. Tim Frazer took the first class in his Mini by 0.6s and a second run time of 1m 50.4s gave Phil Manser the second Mini class by one second.

There was a tie for BTD between David McDine's 1.0 Mini and Norman Bradshaw's Bradbuilt. Both did 1m 50.0s and McDine won the day on

engine capacity.

Best road car performance was that of Geoff Bartram who brought along his rally Escort and saw off 15 other entries in the class for big Escorts/Anglias and beat Alistair Lyall by 0.5s.

BTD: D. McDine (Mini) 1m 50s.
Class winners: T. Frazer (Mini), 1m 51.2s; A. Davies (Anglia), 1m 52s; P. Manser (Mini), 1m 50.4s; A. Lyall (Escort), 1m 52.8s; G. Bartram (Escort), 1m 52.4s; D. Scheldt (Lancia Fulvia), 1m 53.2s; D. Watson (Mini), 1m 53.4s; R. Johnson (Buggy), 1m 54.4s. **Ladies:** Miss A. Martin (Mini), 1m 54s. **Novice:** C. Pleass (Escort), 2m 4s.

Prest beats the racers

Durham driver Bob Prest took his Mallock U2 to BTD at last Saturday's Lancs and Cheshire CC Sprint on the old part of the circuit at Oulton Park. He won the John Graveley trophy for a first run time of 42.96s. In doing so, he beat all ten racing cars which were headed by the Brabham BT35 of Mike Utley. But he could only manage 43.79s to beat Anthony Taylor's Lotus 69 by slightly more than 0.2s.

W. Townall took his Allegro to a narrow win over Bobby Fryer's Cooper in the combined production saloon class and C. Hewardine only had 0.7s in hand in his Mustang over Allan Forrest's Escort.

Terry Carthy won a tight scrap in

his Mini beating K. Knott (Imp) by the narrowest of margins and Ginetta driver Robert McKee was the sports car class winner by 0.3s over David Gournall's Midget.

The battle of the Terrapins went to John Crowson who was a comfortable four seconds quicker than Allan Staniforth.

BTD: B Prest (Mallock U2), 42.96s.
Class winners: W. Pownall (Allegro), 50.38s; C. Hewardine (Mustang), 49.16s; T. Carthy (Mini), 49.56s; R. White (Escort), 46.82s; R. McKee (Ginetta), 56.44s; R. Powell (Elan), 54.32s; M. Hanson (Sprite), 49.49s; R. Speak (Europa), 45.53s; C. Oakham (Mallock U2), 44.65s; T. Turnbull (Ginetta), 48.62s; J. Crowson (Terrapin), 44s; M. Utley (Brabham BT35), 43.79s; A. Thompson (Scimitar), 53.70s; R. Yarwood (RS2000), 52.68s; C. Wild (Capri), 51.99s. **Best LCC:** Richard Sproston (Escort), 49.49s. **Ladies:** Mrs J. Hollins (Mini), 52.93s.

Bob Speak continued his class winning trend at Oulton last weekend.



Successful debut

John and Dorothy Clarkson took first and second BTD at last Sunday's initial autocross at the Charnock Richards Recreation Centre won by Longton and District MC. Seventy-four competitors had two runs over three laps of an 1100 yards course which was hard, fast and a little bumpy. The event claimed three Minis, two in practice and one in the event but nobody was injured.

Clarkson's winning time in his Escort TC was achieved on his second run when he got down to 1m 39.5s and he finished nearly eight seconds quicker than his wife in the same car who in turn beat the class runner-up by some five seconds.

Particularly hardly hit were the up to 1000 cc Mini class where five of the eleven starters failed to finish and six of the nine specials also succumbed to various maladies.

BTD: J. Clarkson (Escort TC), 1m 39.5s.
Class winners: J. Banks (Mini), 1m 56.4s; P. Keegan (Escort), 1m 56.7s; J. Cotton (Imp), 1m 49.4s; M. Duffy (Mini), 1m 55.7s; Mrs D. Clarkson (Escort TC), 1m 47.2s; S. Doolan (Mini), 1m 49.4s; N. Peatfield (Special), 1m 52.5s; G. Harper (Honda Civic), 1m 47.6s.

● A collection is to be held at this Sunday's BRSCC Brands meeting for the family of Mike Gassler, the marshal who died from injuries sustained at the Brands Hatch Whitsun meeting.

● UOP Shadow employee Andy McLelland, who has been contesting the Classic saloon car series this year in a venerable Austin A35, is moving up into special saloons. He is due to debut a Triumph Dolomite Sprint at Mallory Park on July 13 prepared by Dunham and Haines of Luton.

Watch the birds

Sixteen members of the British Women's Racing Drivers Club will take on 44 men at Ipswich Stadium this Saturday in a Demolition Derby. It is being promoted by Spedeworth and will be televised on ITV at 12.30 pm on World of Sport. Among those taking part are Wendy Markey, Lorina Boughton, Linda Cunningham, Alison Davis, Juliette Slaughter and Divina Galica. Let's hope not too many of the tactics rub off!

The charge of the . . .

The two heavyweights of Super Saloon racing, Gerry Marshall and Derek McMahon, entrant of Alec Poole's Skoda, challenged each other to a 100 yard sprint in front of the pits after the meeting at Silverstone last Sunday.

The course appeared to shorten fairly dramatically but Gerry, kitted out in shorts, vest and Bell star, came home an easy winner. In fact McMahon failed to finish the course within the required 30 minutes and had to cough up £50 which Gerry donated immediately to the Roger Williamson fund.

● John Bright has asked us to point out that he doesn't regret the change to FF Dunlop tyres as was recently quoted. He has done 30 races plus four complete days' testing, hence his considerable usage of tyres.

Fintray records fly

Allan Thomson from Edinburgh extended his lead in the Scottish Hillclimb Championship on June 29 when he set BTD in a time of 31.91s. No fewer than five records were broken during the course of the day.

In the small special saloon class Bill Donald, who has been consistently quick this year, took his Imp to the top to win the class in a time of 34.46s. There was plenty of action, to entertain the large crowd, in the over 1001 cc class with Norman Insch and John White battling it out for second and third places. Paul Hazell, who had gone straight on into the trees at Combine during practice, rolled his Mini onto its side at the same corner on his first competition run. The real fireworks came however from Jim Dryden from Dundee who completely smashed the existing record, which had stood since 1968, taking his Mini up this short course in a time of 33.85s.

Dave Fuell from Aberdeen, who is North-east speed champion, won the road going saloons up to 1001 cc in his Sunbeam Stiletto, but was unable to match his own record. The large road going saloons provided entertainment in the form of rally drivers David Gillanders (Volvo 142) and Jim Robson (in borrowed Capri) who more or less followed the track with their flamboyant driving style. Ron Cummings looked set to take the class when he recorded 36.84s in practice and 37.26s in competition, but this was not to be when Bill Lord in his immaculate Escort RS1600 lowered the record to 37.20s.

As expected, Barrogill Angus went very quickly in his Davrian Imp to break yet another record. He positively flew up the hill to take nearly a whole second off the special sports up to 1001 cc record leaving it at 33.93s. Tom McMillan won the

road going sports cars under 1300 cc in his MG Midget.

The over 1300 cc class saw yet another record tumble. This time it was Robin Grey in his Lotus Elan. Gray, who has been going indecently fast this year, three wheeled his way round this twisty track to leave the record at 35.51s, with David Milne's Lotus 7 close behind.

Bill Smith was just under the 1100 cc racing car class record in practice but he could not match this time in competition, just pipping William Leith in their joint entered Ginetta G17 with Peter Speakman a commendable third in his JW4.

The large racing car class and BTD went as expected to Allan Thomson in his Chevron B17 who seems determined to keep the hillclimb title in the family. Both Allan's sisters, who took the ladies award and brother (1974 Scottish Hillclimb Champion) were also competing in Joanna's Mini, Douglas having broken a driveshaft on his Chevron at Doune.

The Historic Class was reduced to two Allards, Fred Damodavan winning in his superb J2X to establish a record for this new class.

The fastest ten competition which rounded off the day emphasised just how fast Dryden was going when his time qualified the Mini driver as third fastest for the run off. Allan Thomson was again quickest and collected the half gallon of White Horse Whisky.

BTD: Allan Thomson (Chevron B17), 31.78s.
Class Winners: Bill Donald (Imp), 34.46s; Jim Dryden (Mini), 33.85s. **(record):** Dave Ross (Sunbeam Stiletto), 37.83s; Alister Dey (Cooper S), 37.13s. **(record):** Bill Lord (Escort RS1600), 37.20s. **(record):** Barrogill Angus (Davrian Imp), 33.88s. **(record):** Tom McMillan (MG Midget), 39.29s; Robin Gray (Lotus Elan), 35.51s. **(record):** William Smith (Ginetta G17), 33.37s; Allan Thomson (Chevron B17), 31.78s; Fred Damodavan (Allard J2X), 36.92s. **Ladies Award:** Joanna Thomson (Mini Cooper), 39.92s.

Big Minis tie

For their qualifying event for the South East Autocross championship, Eastbourne and District MC had 66 entries for their event at Eastbourne last Sunday. Fastest time of the day went to Peter Cook's Half-a-Mo special by some two seconds and there was a tie for second place in the big Mini class where Sandy Donald and Roger De Garston put up identical times on each of their runs.

Other class winners were: P. Grant (Mini), C. Slaughter (Escort), A. Smith (Imp), T. Mason (Mini), S. Isted (Escort), S. Law (Mini), G. Street (Mini Special), F. Hill (Escort). I. Porteous took the novice class in his Escort.

● Longton and District Motor Club are hopeful of running a six round autocross championship next year at the recreation centre, Charnock Richards. Following a successful initial event last weekend, the club is hoping for similar support for the next event in a week's time and if this event attracts similar support, they will go ahead with the organisation of the new series.

● Ian Flux, the 18-year-old Embassy Hill racing mechanic who currently leads the National Formula Vee championship in his Shell-sport Scarab, will almost certainly be seen in Formula 3 next year.

BRIEFLY...

● Following a rather disappointing first half season in the works Elden, Tiff Needell has returned the car, and spent last weekend getting his Scholar engine and gearbox ready for fitting to a new Crossle.

● Dave Fuell has decided to rebuild his BDA-engined Escort despite the considerable damage it suffered in the spectacular accident in the qualifying heats at the Long Marston Rallypoint on Sunday. The car is badly damaged front and rear including extensive modification to the transmission but Fuell reckons he could be in action again within a month.

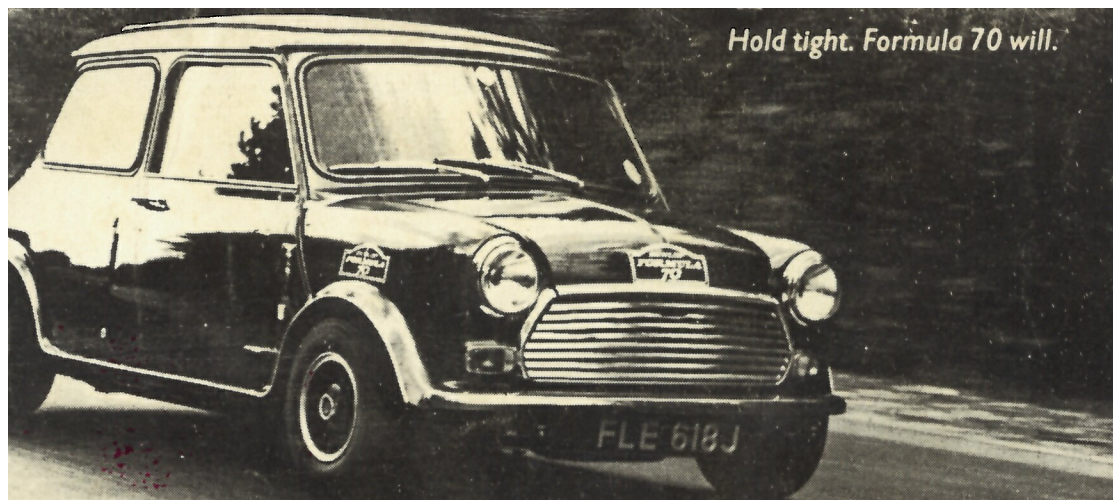
RAC Hillclimb Championship: 1. Roy Lane, 65; 2. Chris Cramer, 63; 3. Alister Douglas-Osborne, 52; 4. John Cussins, 42; 5. Ken MacMaster, 36; 6. David Franklin, 31.

Leaders Hillclimb championship: 1. Alan Richards, 54; 2. Barry Brant, 31; 3. John Stuart, 30; 4. Russ Ward, 27; 5. John Pascoe, Di MacMaster, Sandy Hutcheon, 24.

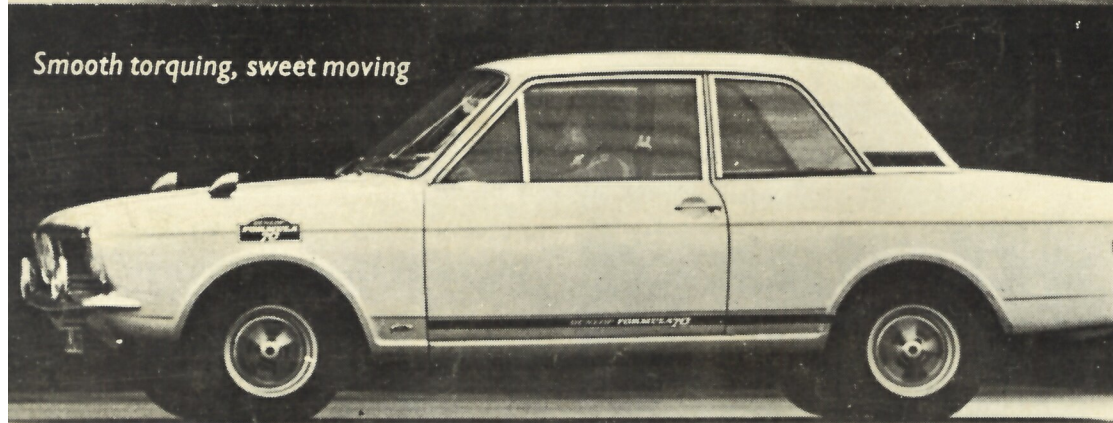
● Sevenoaks and District Motor Club's interesting hillclimb at Valence, Nr Westerham, Kent comes to life again this Saturday when an oversubscribed field does battle on the hill again. Practice starts at 9 am and timed runs start at 2 pm. Valence will be signposted from Westerham.

● The RAC's race committee are considering applications for proposed racing championships for 1976 and will be drafting a calendar for further discussions.

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