

WELSH RALLY - JOHN WATSON - CITROEN ROAD TEST

AUTOSPORT

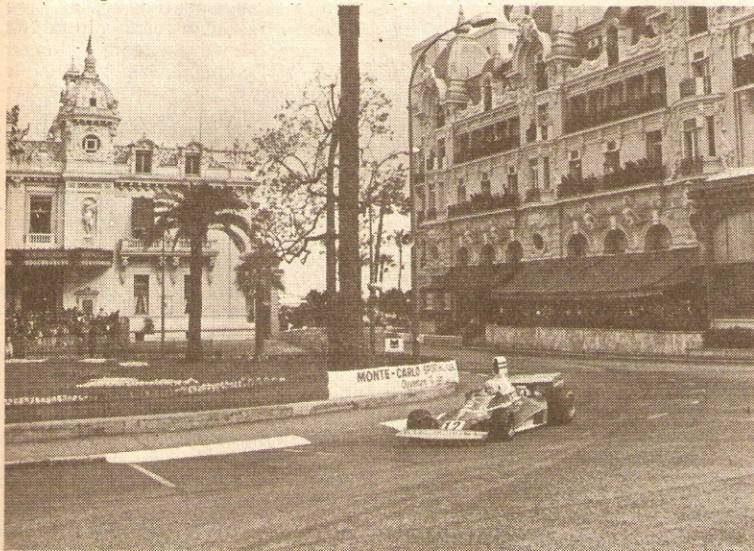
Pete Lyons reports on the classic Monaco GP



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EDITORIAL

Street racing must stay

AFTER the drama of the tragic and chaotic Barcelona Grand Prix, it was obvious that last weekend's Monaco Grand Prix came under serious scrutiny from all those involved in the world's premier Formula. With three different interested parties involved, there will be renewed discussion about street racing when the CSI meet the other two parties: the Formula One Constructors Association and the Grand Prix Drivers' Association.

As in Barcelona however, there were dramas at Monaco. The first day's practice was delayed because the workmen who erect the final barriers turned up two hours late. In fact, each day, practice or racing was delayed for some reason — the second time when a crane removing Mark Donohue's crashed Penske dislodged a street light covering, and the hanging glass had to be removed by a fireman on a fire engine's turntable ladder. It all takes time.

Monaco has further disadvantages. The Automobile Club of Monaco organise just the one race meeting per year. Although many of the marshals and track staffmen, including medical staff and rescue vehicles, come from France, in some aspects, it is noticeable that those with direct responsibility to the track and racing lack some of the experience that one would expect to find at a more permanent race venue. During rainy spells especially, marshals left their posts for shelter, abandoning flags and leaving perhaps one man to control events with blue, yellow, white and green flags. During normal conditions, the blue flag was often displayed to a faster driver who had just overtaken a backmarker — experience would have prevented such an occurrence.

But while many observers and spectators were talking of and drinking to the last Monaco Grand Prix, they may have forgotten that the Automobile Club do try hard. Apart from the fact that more money can be won at Monaco than at any other GP in Europe, the organising body go to great lengths to ensure smooth running. The cranes that lift crashed cars off the track, the continual sweeping and maintenance of the surface and the well-maintained safety precautions which passed the GPDA inspection; all go towards making the racing run as smoothly as possible.

It may be narrow, there may be nowhere to go in a tight situation, and it may require more of the driver's concentration and better mechanical reliability than any other circuit in the world, but Monaco is generally accepted to be a necessity to those who take part, and as long as it maintains a high standard, it wouldn't appear that Monaco is going to suffer from the objections to Barcelona; and rightly so.

One instigation at Monaco which showed that both the organisers and the CSI governing body were making an effort to make the race safer, was the staggered start. Whether one likes it or not, it was at least proffering a suggestion. Such moves cannot all be made at once, and we hope that the CSI can come up with more ideas in the right direction.

our cover picture

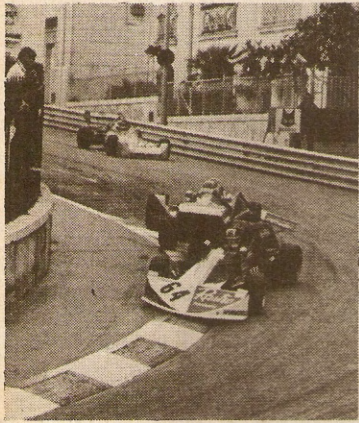
From Barcelona to Monaco, street racing provides a unique, if controversial aspect of today's Grand Prix racing, with cars so closely bunched together, as seen here at Montjuich Park. Photo: David Winter.

F1 and Brise: which way?

Although he didn't win the Monaco F3 race as everyone had expected him to do, Tony Brise did enough to convince those watching that he has bags of talent and is an ideal young protege in which to invest for Formula 1 stardom, rather like the UOP Shadow team did with Tom Pryce after last year's F3 race.

But it wasn't Monaco that set everyone talking about Brise. It wasn't even his encouraging F1

The Ribeiro/Brise incident at Monaco.



debut in Spain. Perhaps it's not even the way he wins all the Formula Atlantic races in Teddy Savory's Modus. Maybe it's his change in attitude.

Brise has always been one of Britain's most talented young drivers. This was evident back in 1973 when he won two out of three Formula 3 Championships including the Player's series and came second in another. He had a test drive with the John Player Team Lotus equipe which didn't prove satisfactory.

Frank Williams was the first man to give him an opportunity to drive an F1 car. It would have been John Surtees last year but Brise never quite got into the seat of a Surtees Grand Prix car.

Brise ran well in Spain for Frank Williams and, with Frank having problems with Arturo Merzario, it would seem logical that he's in a position to offer Brise a regular Formula 1 drive starting quite soon.

But Frank isn't the only team reputedly chasing the services of Brise, Graham Hill Racing are known to be eyeing Tony's talents rather closely. Both Brise and Hill were seen in deep discussion at Monte Carlo over the weekend and, with Rolf Stommelen currently injured and Graham contemplating



Tony Brise - man of the moment.

his limited racing future, it would seem correct to assume that an opportunity for Brise to drive for the team exists.

Whatever the outcome, it's almost certain that Brise will take part in the Belgian Grand Prix at Zolder next week, be it for Graham Hill or Frank Williams. Of his Atlantic commitments, it would seem that Teddy Savory, having given Brise the opportunity to excel so far this year, feels that the point has been made in Atlantic, certainly as to the competitiveness of the team's Jo Marquart-design.

Read your own rules

The Formula One Constructors Association issued a press release at Monaco last weekend regarding the events at Barcelona the previous fortnight. It was an open letter, addressed to Tom Binford, President of the Sub-Commission for Circuit Safety.

In essence it spelt out, to the CSI, their own rules found within the FIA "yellow book". It outlined the section entitled Safety Criteria for Motor Racing Courses, on page 283, paragraph 312 in the "green section" of the book.

What FICA were trying to tell the CSI was that even Formula 2 and sports prototypes constitute a similar hazard comparable to an F1 car. Even an F3 car crashing at Barcelona could have had the same results as did Rolf Stommelen's uncontrollable Grand Prix car.

All circuits must be examined with this in mind, even if Formula 1 cars don't race there.

No to Belgium

The Vel's Parnelli Grand Prix will be missing the Belgian Grand Prix at Zolder next weekend. This is because their regular Grand Prix driver, Mario Andretti, will be racing for the team at the Indianapolis 500, which happens to coincide with the Belgium date.

There are no plans for the team to run a replacement driver in their Grand Prix car instead, certainly at Monaco. However, team manager Andrew Ferguson wasn't available to comment when we tried to get hold of him on Tuesday morning to discuss the matter.

We also wanted to probe deeper into stories from America which suggest that team designer Maurice Phillippe is contemplating a move away from the organisation.

● Alan Rees, team manager of the UOP Shadow Grand Prix team, told us on Monday that he was progressing, albeit slowly, with the Reutemann/Jarier incident which occurred at the Spanish Grand Prix. Rees told us that the CSI know about it and it is just a question of time before a final decision is made. In the meantime the results remain as published, although still subject to final confirmation.

We regret that, due to a print dispute which is currently affecting various publications all over the country, some copies of this week's AUTOSPORT may have been delivered late.

Foyt on pole for the Indy 500

Last weekend, after a week of intensive training, the front rows of this year's Indianapolis 500 were formed and guess who got the pole?

It was A. J. Foyt who, driving a brand new Coyote chassis, flashed around the 2½-mile Indy bowl to record a 193.976 mph average over the three mandatory qualifying laps.

It was Foyt's second successive pole at Indy and his fourth ever. His speed was a 2 mph improvement on last year's effort, despite many people saying that the track was running slower.

This was thought to be a result of no pre-qualifying tyre test sessions (the first time this has happened in ages) which failed to produce the necessary "groove" in which the USAC boys hang on their quick laps. It didn't seem to affect Foyt at all though.

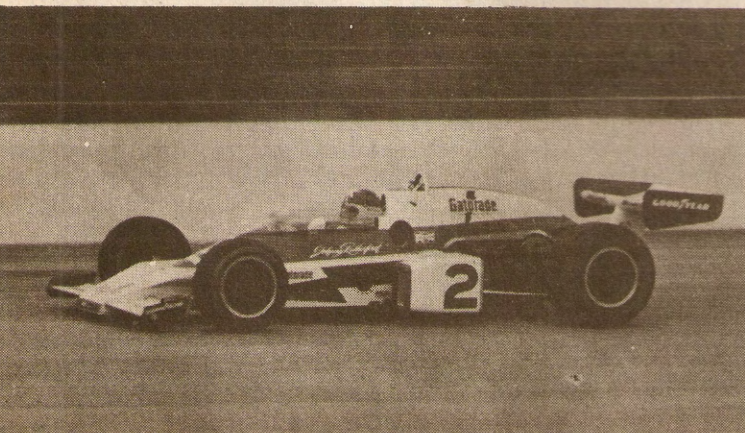
Second quickest was Gordon Johncock in the Sinmast Wildcat at 191.652 mph. Johncock's car was

using a Sparks Goosen Drake engine which is basically an Offenhauser bottom end with a much modified top end. It has a much narrower valve angle and is supposed to give more torque and use less fuel. It seems to work according to sources

AJ Foyt - another pole.



Last year's winner Johnny Rutherford in the works McLaren had problems.



and is used exclusively in the Sinmast cars.

Bobby Unser completes the front row, having pushed his Jorgensen Eagle around in 191.073 mph.

The second row comprises Tom Sneva's Penske/Norton Spirit McLaren M16C (190.094 mph), Mike Mosley's Sugariprune Eagle, (187.833 mph) and Lloyd Ruby in the British APG sponsored works McLaren M16E (186.984 mph).

Next up was a troubled Johnny Rutherford, last year's winner, in his works Gatorade McLaren M16E. Rutherford could only record 185.998 mph because a last-minute tweak before the qualifying run on the Saturday gave him too much understeer. He'd been struggling all week in testing, although on the morning prior to qualification, Rutherford had clocked 189 mph.

They tried the car with new rear suspension late on the Sunday afternoon, but failed to obtain the right balance with this year's tyres, a defect attributed to the lack of tyre testing carried out by any of the USAC teams this year. Sharing the third row with Rutherford are Billy Vukovich's Eagle (185.845 mph) and Salt Walther's ex-Hobbs McLaren M16D (185.701 mph). Then comes Jimmy Caruthers in his Alex Foods Eagle (185.615 mph) and Al Unser in the first of the Viceroy Eagles (185.452 mph).

The Vel's Parnelli team did try out their new turbo Cosworth DFV powered car and although it showed extremely good straight line speed in the week, it incurred handling problems late on Friday and couldn't break the 184 mph barrier. So it was decided to put Unser in the spare Eagle. Team-mate Mario Andretti will qualify this weekend.

Twenty-two cars qualified on the

Saturday while a further six made it on the Sunday. One of them was Wally Dallenbach in the second Sinmast Wildcat which burnt a piston on the Saturday. Although he posted a neat 190.648 mph on Sunday, he will still have to start from the 23rd starting position on May 25.

This weekend sees the five remaining places taken up and although Lee Kunzman is the slowest qualifier so far at 184 mph, it looks as if he'll make the race as the quality of the remaining non-qualifiers, except for Andretti and George Föllmer, is rather poor.

Mass drives an Alfa



Jochen Mass — on the move.

German Grand Prix star Jochen Mass will not be driving for the Georg Loos Mirage team again in sports car racing. The McLaren Formula 1 driver remarked at Monte Carlo over the weekend that he would in fact accept the original offer from Willi Kauhsen to drive one of the semi-works Alfa Romeo 33 TT 12s with Arturo Merzario at Enna this coming weekend.

Mass was originally supposed to drive one of these cars but his Ford contract prevented him doing so. Although Mass put the Ford-powered Gelo Mirage on pole in his last race with it at Monza, he has opted out of the drive. Ford haven't objected to him driving an Alfa as they aren't in a position to offer him a suitable Ford alternative.

Loos isn't sending any of his works Mirages to Enna because he has been unable to agree suitable start money from the organisers. Apparently they only offered £1,000 but Loos wanted £2,000 for one Mirage and one Porsche Carrera.

BMW dominate Riverside



BMW scored their second American IMSA win in a week at Riverside.

Making it two wins in a row for the works BMW team over in America last weekend was Hans-Joachim Stuck. He and Dieter Quester brought their works CSL home ahead of team-mates Brian Redman/Sam Posey to win the Riverside six hours race, a further qualifying round in the IMSA Camel GT series.

Stuck and Quester covered 188 laps of the rarely used 3.25-mile Riverside "long" course, a distance of 620.4 miles, at an average speed of 102.992 mph. The sister car was a couple of seconds adrift, having taken over second spot from the Peter Gregg/Hurley Haywood Brumos Porsche Carrera a dozen laps from the end.

The Porsche ultimately finished a lap down in third place ahead of the similar cars of Charlie Kemp/Carson Baird, Elliott Forbes-Robinson/Milt Minter and Mike Keyser/Billy Sprowls.

In practice Stuck claimed the pole from Redman and so all was set for a BMW walkover. John Greenwood had his Chevrolet Corvette lurking ominously on the second rank (but later retired) along with the Skip Barber/Harry Theodoracopoulos Ford Capri RS. Gregg was next up and the quickest Carrera. Behind him came a further five Carreras.



Hans Stuck — another win.

Miller's FSV

As at Laguna Seca the week before, Riverside played host to another round of the American Gold Cup Super Vee series.

Making amends for his misdemeanour the week before, former FF ace Eddie Miller took charge of proceedings to win in his Carl Haas

Waltrip's first NASCAR win

It was a case of the local boy really coming good in last weekend's round of the Grand National NASCAR trail. The venue was Nashville for the Music City 420, held over 420 laps of the 1-mile circuit. The race was won by Darrell Waltrip in his Chevrolet Chevelle. It was 28 year old Waltrip's first ever Grand National success.

Waltrip qualified on the pole and went into an immediate lead. Then on lap 47, Cale Yarborough's Valvoline Chevelle asserted command and looked to have the race pretty well sewn up. Then exactly 100 miles from the finish, Cale retired the car with a burnt piston.

Back to the front went Waltrip who won by two clear laps. Next up was Benny Parsons (Chevelle) ahead of similar cars of Coo-Coo Marlin (409 laps), Dave Marcus and Cecil Gordon (407 laps apiece).

Richard Petty, the GN series leader, qualified 4th but was plagued with mechanical problems throughout and finished, for him, a lowly 7th.

Petty's earnings so far this season have been \$89,000. He still leads the championship series with 1744 points. Next up are Marcus (1519), Parsons (1466), and Waltrip (1459).

Neve heads BP F3 series

Can Belgian's Patrick Neve and the works Safir extend their lead in the BP International Formula 3 Championship at Brands Hatch this coming weekend? Neve, who finished a very close second in the F3 race at Monaco, picked up some useful points and it enabled him to move into the lead of the series for the first time this year.

Neither Swede Gunnar Nilsson, nor American Danny Sullivan, the current joint leaders up until Monaco, managed to add to their score.

However, Larry Perkins, the talented Australian who drives Ron Tauranac's Ralt, has led all three BP qualifiers this year, but has only finished in one, albeit after a spin.

The leading positions in the BP Formula 3 Championship are:

- 1, Patrick Neve (Safir RJO3), 13 pts; 2, Gunnar Nilsson (March 753), Danny Sullivan (Modus M1) and Renzo Zorzi (GRD 374), 9; 5, Mike Tyrrell (March 733), 6; 6, Bob Arnott (March 743), Herve Regout (March 753) and Ulf Svensson (Brabham BT41), 4; 9, Ian Taylor (GRD 375), Pete Clarke (Modus M1), Larry Perkins (Ralt RT1), Ingo Hoffman (March 753) and Conny Anderson (March 753), 3; 14, Gianfranco Brancatelli (March 753); 2; 15, Stephen South (Ray 75), Peter Dugdale (March 743) and Tony Brise (Modus M1), 1 pt.

Lola T324 at an average speed of 104.157 mph.

Second and 39s adrift of Miller was Howdy Holmes in his Wilbur Bunce Lola T322. Making it a real Lola benefit in third and fourth places were Richard Melville's T324 and Peter Moodie's brand new T324.

Fifth was Billy McConnell, a protege of Hurley Haywood and a former member of Mark Donohue's pit crew. McConnell was driving a Supernova which, incidentally, is set-up by a computer. Sixth was Bill Neuhoff in his Royale RP19.

Jarier 5000?

Sources in America suggest that UOP Shadow Grand Prix driver, Jean-Pierre Jarier, will drive the second UOP F5000 Shadow alongside Jackie Oliver on a regular basis in the near future.

The team are known to be thinking of running two cars in the American series at some stage this year but whether the choice falls upon Jarier, no one is absolutely sure as yet.

Jarier is known to be quite popular in the States and with his sports car commitments to the Ligier team gradually easing, it may well be that "Jumper" will take in some of the American F5000 races.

Drama over F5000 date

Although the opening round of the USAC/SCCA Formula F5000 series has been rescheduled for June 1 following the rain storm that swept the Pocono track early last week, there are dramas and squabbles brewing over the new date in both America and Canada.

June 1 is the original date requested by the Mid-Ohio circuit organisers to hold their F5000 date. This was later changed to a round of the IMSA series. It does, however, remain a recognised FIA date which, in effect, means that drivers like Ronnie Peterson can attend with their FIA licenses.

Also on that same day, there is a round of the Canadian Player's Atlantic series and this too is FIA recognised. On behalf of the Canadian Automobile Sport Club, Bob Hanner said: "as both are recognised formula car events, some of our drivers might attend the Pocono event so we must object."

The drivers he was referring to are people like Vern Schuppan and Jon Woodner, both of whom have interests in F5000 and Atlantic. Hanner is entitled to object as an FIA event has the power to object to a non-FIA event, which Pocono will become on June 1, unless it is granted a new license. That depends on any objections that might arise.

One way out is suggested by Les Griebing, Mid-Ohio's general manager. He says he will give up the Mid-Ohio IMSA FIA status and sell it to the Pocono organisers for \$25,000!

RAC and F3 regs

The following extract regarding Formula 3 was published in the RAC Motor Sport Bulletin. It reads: "In order to resolve the controversy about devices for detecting sensitive diaphragms attached to Formula 3 engine induction systems, the requirement that "all the air feeding the engine must pass through the 24mm throttling orifice" will be interpreted by RAC scrutineers as meaning that any device which can feed air separately into the manifold is not acceptable at any time."

Arnoux spins, Pironi wins

Rene Arnoux may have beaten Didier Pironi the week before at Magny-Cours but Pironi had ample revenge at Monaco last Sunday. Driving his regular Elf Martini, last year's Formule Renault champion overcame a misfire in the closing stages of this, the sixth round of the Formule Renault Europe series, to beat Dany Snobeck's Martini handsomely.

Arnoux, the current championship leader, was the man to beat and he was obviously hoping to make it four wins on the trot around the streets of Monte Carlo.

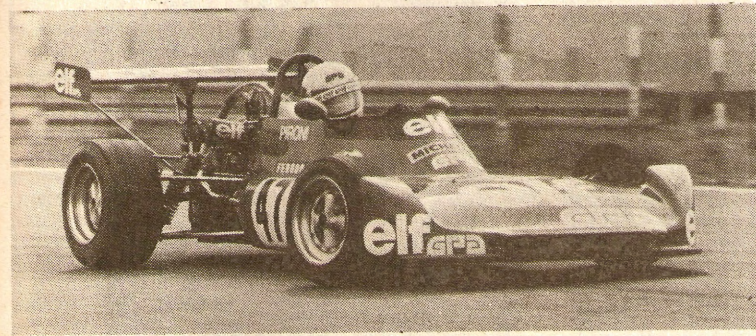
Alain Courderc's Martini led away at the start chased by Snobeck, Arnoux, Jacques Coulon (Lola T350) and Jean Ragnotti (Antar Martini). By as early as the second lap, the leading quartet had pulled out a handy lead. Then Coulon spun at St Devote and, during his climb back through the field, he was subsequently blackflagged for overtaking under a yellow flag. Courderc also performed the first in a series of

five spins throughout the race, each time without hitting anything.

Thus Arnoux took the lead ahead of Snobeck and Pironi, only to clip the guardrail at Mirabeau and break a wing support stay. He carried on, his wing hanging at an alarming angle, and succeeded in holding the lead for a further six laps before pitting on lap 10 to have it fixed. He rejoined in twelfth place and, like Courderc, started climbing back through the field. However, in his enthusiasm, he hit a chicane four laps later and retired.

Ragnotti meanwhile had also spun and lost contact with the leaders which now saw Snobeck easing clear of Pironi, the latter beginning to suffer from wet electrics. It soon cleared itself however and Didier speeded up. Aided by gear selection problems now encountered by Snobeck, he swept passed after three attempts to pass in the closing stages to win by over 25s while Ragnotti nearly caught Snobeck for second.

Didier Pironi tweaks his Martini to victory.



Brett Lunger - new tack.

Lunger goes Atlantic

Making his debut in Formula Atlantic this coming weekend is American Formula 5000 driver Brett Lunger. He is entered to drive Nick May's Lola T360 at Brands Hatch which is entered by Straker's of Wimbledon.

This will be Lunger's first taste of Atlantic, although besides hurling F5000 cars around various race tracks, Lunger has experienced the nimbleness of smaller single seaters before when he took part in F2 for a couple of seasons with a March 722 and a Chevron B25.

So far this season, Lunger has been currently campaigning the ex-works Brabham BT43 F5000 car entered by Adlards.

F3 tyre war

The Formula 3 tyre war was slowly hotting up in Monaco with both Goodyear and Dunlop producing new tyres. Goodyear's latest G53s are a new super sticky slick tyre, especially suited to tight circuits such as Monaco. The new tyre was so popular that prospective purchasers were unable to buy them, and reportedly, there are no more in Britain.

Dunlop also produced a new high profile F3 front tyre, but declined to use it when competitors pointed out that they would need to re-adjust their ride heights, etc, and it was all rather too new for something that they (the competitors) were trying for the first time. So the tyres stayed in the truck. There were numerous old Firestones and various combinations, and one Heinz Lange fitted some radial Michelins to his March, but failed to qualify.

F5000 sponsor?

It looks as if the American Formula 5000 series has got a sponsor after all. The signs were evident at Indianapolis last weekend where the potential series backers were seen to be deep in conversation with the USAC officials, themselves the joint organisers of the series.

Although talks are at an early stage, the sponsors are known to be already involved within motor sport and are currently backing one of the leading NASCAR runners.

Winning Indy by computer

An interesting new device was fitted to Johnny Rutherford's USAC McLaren M16E at the Indianapolis qualifying sessions last weekend. It was a computer system, a joint project between the Data General Corporation and EMR Telemetry divisions. It allows the team, situated in the pits, to find out exactly what is happening on, and in, the car.

Details like ride height, forward and lateral acceleration, fuel flow and manifold pressures, all these items can be gauged by the onboard computer which relays the info to a receiver in the pits.

McLaren designer Gordon Coppuck said: "It compliments the information the driver and tyre

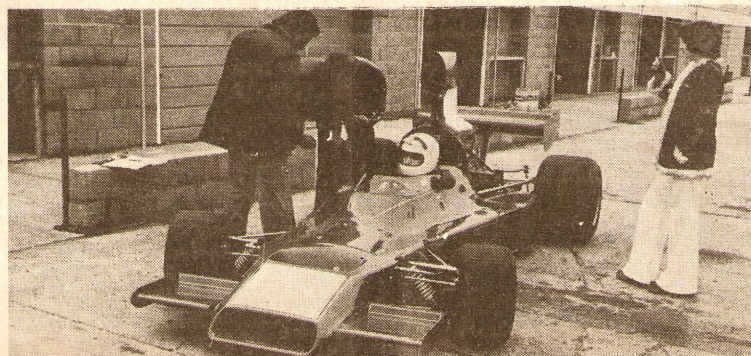
engineers tell us. It's very promising." Team manager Tyler Alexander added: "It's going to be really worthwhile."

Despite the fact that Rutherford encountered problems in qualifying last weekend, the McLaren team didn't attribute them to the computer. "I'm too practical for that," said Alexander.

Because the onboard computer weighs around 40lb, the team can only run it in general practice. For qualifying runs it's removed.

Although the idea of obtaining data from racing cars by computer and transmitters isn't exactly new, the McLaren scheme is particularly interesting and advanced.

Making a return to racing in F5000 this weekend at Zandvoort is Alan Rollinson. The former F3 and F5000 ace will be driving a new car called the Contender and Rollinson has teamed up with West Countryman Derek Robinson to run the car which first ran at Silverstone last week.



Lloyd...

Despite spinning away certain victory at Thruxton last Sunday, Richard Lloyd still maintains a fractional overall lead in the Southern Organs-sponsored RAC British Touring Car Championship over Andy Rouse in the Broadspeed Triumph Dolomite Sprint.

Lloyd's Camaro has proved extremely competitive this season and, unlike last year, it's the Simoniz car that is proving the one to beat. However, as soon as Lloyd slips, Stuart Graham is there to pounce with his Faberge backed version. Rouse, apart from Brands a few weeks ago, is totally in command of his class although Barrie Williams and the Mazda RX3 now look to be closing the gap little by little.

In the other classes, Gordon Spice is using his tremendous saloon car expertise to usually conquer the Capri/Opel division while Win Percy's Toyota enjoys a similar position to Rouse in his class.

With seven rounds of the SO/RAC GI series having been run, the leading positions are:

Drivers: 1, Richard Lloyd (Chevrolet Camaro Z28), 51 pts; 2, Andy Rouse (Triumph Dolomite Sprint), 49; 3, Win Percy (Toyota Celica GT), 44; 4, Stuart Graham (Chevrolet Camaro Z28), 39; 5, Bernard Unett (Chrysler Avenger GT), 32; 6, Gordon Spice (Ford Capri II 3000), 31; 7, Vince Woodman (Chevrolet Camaro Z28), 27; 8, Barrie Williams (Mazda RX3 Coupe), 26; 9, Holman Blackburn (Ford Capri 3000 & II 3000), 24; 10, Jennifer Birrell (Chrysler Avenger GT), 22 pts, etc. Manufacturers: 1, Chevrolet Camaro Z28, 63 pts; 2, Ford Capri 3000, 50; 3, Triumph Dolomite Sprint, 49; 4, Toyota Celica GT, 44; 5, Chrysler Avenger GT, 43; 6, Mazda RX3 Coupe, 30 pts, etc.



Richard Lloyd - leader.

...leads

As well as leading the SO/RAC series, Richard Lloyd has also been piling up the points in the lucrative Tarmac British Racing Drivers Championship. Despite a number of rule changes, designed to open up the series for more drivers other than saloon aces, it's a saloon driver who leads.

The leading Tarmac positions are: 1, Richard Lloyd, 134 pts; 2, Tony Brise, 114; 3, Stuart Graham, 102; 4, Andy Rouse, 98; 5, Ian Taylor, 78; 6, Damien Magee, 73; 7, Jim Crawford, 70; 8, Vince Woodman, 66; 9, Derek Lawrence, 63; 10, Barrie Williams, 62.

● Elliott Forbes-Robinson, the reigning American Super Vee champion, will be sponsored in this year's Player's Canadian Atlantic series by Penthouse magazine. Forbes-Robinson will drive a Bill Scott-prepared Lola T360.

Encouraging start for Long Beach

In 1948 a "true" road race circuit was opened at Watkins Glen. Now, in September, America will again have a true road circuit this time in Long Beach, California. Long Beach is a city rather overshadowed by Los Angeles and so as to attract visitors they have carried out some ambitious projects in the last few years. The purchase and conversion of Queen Mary into a hotel and convention centre is the best known of these. In fact the liner forms a backdrop to part of the circuit.

An Englishman, Chris Pook, who runs a travel agency in Long Beach got together with Dan Gurney in June 1973 to bring the race project to fruition. The City Council have been very cooperative and they are determined that the races will be successful.

The go-ahead has definitely been given for a major F5000 race on September 28th. It will be followed by a Formula 1 race that has been granted a date on March 28th, 1976. The organisers hope that the race will be a full World Championship F1 event in 1977.

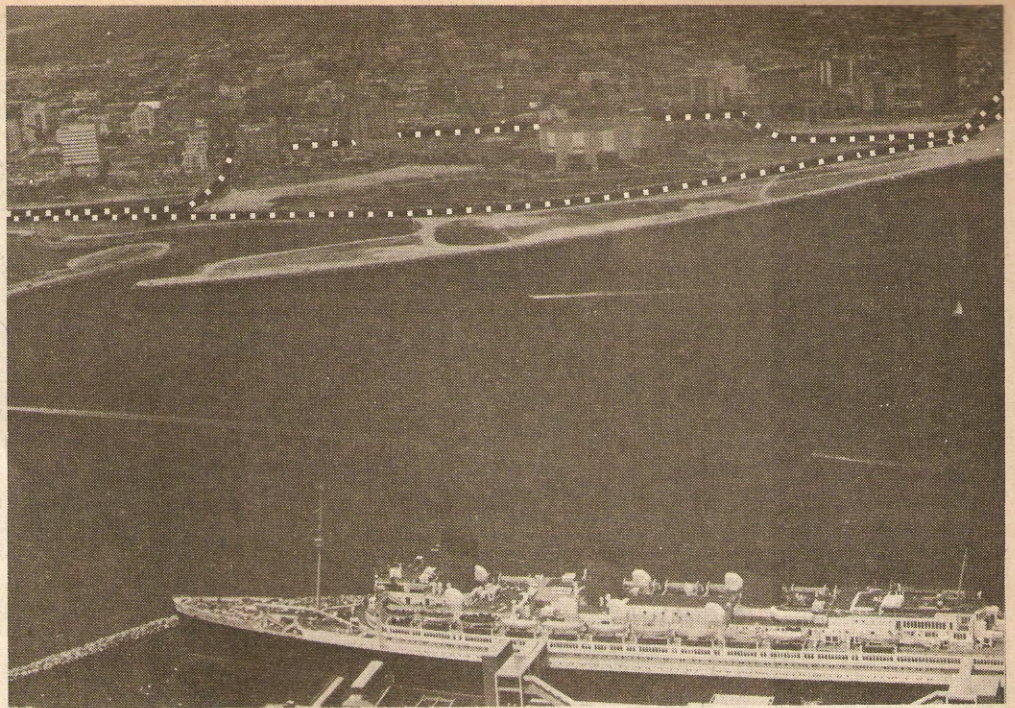
The 3.65 km course with 16 corners has been designed to CSI standards by Gezzi Baccigaluppi, the director of Monza. Long Beach are going to spend over £200,000 on putting up safety fences and barriers for the race. There will be grandstand accommodation for 70,000 people at the F5000 race and 105,000 at the GP.

Dan Gurney drove round part of the circuit recently in his own Eagle F5000 car. He is very enthusiastic about the track and he reckons the lap speed should be about 95 mph. At the same time that Gurney was practising the local councillors were taking decibel readings and they were pleasantly surprised to find the car quieter than some of the powerboats that race at all times of the week and year.

Initial reaction from the press and public in the States is very encouraging, quite a number of people think it could be the best thing to ever happen to road racing as it will bring the sport to the eyes of many people who at present are only turned on by drag racing and oval racing.

Charter flights are being arranged, for people who wish to go to the event in September, by the British firm, Jetsave, who are the official carriers for the event

Don Gurney revs his F5000 car as councillors take a noise reading.



How the circuit fits...



The view towards corner five and below - the start/finish straight (pits to be on right).





Brian Pepper's Chevrolet Camaro leads a fraught bunch comprising Walkinshaw, Hanson, Gillian Fortescue-Thomas and Handley

THRUXTON

Lloyd spins away victory

By ROBERT FEARNALL Photos by JOHN GAISFORD

Richard Lloyd sacrificed almost certain victory in last Sunday's Southern Organs British Touring Car Championship round at Thruxton by spinning his Simoniz Chevrolet Camaro and handing victory to Stuart Graham's ailing Brut Camaro. Another clear-cut class win for Andy Rouse's Triumph Dolomite Sprint brings Rouse to within three points of Lloyd's overall Championship lead.

SO/RAC GROUP ONE

The seventh round in the Southern Organs British Touring Car Championship, over 22 laps, was the highlight of the BARC's entertaining programme. The entry comprised the customary collection, without Malcolm Wayne's Chevrolet Camaro which rolled in a midweek testing accident at Silverstone's Copse corner (causing comprehensive damage), and Bill Gubelmann's Ford Capri which had destroyed itself against a marshal's post at Croft two weeks before. Two additions were the ex-John Hine Dolomite Sprint which Bill Shaw has rebuilt for Martin Thomas and Rex Greenslade whose Toyota Celica was never on song.

However Thruxton's practice eliminated Tony Lanfranchi's troublesome Chrysler HemiCuda with a broken clutch, while the engine from Patrick Cobb's Avenger was inserted into the similar car of Bernard Unett as Unett's motor blew. Roger Bell's Dolomite Sprint engine broke and this was changed for the race, only for an oil pipe to break on the warming up lap. Stuart Rolt was a little the worse for wear when his Capri's bonnet flew back on one of the fastest parts of the circuit and dented the roof! Barrie Williams' Mazda RX3 was in diff problems but when a replacement didn't arrive in time, the original was put back in. Misfiring problems hampered the three Opel Commodores, the Mathwall-prepared versions for Shaun Jackson (Ottershaw) and John Handley (DOT) and the Broadspeed-prepared car of Marshall Wingfield, driven by Peter Hanson.

Naturally the pace was set by the Camaros of Graham and Lloyd. Graham having sorted his 7.4 litre engine, just 0.2 s separated the two front runners which rather put the situation back to square one. But it is quite obvious that both drivers now find their cars a real handful in fast bends, of which Thruxton has a number. Establishing another of his giant-killing performances, Andy Rouse set third fastest time in the Dolomite Sprint — what a superb advert for British Leyland products, if they took the trouble to notice!

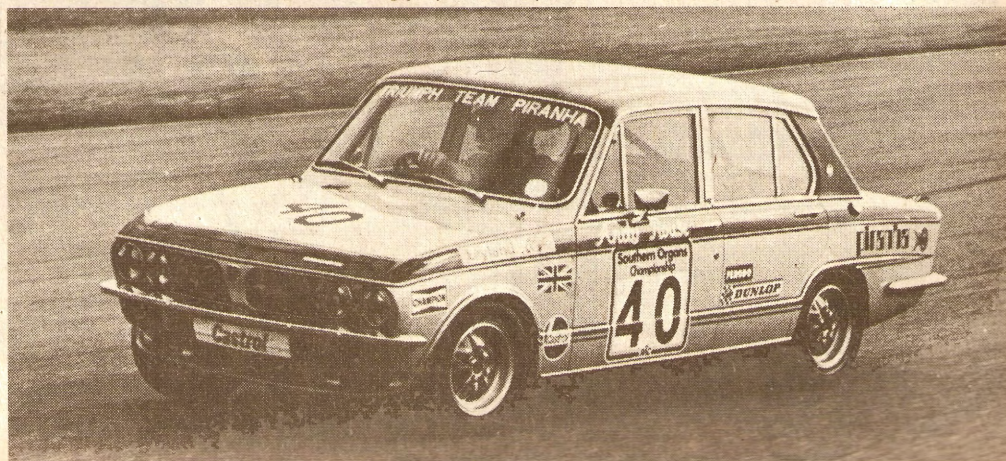
It was a two car race, with Lloyd taking the initial lead chased exceedingly hard by Graham. Barely inches separated the lumbering Camaros as they exercised their power in dramatic style, until Stuart forged ahead entering Church corner for the second time. Once in front, Graham seemed set to ease away but as early as the second

lap, he felt the Camaro's clutch starting to slip. Tagging on to the tail of the Brut Camaro, Lloyd was set to pounce at any stage and did so successfully on lap 12, subsequently pulling out the largest lead of the race. That is why it came as such a surprise, that on lap 17 Lloyd made a silly slip and spun at the Chicane. The engine wouldn't fire up the first time and Graham was through into the lead with Richard following about 10 s adrift. With Graham's problem becoming progressively worse, causing overheating, he was understandably relieved to see the chequered flag, with 5 s still in hand over Lloyd.

Vince Woodman's VMW Motors/Esso Uniflo 5.7 litre Camaro maintained a secure third place throughout the race, followed at first by the similar car of local expert Tony Shaw. However Shaw's unorthodox moments at the Chicane on a few occasions enabled Andy Rouse to take fourth place at half distance and "Whizzo" Williams to follow suit six laps later. Williams' spirited drive in the noisy Mazda brought him closer to class leader Rouse by the finish, but that was ruined by a 10 s starting penalty which dropped "Whizzo" back behind Shaw in the results.

Brian Pepper's Chevrolet Camaro fought to the head of a fraught seven car battle for seventh place, only to spin it all away at Goodwood on the eighth lap. John Hine's Shellsport/Bill Shaw Dolomite fell back in this group until a tyre burst

Andy Rouse scored another giant-killing performance for British Leyland ST's Piranha team.



at Village, leaving Gordon Spice's class-leading Capri and Tom Walkinshaw's multi-coloured RS2000 to dispute seventh place. However Walkinshaw made a hasty pit stop when the BARC reckoned he had been cutting kerbs and displayed a warning flag to him — an understandably annoyed Walkinshaw was left with 10th place. Behind Spice, Handley's Dealer Opel was keeping the similar car of Hanson at bay until lap 12 when Handley's tyre burst at Cobb. Hanson spent the rest of the race changing places with Gill Fortescue-Thomas' second Bill Shaw Dolomite, but the misfiring Opel ultimately took the place. Shaun Jackson's Opel was in dire trouble for the 13 laps it appeared out of the pits.

Win Percy's Toyota Celica dominated the up to 1600cc class, and indulged in an excellent scrap with Holman Blackburn's Capri and Alan Wilkinson's Escort RS2000 for the entire race. Unett's Avenger was the next best 1600 cc, well ahead of the others.

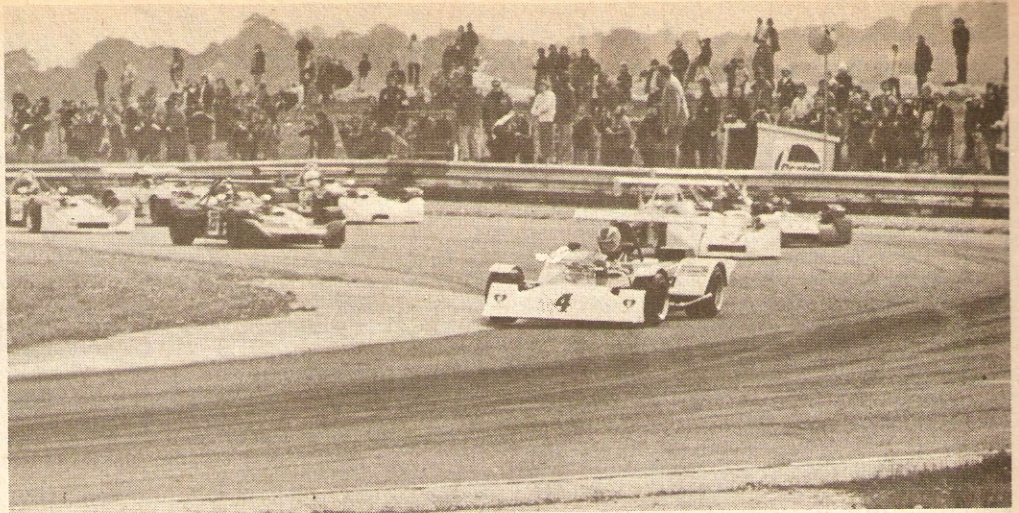
SUPPORTING RACES

A small but competitive field for the Allied Polymer Formula Ford 2000 Championship race was further reduced when Syd Fox's Hawke DL14 was destroyed in a practice accident. Ian Taylor's Dulon MP16 took the lead at the end of the first lap from Bernard Vermilio's Merlyn Mk 28 with Jeremy Rossiter's Reynard 75F in very close attendance and Derek Lawrence's Crossle 31F closing fast after starting on the back row. By the fifth of the 12 laps, Lawrence had taken the lead and proceeded to pull away to a comfortable win, although he only made the second corner on the slowing down lap when the rear suspension collapsed. Taylor held on to second place until the last lap when Vermilio nipped through at the Chicane; Rossiter dropped back after a moment with Vermilio at the Chicane, but he still claimed fourth place. Barrie Maskell's debut in FF2000 with an Ashtune Van Diemen

ended abruptly on the first lap at Campbell, after an incident with Damien Magee's Palliser 742 eliminated both cars.

Willie Green's Maserati 250F dominated the second round of the Speed Merchants/JCB Historic Championship. Green had no opposition, leaving Martin Morris' Jaguar D to successfully deal with David Ham's Lister-Jaguar for second place. Pete Van Rossem's Costin-bodied Lister-Jaguar and John Beasley's Lister-Corvette disputed third position vigorously with Van Rossem in front at the flag, and Bert Young's Lister-Jaguar a little farther behind. Following a series of three spins at Church on the first lap, Simon Phillips drove his Cooper-Bristol Mk 2 at unabated speed to challenge these three Listers in the closing laps and easily win the up to 2-litre class. The fastest Lister in practice, Barry Simpson's Costin-bodied model driven by Bruce Halford, suffered clutch problems and was an early retirement. Another fast sports car, the Bamford Birdcage Maserati driven by Frank Sytner, blew up in practice; Bamford immediately acquired Robert Cooper's Lister-Jaguar but Sytner retired that on the warming-up lap.

The British Air Ferries Formula Ford Championship race produced the usual story of Geoff Lees romping to an unchallenged win with his Royale RP21. Jim Walsh (Hawke DL12) proved he's not just a Silverstone expert, by taking a hard-fought second place on the last lap from Richard Eyre's Javelyn JL2; Eyre made a

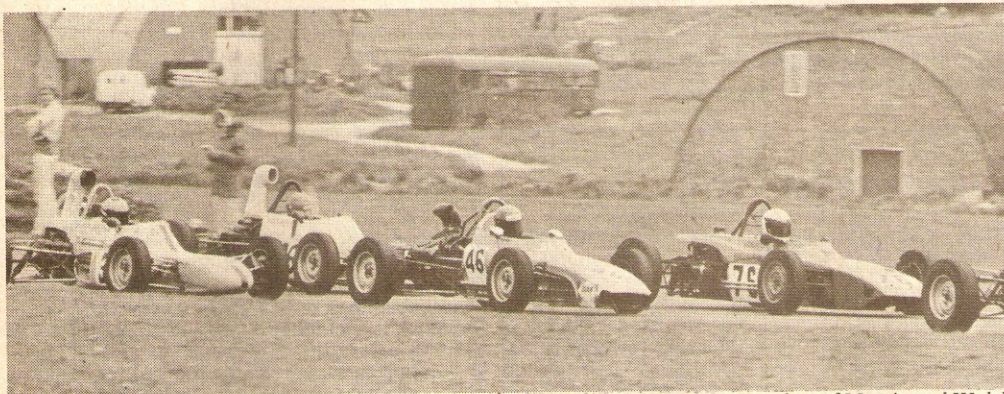


In the Clubmans race Friswell leads Marler and Peter Cooke's new Harrison Mk. 7.

Believing the race to be eight laps distance, Cooke didn't relinquish second spot until the ninth tour and even so, only 0.2s separated them at the finish. Sid Marler (Gryphon C73/4A) resisted the attempts by Charles Tippet (Gryphon) and supercharged Oldsmobile-powered Escort, Brian

Cutting gave chase until the oil pressure dropped and a rear axle radius arm sheared. Tony Sugden's Escort was therefore a distant second, with Joe Russell's 6 litre Camaro failing to provide much opposition in third place. Terry Harmer's Mini-Cooper S managed to outdo John Morgan's 3.8 Jaguar on the last lap for fourth spot despite its power deficit.

The Formula Ford Consolation race should have gone to Rob Newall's Jamun T3C, but he failed to notice Peter Owles' tatty Merlyn overtaking it on the run-up to the line — the Merlyn was so tatty, Newall believed it could only belong to a back marker!



A snatch of the small Formula Ford field with Eyre and Needell ahead of the Hawkes of Morris and Walsh.

desperate last corner bid to regain second place, but spun entering the Chicane and crashed into Dave Buttigieg's Dulon which had already embedded itself in the banking. David Heale's Dulon LD9/15 inherited third position, after being Lees' nearest opponent in the opening laps. Pole position man Phil Dowsett (Crossle 25F) outdid Rick Morris' Hawke DL12 for fourth place on the last lap and after holding a good third place, Tiff Needell was unlucky to drop to eighth with his Elden's nosecone coming adrift.

Geoff Friswell drove a masterful race with his Hart-engined Mallock U2 Mk 16 in the National Organs Clubmans Sports Championship race, setting an incredible new record lap of 108.18 mph. Friswell was elected Alcoa Man of the Meeting for his performance in dominating the race from start to finish. Making its debut was Peter Cooke's ultimate in sophisticated Clubmans cars: the Harrison Mk 7 incorporating rising rate suspension and inboard front and rear brakes. Proving the Harrison's capabilities, Cooke held second place for much of the race under continual attack from Noel Stanbury's Zerostat Gryphon C4A/75.

Creighton Brown (U2) to relieve him of fourth place after a very tense dispute. Malcolm Jackson's U2 Mk 14 and Ruari Gillies' Gryphon C4A nearly dead-heated for seventh place, this pair having dropped Vernon Davies' U2 Mk 14 in the process.

Driving Alex Ferrada's U2 Mk 16, Ray Mallock not only dominated the FF-engined class, but also broke the lap record by 3 s! Arthur Mallock's U2 Mk 12/14E and Nick Adams' Mk 14 U2 chased hard with Adams spinning at Cobb in his efforts to outdo Arthur, but he still managed third. A horrifying accident on the sixth lap resulted in Steve Saunders' U2 Mk 11B hitting the marshal's post at Church head-on and being collected by Brian Young's Haggispeed; Saunders broke both legs and Young escaped unhurt.

An immaculate performance by Nick Whiting in the equally immaculate 2 litre Kent Messenger/All Car Equipe Ford Escort sums up the Simoniz Special Saloon Championship race. Lapping at 100 mph — just a second adrift of the record on an oily track — Whiting absolutely dominated the race from the outset. Driving Terry Van der Zee's

Over 4000cc class: 1, Graham, .91.23 mph; 2, Lloyd; 3, Woodman; 4, Shaw. **Fastest Lap:** Graham, 1m 30.2s, 94.03 mph (Equals record).

Allied Polymer Formula Ford 2000 Championship round (12 laps): 1, Derek Lawrence (Crossle-Thomas 31F), 16m 36.6s, 102.19 mph; 2, Bernard Vermilio (Merlyn-Scholar MK 28), 16m 39s; 3, Ian Taylor (Dulon-Holbay MP16), 16m 39.2s; 4, Jeremy Rossiter (Reynard-Piper 75F), 16m 43.8s; 6, Roger Orgee (Royale-Vegantune RP23), 17m 9.4s. **Fastest lap:** Lawrence and Vermilio, 1m 21.8s, 103.69 mph (Record).

Speed Merchants/JCB Historic Car Championship (10 laps): Overall: 1, Willie Green (2.5 Maserati 250F), 15m 49.0s, 89.37 mph; 2, Martin Morris (3.8 Jaguar D), 15m 55.6s; 3, David Ham (3.8 Lister-Jaguar), 15m 56.0s; 4, Pete Van Rgsem (3.8 Lister-Jaguar), 16m 28.2s.

Over 3000 cc class: 1, Morris, 88.81 mph; 2, Ham; 3, Van Rossem. **Fastest Lap:** Morris and Ham, 1m 34.4s, 89.85 mph. **2001 to 3000 cc class:** 1, Green, 89.37 mph; 2, Frank Lockhart (3.0 Rover Special); 3, Chris Stewart (3.0 Aston Martin DBR1/300). **Fastest Lap:** Green, 1m 33.4 90.81 mph. **Up to 2000cc class:** 1, Simon Phillips (2.0 Cooper-Bristol Mk 2), 85.59 mph; 2, Tony Goodwin (1.2 Lotus 11 Le Mans); 3, Robert Cooper (1.2 Lola-Climax Mk 1). **Fastest Lap:** Phillips, 1m 35.4s, 88.91 mph. (Record).

British Air Ferries Formula Ford Championship (10 laps): 1, Geoff Lees (Royale — Minister RP21), 14m 45.2s; 2, Jim Walsh (Hawke-Scholar DL12), 14m 52.6s; 3, David Heale's (Dulon-Oselli LD9/15), 14m 53.8s; 4, Phil Dowsett (Crossle-Minister 25F), 14m 58.2s; 5, Rick Morris (Hawke-Scholar DL12), 14m 58.8s; 6, Rod Bremner (Crossle-Rowland 25F), 15m 7.6s. **Fastest Lap:** Geoff Lees and Richard Eyre (Javelyn-Minister JL2), 1m 27.4s, 97.04 mph.

Southern Organs RAC British Touring Car Championship round (22 laps): Overall:

1, Stuart Graham (7.4 Chevrolet Camaro), 34m 5.4s, 91.23 mph; 2, Richard Lloyd (7.4 Chevrolet Camaro), 34m 10.4s; 3, Vince Woodman (5.7 Chevrolet Camaro), 34m 49.4s; 4, Andy Rouse (2.0 Triumph Dolomite Sprint), 34m 59.8s; 5, Tony Shaw (5.7 Chevrolet Camaro), 35m 12.4s; 6, Barrie Williams (2.3 Maxda RX3), 35m 15.6s.

2501 to 4000cc class: 1, Gordon Spice (3.0 Ford Capri II), 88.15 mph; 2, Peter Hanson (3.0 Opel Commodore); 3, Stuart Rolt (3.0 Ford Capri). **Fastest Lap:** John Handley (3.0 Opel Commodore), 1m 34.2s, 90.04 mph.

1601 to 2500 cc class: 1, Rouse, 88.86 mph; 2, Williams; 3, Gillian Fortescue-Thomas (2.0 Triumph Dolomite Sprint); 4, Tom Walkinshaw (2.0 Ford Escort RS2000). **Fastest Lap:** Rouse, 1m 33.6s, 90.62 mph.

Up to 1600 cc class: 1, Win Percy (1.6 Toyota Celica GT), 86.36 mph; 2, Bernard Unett (1.6 Chrysler Avenger GT); 3, Tony Dron (1.6 Alfa Romeo GT). **Fastest Lap:** Percy 1m 36.6s, 87.80 mph.

National Organs Clubmans Sports Car Championship round (10 laps): Overall and 1001 to 1600 cc class: 1, Geoff Friswell (1.6 Mallock U2 Mk 16), 13m 22s, 104.45 mph; 2, Noel Stanbury (1.6 Gryphon C4A/75), 13m 33.6s; 3, Peter Cooke (1.6 Harrison Mk 7), 13m 33.8s; 4, Sid Marler (1.6 Gryphon C73/4A), 13m 48.4s. **Fastest Lap:** Friswell, 1m 18.4s, 108.18 mph (record).

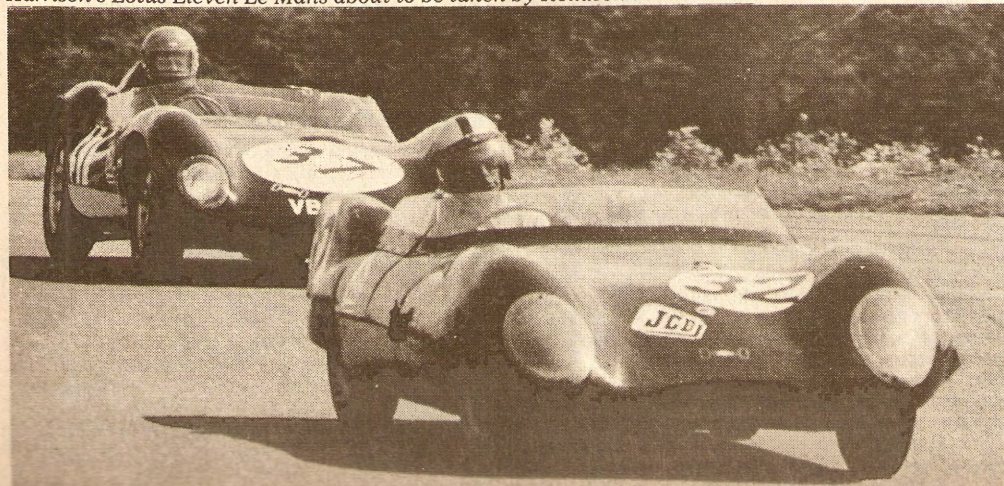
Formula Ford engined class: 1, Ray Mallock (1.6 Mallock U2 Mk 16), 91.95 mph; 2, Arthur Mallock (1.6 Mallock U2 Mk 12/14E); 3, Nick Adams (1.6 Mallock U2 Mk 14). **Fastest Lap:** Ray Mallock, 1m 27.2w, 97.27 mph (record).

Simoniz Special Saloon Car Championship round (10 laps): Overall and over 1300cc class: 1, Nick Whiting (2.0 Ford Escort, 14m 34.4s, 97.00 mph; 2, Tony Sugden (1.8 Ford Escort), 15m 10.8s; 3, Joe Russell (6.0 Chevrolet Camaro), 15m 21.4s. **Fastest Lap:** Whiting, 1m 24.8s, 100.02 mph.

1001 to 1300cc class: 1, Terry Harmer (1.3 Mini-Cooper S), 88.26 mph; 2, Geoff Mann (1.3 Ford Anglia); 3, Susan Tucker-Poole (1.3 Ford Escort). **Fastest Lap:** Dave Thomas (1.3 Mini Cooper S), 1m 33s, 91.30 mph. **851 to 1000cc class:** 1, Peter Monkhouse (1.0 Hillman Imp), 87.08 mph; 2, Geoff Lynn (1.0 Hillman Imp); 3, Robin Bastable (1.0 Mini-Cooper). **Fastest Lap:** Kynn, 1m 35.4s, 88.91 mph. **Up to 850 cc class:** 1, Roger Gill (850 Hillman Imp), 84.63 mph; 2, Reg Ward (848 Mini); 3, David Enderby (850 Mini). **Fastest Lap:** Gill, 1m 37.8s, 86.72 mph.

Formula Ford Consolation Race (7 laps): 1, Peter Owles (Merlyn-Rowland Mk 11A), 11m os, 89.99 mph; 2, Rob Newall (Jamun-Ford T3C), 11m 1.0s; 3, Chris Ings (Van Diemen-Ford RF74), 1m 5.0s; 4, Ray Turner (Merlyn-Holbay Mk 17/24), 11m 5.0s; 5, Tony Halliwell (Merlyn-Minister Mk 17A), 11m 5.0s; 6, John Nicol (Van Diemen-Scholar RF74). **Fastest Lap:** Owles, 1m 30.6s, 93.62 mph.

Harrison's Lotus Eleven Le Mans about to be taken by Rollason's Mk. 1 Lola.



Brain fade culprit

It is a well known fact amongst marshals that Formula Ford drivers are endowed with no nerves and no BRAIN.

In spite of these handicaps it is surely time that these drivers were made aware of the meanings of the flag signals. During the first two attempts at starting the National Organs 2nd heat at Brands Hatch last Sunday week the crossed yellow and oil flags were displayed well before the drivers reached Kidney Bend. However, on both occasions the leading drivers made no attempt to slow down which must indicate that they do not know what the flags mean.

This reckless driving was also augmented in the first 15 'start' by one 'driver' overtaking three cars on the inside of Clearways and in the second 'start' by another driver making rude gestures to the marshals who were trying to slow everyone down.

Thus we have a problem of how to educate the drivers, if that is possible! May I suggest that a questionnaire on the flags is added to the RAC licence application form and that applicants who fail to give satisfactory answers are not issued with a licence.

Then we will be reasonably sure that when we display a flag its meaning might be known by the drivers.

ALDOURNE, WILTS.

ALAN J. BAKER
(BRSCC Flag Marshal)

Closing the gaps

As Matthew Argenti's entrant, I feel that I must make some sort of protest about the current situation in the Formula Ford National Championships which, in my opinion led to the very serious accident Matthew experienced on Sunday at Brands Hatch.

With only four and a half laps gone in the 10 lap race, the two leaders passed a very slow backmarker. Matthew, in third place was passing when the backmarker simply moved over on Matthew causing Matthew's car to somersault seven feet in the air and roll onto the infield. Miraculously Matthew is only bruised and shaken, but the point really is that the huge entries in the Formula Ford National Championships now means that drivers of very little experience are mixed with Championship front runners in the same race. The gap between the fastest and slowest drivers has now widened so much that exactly the sort of situation we saw at Brands is possible. That this backmarker was lapped in four and a half laps means that he would have been lapped twice in this race, and three times in the 15 lap final! Surely we must get back to a system where instead of heats, the runners for which are selected by the race organisers, the fastest in practice should make the grid for the main Championship race, and a B race or consolation race is provided for the rest.

I know that I echo the feelings on many entrants, drivers, marshals in calling for this change to be made.

IAN MARSHALL
(MacInnes Amcron Racing)

SAXMUNDHAM, SUFFOLK.

Account of mistakes

I have read your magazine now for seven years and have really enjoyed it, although you have had some bad points. I was absolutely disgusted at "someones" write-up on Doug Niven's smash at Ingliston, headed 'Niven's Shunt.' The marshals made it into a complete and utter disaster, as one, they sent the ambulance away the wrong way, which ended up taking 10 minutes just to get out of the circuit, two, they loaded Niven's car on to a trailer just to be removed again when his own transporter came to the spot where the accident occurred. The certain incident of Mr Jock Russell was also brought up, this incident was also the fault of a marshal. The marshal in question was standing talking to Jock Russell without knowing he was standing near him, when asked what he had just said, he retreated. This caused the incident between Jock

and the marshal. I'm damn sure I wouldn't like this attitude towards me. This would no doubt cause any argument between a civilized person and a loud mouth. The fact that the same marshal started to talk about Jock again when he left, was overheard by his brother Hugh.

There was no intervening between Gerry Marshall and Jock, the only intervening that went on was when Jock asked Gerry to move as the marshals would be down on him for smoking.

This toilet has always and will be a danger to drivers unless moved, someday the same type of accident is going to happen again, it could be more serious. I would move these toilets completely or to another part of Ingliston away from the track.

I doubt if doubling the height of the barriers would be any help, maybe if the barriers had been put in a better position in the first place! None would have been hurt, but of course it's always been a Mickey Mouse circuit, run by Mickey Mouse Chester and the rest of his Cartoon characters.

It's the only circuit where you get an account for damage of the barrier if you hit it during practice. I hope they haven't sent one to Doug as he'll have enough expenses paying for the car. It is also the only circuit where you've to pay for extra passes if you want them.

WEST CALDER, MIDLOTHIAN

LYNN RUSSELL

Another view

After reading Mr Brittan notes in last weeks *Correspondence* I would like to add the following reply.

What next Mr Brittan? Having read your "See me?" Were you driving Chris Meeks car, with a ghost in the Morgan? how can you blame Meek this time, when he was leading and the Morgan hit him on three occasions at the same corner, the third time coming up on the "wrong" side as he was rounding the right hand corner, bashing in the o/s and breaking the window on the Europa. Why do you think you lost your protest and received a reprimand? To call on the public, when we have marshals and observers on the spot to look after both sides. Think again, and don't make the officials look small. They don't like it.

SCUNTHORPE

R. T. SPRECKLEY

Correct identification

I refer to page 46 (AUTOSPORT May 1), your report of Brands Hatch MG 50 years celebration event. The photo caption showing three classic saloons list them as an A105, an MG Magnette and a Wolseley 6/90. I would point out that the third car, driven by Britten, is not a 6/90 but a Riley Pathfinder of the same vintage. As the photograph shows evidence of a chrome strip running down the front wing, it could possibly be a Riley 2.6 model, which immediately superceded the Pathfinder.

I am sure you get many such annoying letters, but it is always nice to keep the record straight!.

CO DUBLIN, EIRE

SEAN T. G. ROSS

Inside information

I have for some time now been watching the slowly worsening lot of the motor race spectator, now kept yards from the track and hidden behind many layers of catch fence.

Would it not be possible at most circuits, to dig a couple of pedestrian underpasses, and put the spectators on the inside of the circuit, where they would be safer and their view unimpaird by catch fences, etc. The drivers could also have their vast run off areas at no expense to the spectator, and there would also be no need for the expansive forces and armies required at present.

I really do feel it is time that someone somewhere took a long look at circuit safety and also at the apparently fairly easy way to

'safeguard both spectators and racing drivers alike.

HANTS

W. M. AIREY

Inadequate for fire

Having been to both the 1973 and 1975 Spanish Grand Prix I can only agree with every word written by Pete Lyons.

I also wonder if the Fire Services could have coped in the event of a major fire.

During the three car practice session on Saturday afternoon, I observed two firemen sitting eating their lunch, a third fireman was unloading the asbestos, protective suiting which remained tied up in bundles. A fourth fireman on the other side of the track was chatting to a policeman, some 20 yards from his post. Somehow I don't think the grateful thanks of the organisers would have been enough if there had been an accident.

It is a pity that the Spanish people cannot be acquainted with the true facts instead of the emotional and biased outbursts which appeared in their newspapers, things like "Fittipaldi is frightened to race against the superior power of the Ferraris" and raking up the 1971 Beltoise/Giunti incident in Argentina, because Beltoise had given a thumbs down for future Grand Prix at the circuit.

The circuit will be a great loss to Motor Racing, but what else can be done?

SOLIHULL

D. J. CROMPTON

Outdated logic

I cannot let your *Editorial* in the May 1 issue pass without remark for it seems that your reasoning is somewhat lacking in logic with regard to the events leading up to the tragic Spanish GP.

Quite rightly, you blame the CSI for the chaos but surely you are wrong to criticise the GPDA for trying to take some action when the CSI abdicated responsibility?

Your opinion that the drivers should all be good boys and risk their lives, despite the conditions, because that is what they are paid for is rather like the attitude of a First World War general to his men — and about as outdated. Who else can look after their interests pending the organisation of an effective international governing body?

Also, there can be no form of contact between any of the groups involved — drivers, entrants, sponsors or organisers — that can force a man to race when he is convinced that he is risking his life, and that of the spectators, unnecessarily.

As for your criticism of Emerson Fittipaldi, to me he is the only driver that emerged from the affair with any dignity and, if I were lucky enough to get that close to him, I would follow the example of Pete Lyons and shake him by the hand, for his courageous stand. He will only lose credibility with those who are not fully aware of the risks drivers run and I am surprised that such a well-informed source as yourselves should think otherwise.

Finally, keep it up Pete Lyons! I thought your CanAm reports of old could not be improved upon, but you have proved me wrong with your GP reports.

C. J. B. WARREN

BASILDON, ESSEX.

Enclose for safety

In open-wheeled racing over the years there have been incidents, major and minor, which can in part be attributed to contact between tyres and objects other than the road. One example is tyre-to-tyre contact, another possibility is contact between tyres and safety barriers.

In order to prevent these incidents, there would seem to be only one solution. That is to enclose tyres within the extremes of cars. Of course this would change the basic idea of formula racing cars from open-wheeled cars to the type advocated by John Bolster in October 1971 for streamlining reasons.

This would produce cars which from the outside look like single-seater sports-prototypes, perhaps with the tyres still visible from above.

BIRMINGHAM.

J. R. W. POLLARD

With the entire motor sporting world smarting from the Barcelona debacle, and one of their own number (Georges Bertellotti) badly injured by it, the organisers of this, the 33rd Grand Prix through-the-city-streets of Monte Carlo, introduced, several last-minute changes to the conduct of the event.

While the grid had originally been planned for 26 cars — the actual number of drivers who, finally, arrived to practice — the number of allowed starters was reduced to 18. This had been at the behest of Ferrari, apparently, whose pair of cars had crashed in the first corner of the Spanish race. While it is difficult to understand how cutting back the number of starters at the back of the grid could possibly reduce the chances of the leaders having a shunt, Niki Lauda did point out that the mid-race traffic problems would be lessened.

"I know it must sound selfish of me," he remarked at Monaco, "but if I am leading the race I would like not to have to overtake any backmarkers at all."

Overtaking at Monaco must be one of racing's greatest challenges; there's hardly anywhere around the 2.03 miles to do it. Guardrails line the edge of the road virtually everywhere, and together with stone walls and buildings make it literally impossible to see ahead at many locations. Should any of the possible problem situations — an unwary backmarker, a pair of backmarkers having a private dice, a blown engine, a broken bit of bodywork, a flag marshal slow to react — conspire against any of the fast men, a repeat of the Montjuich Park tragedy could easily happen. While the Monagasque authorities show more experience and more character than those of Barcelona, and while the speeds obtained here are generally less, there were still many points around the circuit in this race where spectators were closer to the fencing than stipulated by the letter of the CSI regulations. But it would be hard to put them elsewhere.

On the first lap of last year's GP there was a multiple pile up in one of the fastest, narrowest sections; thus the organisers laid out their newly restricted grid in a truly staggered pattern. Pole position was in the normal place, while the second fastest car was to the outside as normal but 12 metres behind. Then the third car was placed 24 metres behind the pole position, and so on, so that the last starting driver was all alone and more than 200 metres behind the first man. (The F3 events suggested this open arrangement *could* prove tempting to anyone with a twitchy clutch foot, though...)

There were also restrictions placed upon the number of press and photographer passes issued — always tightly controlled at Monaco anyway. While some of the flag-marshal posts may have been sited in especially dangerous-looking positions, the overall impression was that, having taken the decision to go ahead with street-racing, the organisers conscientiously tried every way they could think of to make it as safe as possible, in the time available. Other changes included re-siting the F1 paddock to the harbour front by the Rascasse.

Lauda's anticipation of leading the race was perfectly justified, for he was quickest on both days of practice by a wide margin. It was last year that he set Pole position at 1m 26.3s, and those slight alterations to the lap in the meantime — chiefly the narrowing of the Chicane — could only enhance the advantage of smooth torque characteristics displayed by the Ferrari engine. His car was a new one, actually the 4th 312T constructed; however neither it nor the other two brought along were changed importantly from Barcelona trim.

It was left to the various Ford-Cosworth using entrants to sort out amongst themselves which would be closest on the staggered grid to Niki.

Finally, it was the pair of UOP Shadows that took that honour, Tom Pryce coming just within six tenths of a second. His and Jean Pierre Jarier's DN5s were at their normal wheelbase setting, that is there was a gearbox-spacer installed, but for Monaco the rear track was narrowed by two inches. Jarier's had additionally a set of drive shafts straight from the Shadow Can Am car, for maximum resistance to the tight circuit's severe torque reversals.

Ronnie Peterson, last year's winner, brought his JPS close up behind the Shadows, the Lotus 72 of both him and Jacky Ickx before being left in identical-to-Barcelona configuration with wide front track and cable-linked rear suspension.



The man and his machine.

MONACO GRAND PRIX/MONTE CARLO

Ferrari say it Lauda!

By PETE LYONS

Photos By PHIPPS PHOTOGRAPHIC

Race data by ALAN PHILLIPS

The Ferraris came to Monte Carlo as favourites, and were always fastest in practice, and Niki Lauda lead the race from pole, but his first GP victory in nearly a year was a close thing. He always had pressure on him from the Ford brigade, for whether in the rainy conditions of the start or the dry conditions of the finish he had either Ronnie Peterson or Emerson Fittipaldi ready to profit from the slightest falter. Toward the end of the long two hours race, the flat 12's oil pressure began to flag, and the cool-headed Austrian had to back right off. He had to let the World Champion close up to within three seconds on the 75th lap — but that was the last lap. Because of the early wet and the delays, when everyone had to stop to change to dry tyres, the race was stopped according to the regulations after the two-hour mark, and this was three laps before the intended 78.

Peterson, last year's winner, was pressing Lauda strongly in the early wet, but his chances to resume the pursuit in the dry were lost in the pits when a wheel nut was mislaid under the car. This was not the worst thing that happened to people in the race, though, for fully one-third of the 18 starters got involved in shunts and but nine cars were running at the finish. Happily none of the incidents were very serious, and everyone was left to consider Monaco as just a motor race, full of motor-racing lessons, rather than a public disaster. The main lesson, presumably, was how necessary it is to simply stay on the road at Monaco, for there isn't anything else in the crowded little city but guard rail! That Lauda and Fittipaldi and the few others ran the distance at full racing speed without touching any of it, while certain other famous people hit it repeatedly, must stand to their long lasting credit. Monaco is rough.

Surprising many people, Vittorio Brambilla put his Beta March next, the recently lightened 751 obviously being well suited to the tight circuit although the Italian's extremely smooth-while-forceful driving was a revelation to watch. The value of his driving ability was pointed up by his teammate Lella Lombardi, failing to qualify — and by his just managing to beat Clay Regazzoni.

Next, on the 7th row after the second Ferrari, Jody Sheckter's Elf Tyrrell just edged out Carlos Pace's Martini Brabham. Here, but for putting Spanish damage right, neither team had any new ideas for Monaco.

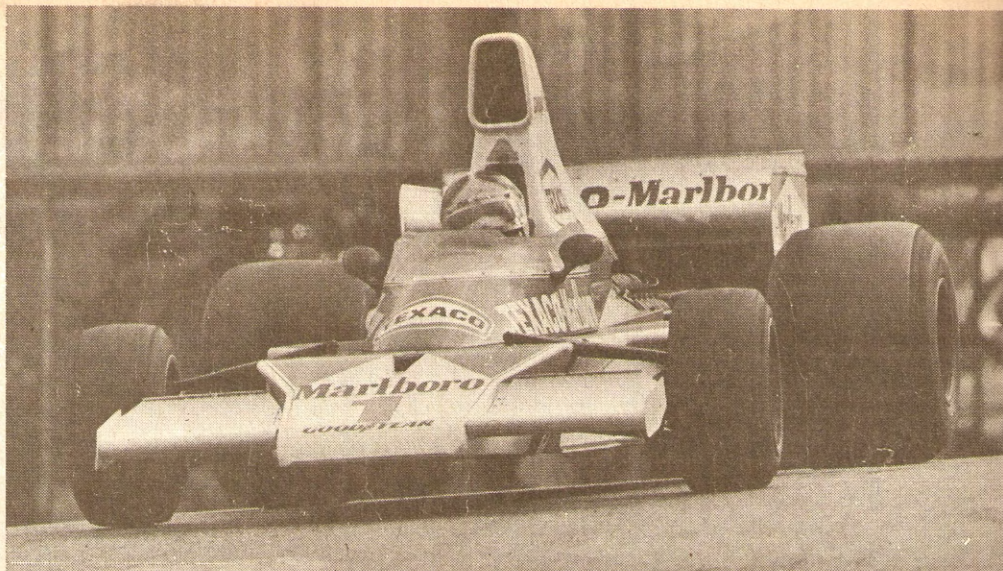
Marlboro team Texaco did have a new idea, and this was taken from McLaren's new M16E Indy car — a means for Emerson Fittipaldi to adjust his own front anti roll bar. At either end of the short, thin bar which lives on the front M23 bulkhead was attached a nicely machined, essentially tubular T-fitting which housed an extensible plunger. The outside end of the plunger picked up on the link running up to the suspension rocker, while out the other bar of the T ran a stout bowden-type cable. The pair of cables, one from each extensible plunger, ran into the cockpit, where by means of a lever working in a quadrant by his left hand the driver could effectively alter the mechanical advantage operating on the bar.

This whole system was meant purely as an aid to correcting the handling during changed race conditions; the actual choice of bar was made as normally during practice, by the mechanics. That the adjustment system remained on the McLaren for the race meant that, for the first time after false starts by Hesketh recently and by March three years ago, such an idea — familiar in USA and even in Can Am (Donohue's last turbo-Porsche) came to F1.

Both Emerson's and Jochen Mass's M23 race cars retained their recently-adopted non-rising-rate front suspension, while for Monaco the gearbox spacer was smaller, thus giving a wheelbase some 3½ inches shorter than normal.

James Hunt's Hesketh was one of 3 entered, all to familiar (i.e. Barcelona) specification. The works were running the Swede Torsten Palm in their second car, both of course fitted with rubber front springs; steel coils remained on Alan Jones' 308 which was now being entered by "Rob Walker Ltd Custom Made".

Mario Andretti had two of the Parnelli cars available, each fitted with a different combination of springing rate as the only real difference. Mark Donohue however was trying something new in the way of a Citibank Penske. This was actually the original chassis so modified now as to have a narrow track at both ends as well as a short wheelbase.



You either love Emerson Fittipaldi or hate him but whatever your feelings, he drove a storming race in his pursuit of Lauda's Ferrari.

To Mark's satisfaction the new layout performed well, and for the first time he was able to report the Penske handled properly. "It's almost as good as my Porsche was," Unhappily, he thereupon lost control on this his first visit to Monaco and went into the waiting barrier at St Devote, and actually raced his spare chassis without officially practising it. This, the team's newly completed 3rd chassis, had the normal front track, but a narrow rear track, and a short wheelbase. It had been tried briefly at Silverstone.

John Watson had gone well at Monaco last year, but he was on the last row this time. His usual race Surtees was damaged early in the first day of practice, when it came across the spun Ferrari of Regazzoni in the Esses by the Piscine, so the Ulsterman had to sort out the older spare.

Behind Alan Jones as 18th qualifier were the 8 unlucky ones. Bob Evans' Stanley BRMs were as seen before, but the older type of engine had been chosen for its broader torque range at this circuit. In the Frank Williams team, the only changes beyond some tasty new paintwork was a swap of chassis. Arturo Merzario declared he wanted the older-model FW03 (ex-Iso) which left the new F07 Williams for Jacques Laffite.

Graham Hill — who with 19 GP victories was still the driver ranked highest of all those

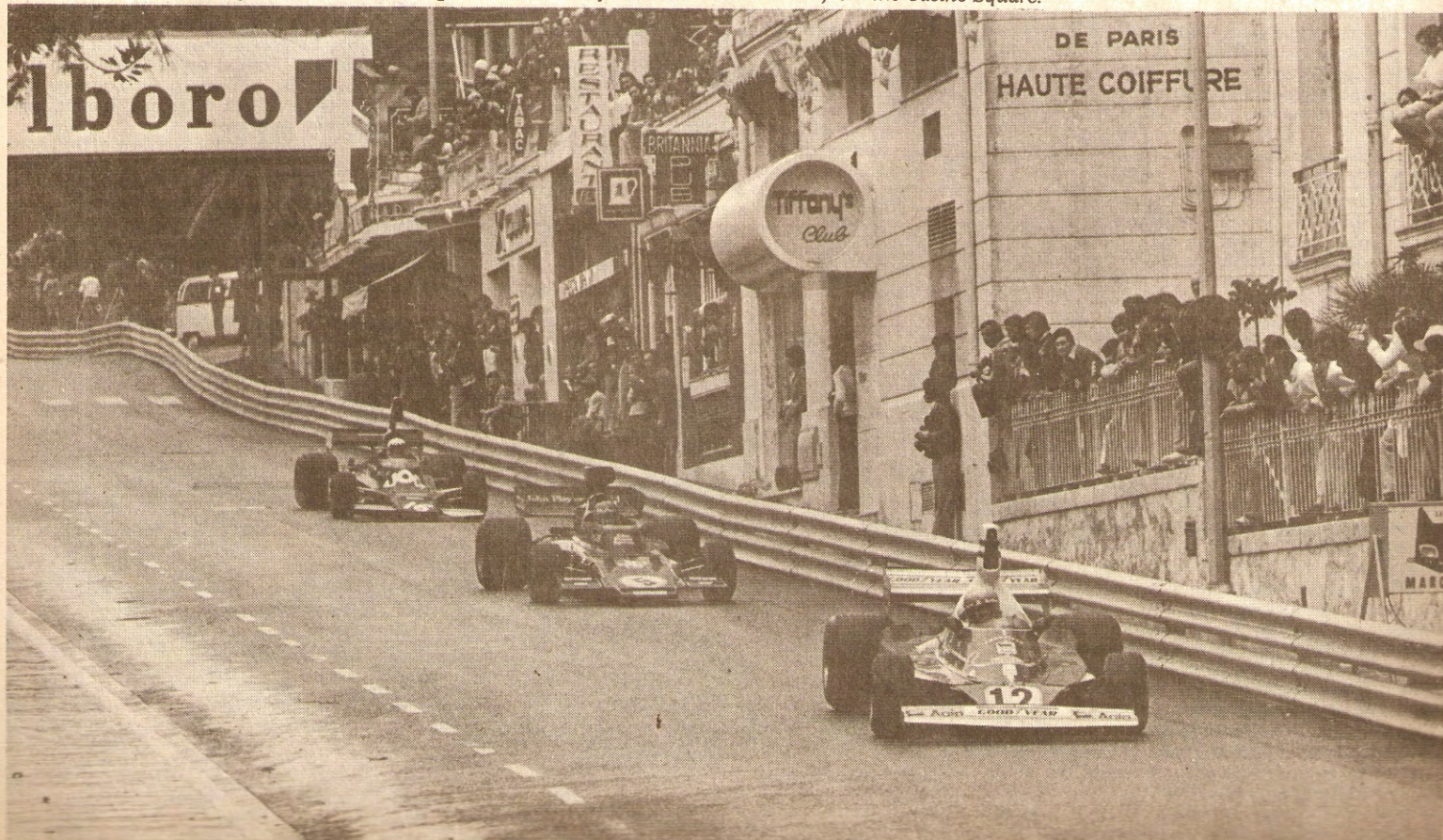
currently active in F1, Fittipaldi coming next with 13 — was the only representative of Embassy this time. He had two different cars, the original GH1 raced by Migault at Barcelona and also the last of the 370 Lolas as a spare. Engine trouble in the Hill forced him to use the Lola during some of the galling situation of not qualifying to start the one race his career had been most famous for.

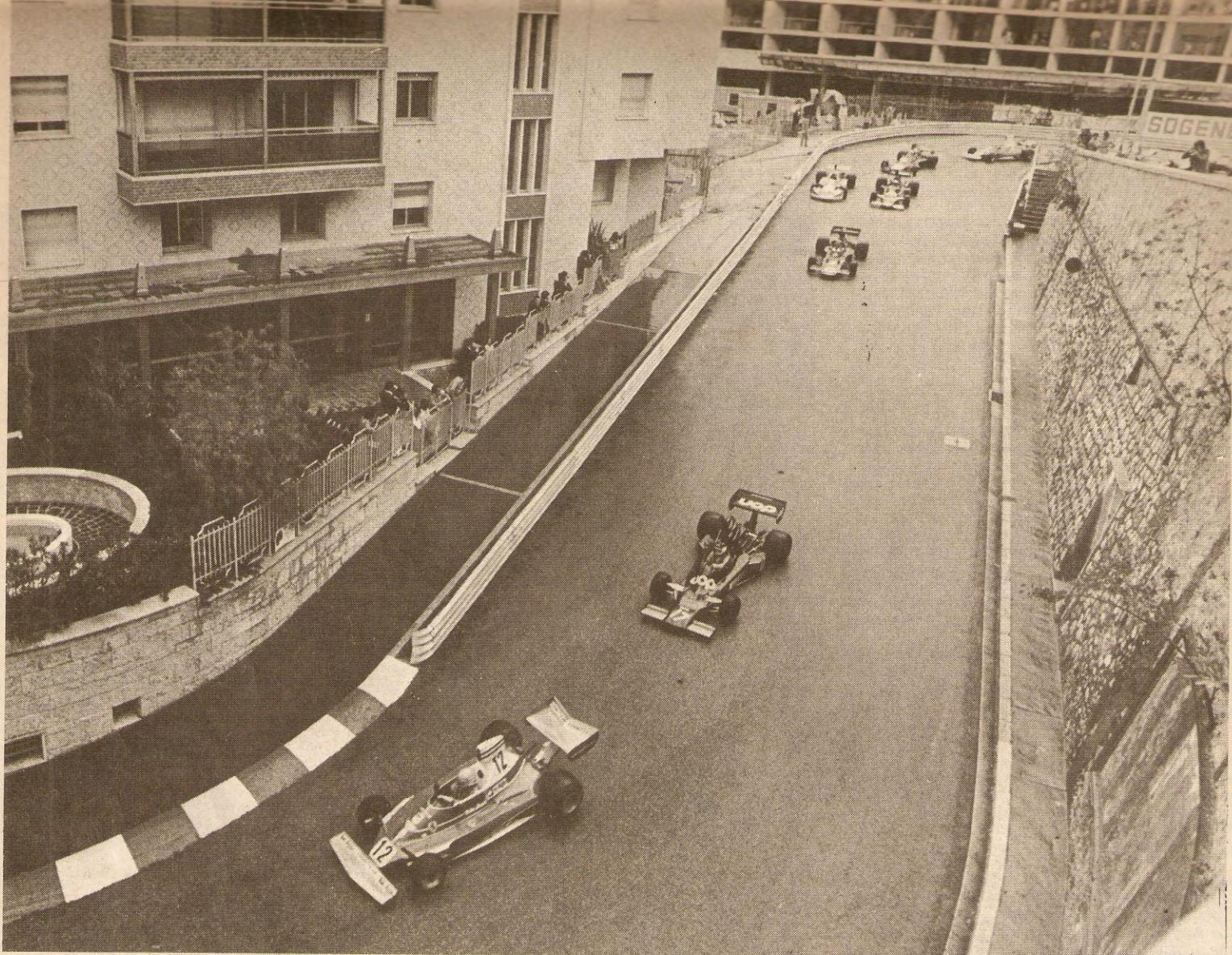
Wilson Fittipaldi's Copersucar had yet another step in the team's gradual reduction of rising rate in the front suspension, as well as modified geometry. Roelof Wunderink, last man on the entry list, proved to be the last man on the time sheet as well on this his first visit to Monte Carlo with a GP car.

One official entry list had shown two further drivers: Henri Pescarolo in a Surtees and Francois Migault in a Hill, but in the end, although both were on the scene, only the first 26 men drove. A study of the grouping of the final qualifying times could be used to make a case for restricting the grid, for behind Lauda's outstanding pole the next dozen or so men were pretty much on a par. The slowest of the non-qualifiers, though, were really slow, some not doing times all that better than the 34s and 35s turned by the quickest F3 cars...

For tyre equipment, Goodyear came with a

Story of the early wet stages with Lauda leading Peterson and Pryce down into Mirabeau from the Casino Square.





Less than a minute after the start and as the field tiptoes around the Station hairpin, Lauda and Jarier charge off into an early lead.

broader range of types than recently, with several different compounds and constructions for both ends. One rear type proved so flexible that drivers were finding their gearing put out by growth due to centrifugal force. In the end, the general feeling was that the familiar constructions in use from the start of the season were about as good as the new stuff.

PRACTICE

It has become normal for F1 practice to be spread over three days on the Monaco street circuit, so difficult to make race-ready, but this year — just as at Kyalami — the third day was cut out. The 3½ hours practice time available on Thursday and Friday, it was agreed, were really enough for everybody. Thus Saturday became a free day for the F1 mechanics to soundly race-prepare their complex and delicate machines.

First practice should have started at 9 o'clock on Thursday, but there was a delay of 1½ hours while some guard railing was put thoroughly right in the area of the Casino. With a couple of delays then, both scheduled and inadvertent (to clear crash scenes) the practice went on until half past two. The weather remained mild, not quite as warm as one expected, although it was generally sunny throughout.

Lafitte lost the new Williams on his first leg and damaged the back end somewhat. Reggazoni clipped the barrier at the apex of one of the Esses by the pool, and spun to a stop across the road. Watson was next along, saw no flags, and couldn't avoid running over the Ferrari's nose. Both drivers carried on in their spare chassis.

The practice was stopped after the first half hour to clean up the broken cars, and drivers were able to report their first impressions of the small alterations to the circuit. The chicane onto the seafront was somewhat tighter, they said, while the bumps seemed worse at places like braking

into the Mirabeau. New surfacing at St Devote had done nothing to improve a severe dip there, while re-sited guardrails and kerbing had perhaps altered the line at the Portiere. Altogether, the impression was of a slightly slower lap.

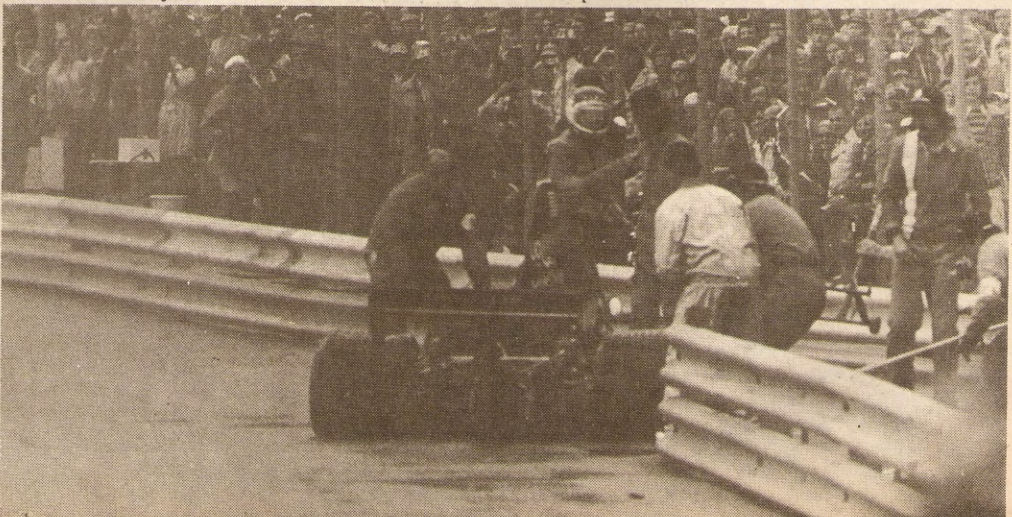
As the year before, the Ferrari smoothness and balance were soon shown to be the answer, and after his initial embarrassment Regga was soon going quickly in the spare car. Lauda presently surpassed him, coming well down into the 27's, the rich red car making a solid, heavy noise between the buildings, looking steady and predictable and the driver only working moderately hard. But Niki, having done a best of 1m 27.16, within a second of his pole time of 1974 with the older model 312B, suddenly got his feet tangled up. "I

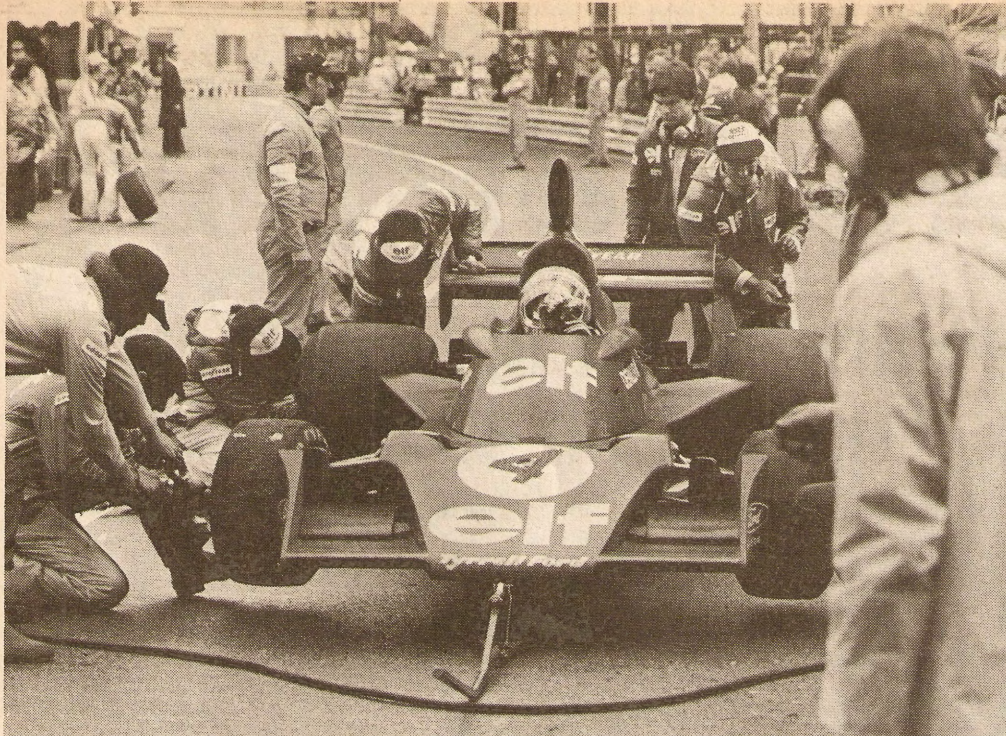
couldn't get my foot up onto the brake, it caught under the pedal. It happens two times a year and it had to happen here." The car went into the barrier hard enough to tweak the front suspension, but by this time the one shunted by his teammate was fixed and Niki took that one over. Soon he was going nearly as quick, but he found "it isn't quite as nice as my new one was."

Peterson, Pace and Scheckter were the Ford stars of the first day, Jody's best efforts spoiled by a broken gearbox output shaft. None of the trio reported any real problems otherwise, even their handling gradually being brought right.

Fittipaldi's car developed a bad understeer late in the day, while Reutemann's overshot the chicane, stalled the engine, and when it refused to

Unfortunately for Jarier, his "gamble" at trying to pass Lauda so soon ended when he clipped the chicane, punctured two tyres and the UOP Shadow slithered to a stop at the Tabac.





As the track dried out, drivers came up to change onto dry tries, Depailler's Tyrrell one of them.

restart he had to start sorting out his spare. Ickx had two silly mechanical delays, when first a plug lead fell off and then a rubber fuel line pulled loose. Brambilla, who was showing a very forceful style coupled with admirable grace, kept finding himself stuck behind traffic and also his oil pressure was worrying. Lombardi unfortunately stuffed her March into a guardrail, hard enough to call for a partial rebuild of the tub. Bob Evans, trying a set of rear tyres that gripped poorly, had a couple of spins including one with Jarier that damaged the P201's front suspension. James Hunt ran over the chicane hard enough to break a front suspension bracket, which had to be prised loose from the monocoque and re-fixed.

Graham Hill lost a lot of time with a faulty engine in his Hill, and finally had to use the Lola. Andretti was looking good until his better Parnelli broke its 5th gear; the other chassis, he found, was sprung too stiffly to work well. Donohue said the "small" Penske was handling very nicely — many observers were enthralled by its spectacular oversteer — but he was puzzled to find his times somewhat deficient. Wilson F was suffering bad understeer, while Wunderink said

the rear of the Ensign was oversteering jerkily and he also had a gear selection problem. Poor Tom Pryce was suffering a bad toothache.

The first day ended with two disheartening aspects. One, the gap of superiority clearly established by the Ferraris, and two, the rather disturbing number of shunts. All were minor, comparatively speaking, but it seemed like too many people were going off the very narrow road for comfort.

The Friday practice, scheduled for two uninterrupted hours at 8.30 am, got under way about 9. The weather was more pleasant for onlookers, sunny and almost hot, but perhaps the track surface was somewhat slower, some drivers thought.

With almost 20 minutes to go Donohue lost his car coming into St Devote; he felt the back come round, and elected to help it, Indy-style, so as to go into the wall backwards. The right rear corner thus struck the outside guardrail about 2/3 of the way around, and although Mark was unhurt the unique "small" chassis was damaged. He never did get out again that day, and the Penske crew spent Saturday race preparing their spare which had not

been used.

After quite a lengthy pause to fix the circuit — a lamp post was apparently damaged by the crane used to recover the crashed car — everyone was allowed a further half hour. It was now that the quick times were set, Niki Lauda distinguishing himself again by putting his repaired 312T far ahead of every other car only a tenth of a second behind his own record with last year's model. The gap behind the Ferrari made it strictly "no contest" for every Ford Chassis.

It was the UOP Shadow drivers who were outstanding amongst the V8 opposition, both Pryce — his toothache subsided — and Jarier driving extremely hard and the Welshman in particular looking beautifully attuned to the twisty circuit. The Frenchman devoted some of the last minutes to trying out the new car, kept hitherto as a spare, but never got any quick laps in with it.

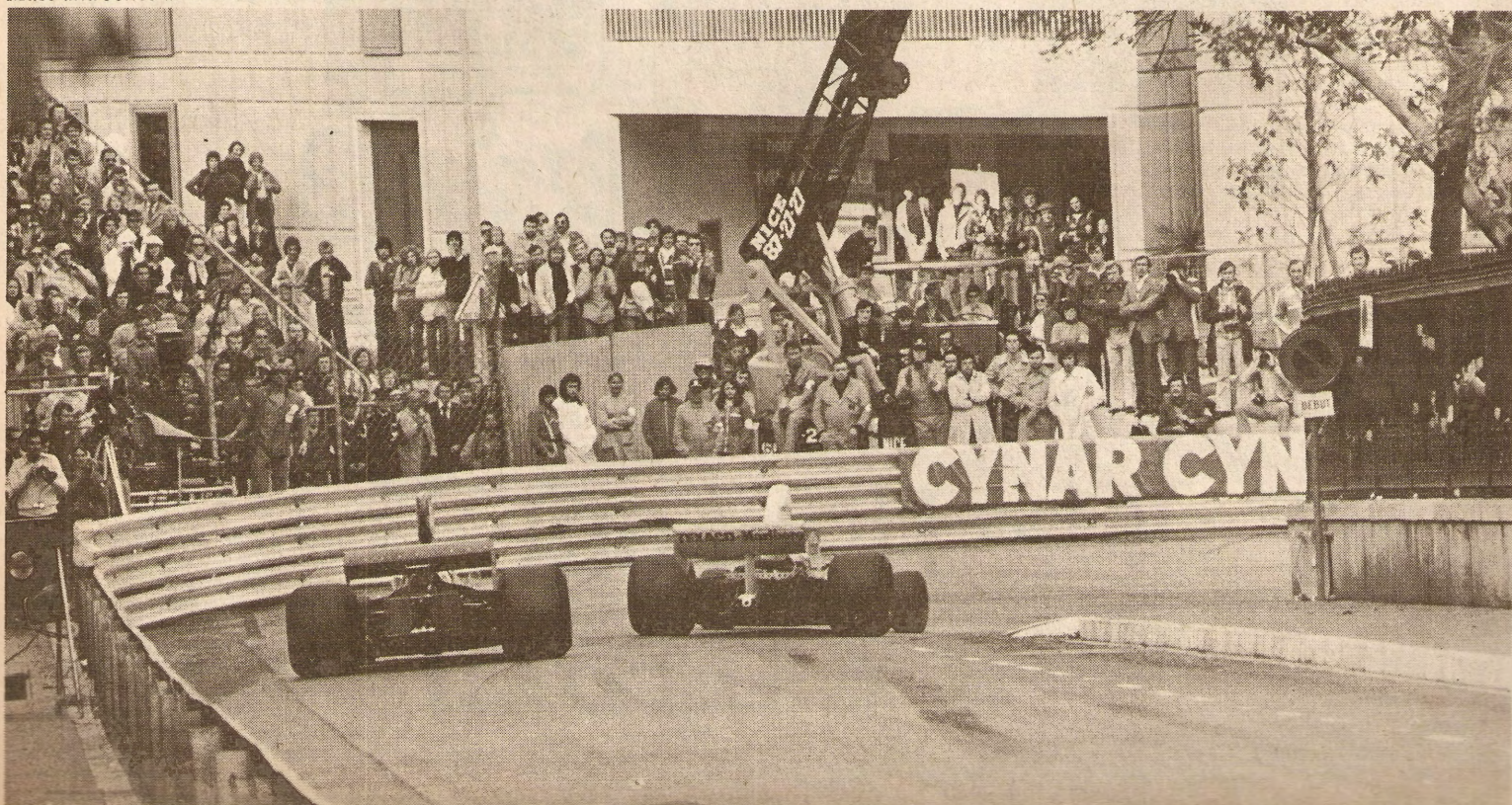
Emerson F reported less understeer, and tried his adjustable bar system enough to be encouraged to keep it for the race. Scheckter spent some time with a bent selector fork, and later on had a harmless half spin at the Station hairpin. The Tyrrell also sprang a radiator hose leak. Moments later Jones copied this, except for very lightly tweaking the long Hesketh nose-wing on the inside wall ("James was right behind me so I was having a bit of a go!")

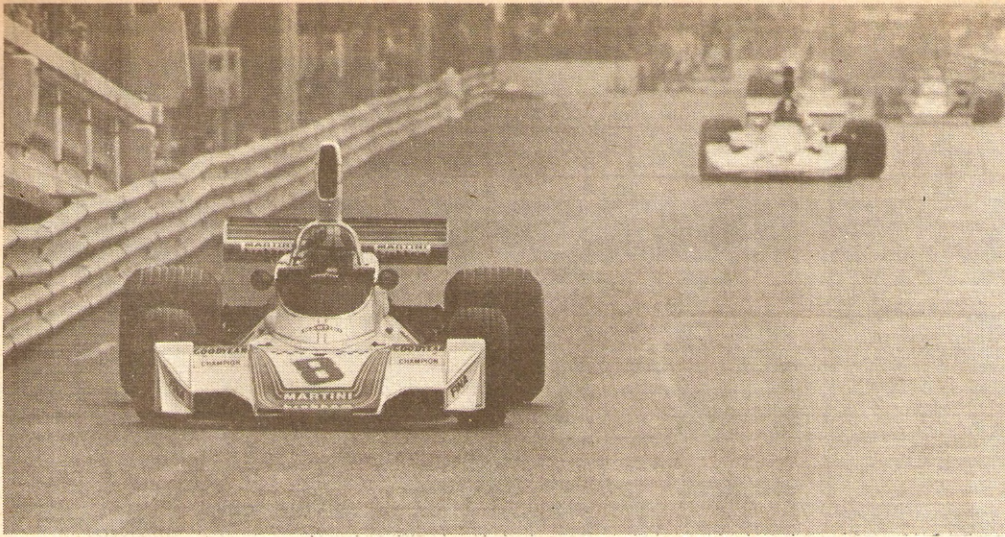
Hunt himself appeared to be thinking more of regularity and a long hard race than setting scorching laps, and the same thought seemed to be in the minds of the Brabham drivers. Brambilla, however, wanted to improve on his already outstanding grid position but never got out on a set of fresh, newly-scrubbed tyres before the end — but Reggazoni had the same excuse. Andretti crashed on his final lap. Lombardi, whose car was repaired overnight, was again not really into the sort of forcefulness tempered with care that seemed to be called for, and she missed qualifying by two seconds.

Amongst those unhappy eight at the bottom there were some mechanical troubles of note. Hill clipped the chicane, which broke a front wheel, while later on a 2nd gear broke and there was a long delay before another was found and put in. Wilson F lost an hour with the car stranded on the circuit with a bad ignition box, while later on he crashed trying to make it up. The Fittipaldi car was packed up and sent home with a front corner damaged. Wunderink likewise had a shunt toward the end, while Lafitte lost time with first a leaking brake caliper and then a fuel leak.

Several of the unlucky eight only missed qualifying by fractions of a second, and it seemed hard that they had to go home. In fact, there were many complaints about the official timing, and some attempts were made to get the grid rearranged more in favour of the non-qualifiers, but finally it all blew over.

Mass and Jones dive into the Mirabeau.





Carlos Pace's third place in the Martini Brabham moves him into second place in the world championship.

RACE

The mechanics of the non-qualified drivers found themselves with an unaccustomed Saturday off, and wandered about the Principality happily watching the F3 extravaganza, and even more happily watching their mates carefully and painstakingly prepare the 18 starting machines for what is notoriously the roughest race of the year. "The finish is going to be 60 per cent tomorrow because of what we're able to do today, instead of 40 per cent," remarked one grease-smearing son of toil. "This free day has got to be the coming thing, don't you agree?" But those whose hands are more usually occupied with writing cheques don't seem to share his enthusiasm . . .

After three quite decent days, spoilt only by cold and rain very late in the afternoons, Sunday morning was — not sunny. Rain was pelting down out of dense grey clouds, and water was streaming from everything as the 9.30 warmup was flagged away. All the carefully learnt lessons of practice had to be set aside as the cars were tuned to full-flood conditions. All the prognostications about results, based on two days of dry running, were useless. It looked like being a whole new thing now.

Interestingly, it was Lauda's Ferrari and Peterson's JPS that were quickest in that sopping wet half hour.

The weather looked like clearing by race time, five and a half hours later. By 3 pm the cars were in the pits; the sky, while still almost completely cloudy, looked brighter. The road surface was completely wet, though, and the officials decided to declare the race would be started in "officially

wet weather" — which meant that, should there be a change of conditions necessitating tyre changes, each driver could come into his pit as and when he liked and the race itself would not pause.

From a false grid 18 sets of knobbly Goodyears rolled forward to the staggered actual grid. Lauda, his fat red Ferrari shiny in the wet surface, looked all alone there before the Royal couple. Pryce's rainbow-Shadow was a long way behind, and it looked as if Niki's race might be won already. All he had to do was stay out of trouble . . .

All that power and a short bottom gear; those 18 pairs of back treads blurred and smoked but it was an appreciable instant before the grid really began to move. The Ferrari twitched a little sideways, but *did* accelerate away, the Shadow off its left rear moved forward too but twitching very much sideways, its wheels spinning furiously, and losing ground. It was the other Shadow that followed the Ferrari into St Devote, Jarier up from his 27 metres disadvantage already and scarcely a fin's width behind up the hill. Peterson's black JPS and Brambilla's orange March were well up as they went through the Casino; the long, spaced-out grid had already been left far behind and the crowd was as bunched as if they'd all started abreast.

Down into the Mirabeau — a confined, bumpy, braking zone — and Jarier decided to try Lauda, but bumped a wheel into the barrier. "I think that did nothing for my road-holding!" he said later, and went on to describe how down at the Tunnel the car got really sideways. "It was handling really very badly, and I hit the chicane and puncture two tyres. And so when I get to Tabac I crash . . ." One accident, starting out of the Casino and finishing at the Harbour. Jean Pierre, fiery Frenchman like others who have come to grief on the first lap at

Monaco, was out.

Brambilla was third into the Station, he said, but Pryce came up and stuck his nose underneath; with the power on, his back wheel knocked into Brambilla's front wheel hard enough to bend the March's steering. So as the stream of racing cars finally swirled around the Pool and bumped up out of the Rascasse, every one of them power-gliding spectacularly on the soaking wet surface, it was Lauda still in front, Peterson tight up behind with Pryce third; Scheckter was next with Fittipaldi fifth from Pace. At the end of the short, wild stream of cars it was Regazzoni, and then Brambilla coming into the pits, a Carrera chase car, and no Jarier.

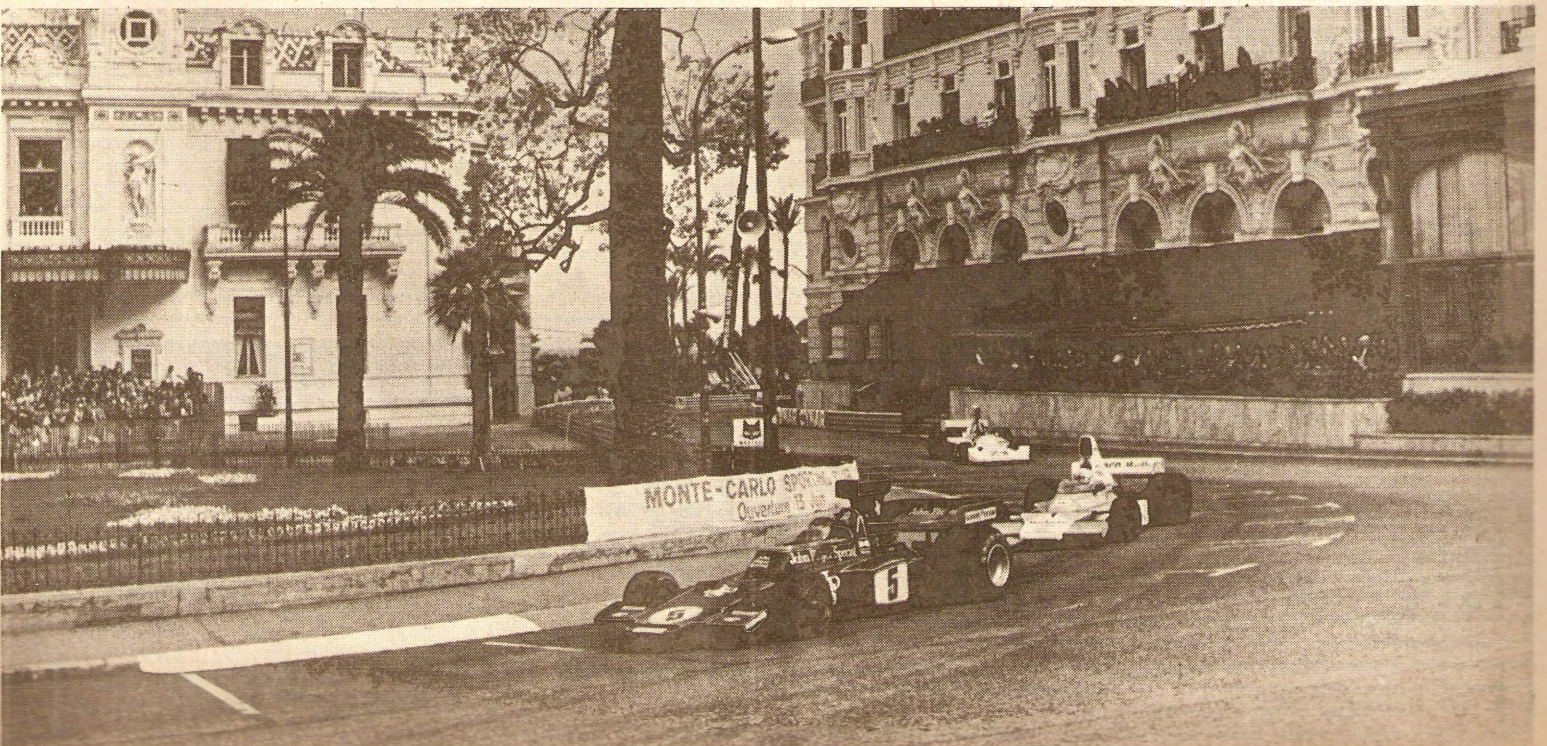
Second time round and Lauda, Peterson and Pryce had settled into their own race, leaving a gap back to Scheckter's secondary race. There were still 17 cars going, as Brambilla had rejoined with a fresh tyre, but it wasn't the cure for his weird handling and next time he stopped again. The scrambling, sliding pack was sorting itself out; Jones dropped behind Regazzoni (following strict team instructions that he drive his first Monaco GP like an old woman) and Donohue was attacking and vanquishing Reutemann. Next Regazzoni stopped at the pits, his right rear tyre down flat, and the team changed his nose-piece as well.

Lauda's Ferrari still had the lead, but it wasn't anything like by the amount his practice time had suggested, for Peterson was still tight up behind and looking comfortably so, while Pryce was staying with them less than two seconds behind the Ferrari it didn't look so comfortable for the Shadow was getting well sideways everywhere, and especially in the braking zones. But Tom had left Jody well behind by now, at a rate of over nine seconds a lap.

By the 10th lap the trio of leaders were bunched 1.7s apart; 15s later came Scheckter with Fittipaldi tight behind; then it was still Pace sixth, but missing gear changes and with Hunt and Depailler hard after him; Mass was next from Watson, Donohue, Ickx and Reutemann were just not keeping in touch with anybody, both obviously struggling with some problem, and Jones was last on the road, being careful, although Regazzoni and Brambilla were circulating too but already laps down. In fact, Clay came into the pits a second time — a front tyre flapping its tread off and the fin battered.

The road was still wet and the tyres still looked shiny, but the sky was continuing to brighten. There were distinct breaks in the cloud, and along the row of pits under the trees mechanics were getting out tools and jacks and quartets of slick tyres. Managers were keeping careful watch on each other and on lap times. The decision, when it came, would be made almost simultaneously by everybody. Everyone keeping a lap chart sat up straighter and gripped pencils determinedly. This time, you could see them vowing, we're not going to lose track of this thing!

Ickx, Mass and Hunt rush through the Casino Square.



* RACE CURTAILED TO 2-HOUR DURATION BECAUSE OF UNSETTLED WEATHER.

WORLD CHAMPIONSHIP ROUND 5	LENGTH 78 laps of 2.037 mile circuit.	158.87 miles *
WEATHER RAINING AT FIRST, THEN BRIGHTENING AND DRY.	No. of STARTERS 18	FINISHERS 9
WINNER N. LAUDA in FERRARI 312 T	av. speed 75.55 mph	
FASTEST LAP P. DEPAILLER in TYRRELL-FORD 007 No. 4 on lap 68 in 1 min. 28.67 sec.	82.71 mph	
EXISTING LAP RECORD R. PETERSON in JPS-FORD 72D in 1 min. 27.9 sec.	83.23 mph	
PREVIOUS YEARS RESULT R. PETERSON in JPS-FORD 72D at 80.74 mph		

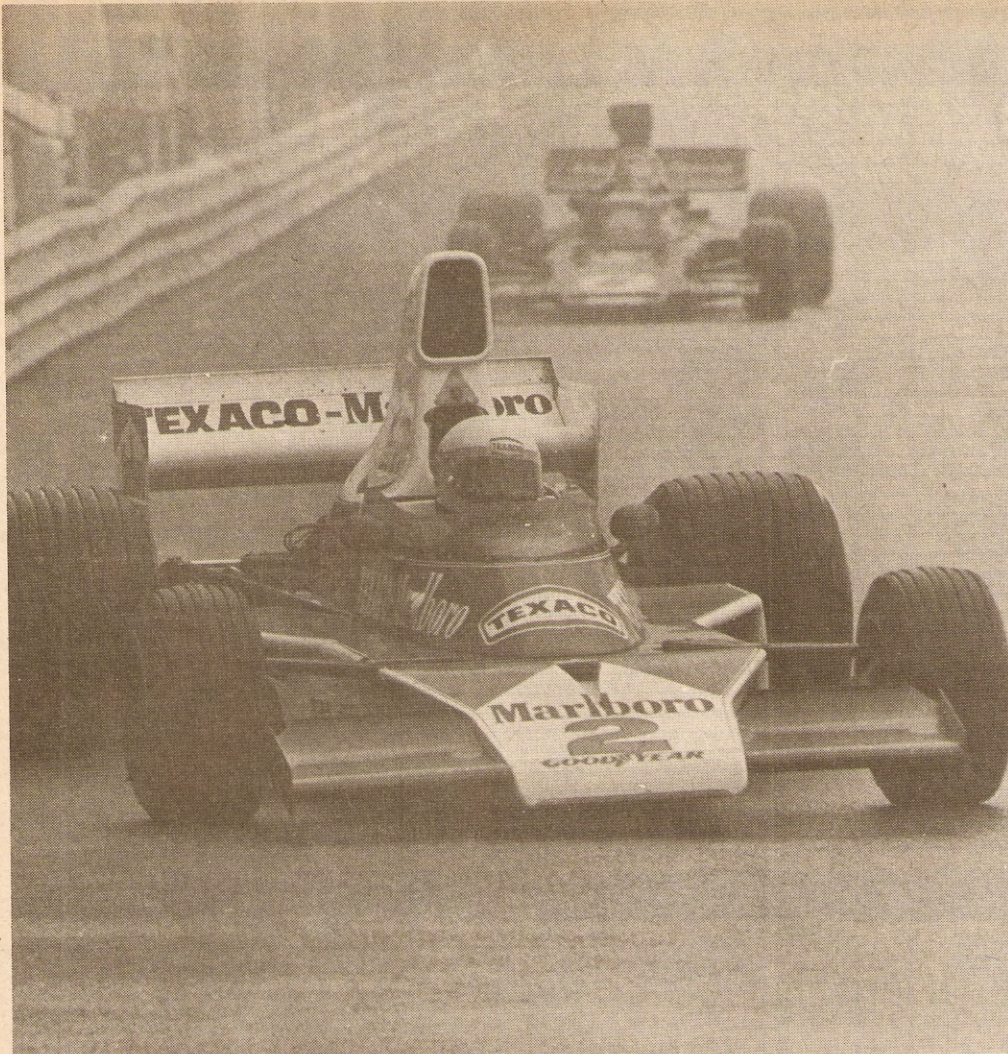


NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HANDLINE	GOOD	M 23/9	DFV 933	M23/6 UNUSED SPARE
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HANDLINE	GOOD	M 23/8	DFV 088	
3	C. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/2	DFV 162	007/6 UNUSED SPARE
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/4	DFV 209	
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-9	DFV 212	72-8 UNUSED SPARE
6	J. ICKX	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-5	DFV 205	
7	C. REUTEMANN	MARTINI-BRABHAM BT44 B	MARTINI RACING	FINA	GOOD	BT 44B-1	DFV 174	
7T	C. REUTEMANN	MARTINI-BRABHAM BT44 B	MARTINI RACING	FINA	GOOD	BT 44B-3	DFV	
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA	GOOD	BT 44B-2	DFV 164	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	-	GOOD	751-3	DFV 204	
10	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	-	GOOD	751-2	DFV	DNQ. DNS.
11	C. REGAZZONI	FERRARI 312 T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T-2 (021)	Type 312 B	
11T	C. REGAZZONI	FERRARI 312 T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T-1 (018)	Type 312 B	ALSO USED BY LAUDA. 1ST DAY. NEW CAR.
12	N. LAUDA	FERRARI 312 T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T-4 (023)	Type 312 B	
14	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-5	Type 142	DNQ. DNS.
14T	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-2	Type 142	DNQ. DNS.
16	T. PRYCE	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-2A	DFV	
17	J.-P. JARIER	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-1A	DFV 116	
17T	J.-P. JARIER	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNS-3A	DFV	NEW CAR
18	J. WATSON	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	ELF DUCKHAMS	GOOD	TS 16-02-4	DFV 115	RACE CAR INTENDED. SHUTTED 1ST DAY. WATSON DROVE ON 27 PESCA DID NOT DRIVE
18T	H. PESCAROLO	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	DUCKHAMS	GOOD	TS 16-02-4	DFV	
19	H. PESCAROLO	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	DUCKHAMS	GOOD	TS 16-04-4	DFV	
20	A. MERZARIO	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-03	DFV	DNQ. DNS.
21	J. LAFFITE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-04	DFV	NEW CAR DNQ. DNS.
23	G. HILL	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	GH-1	DFV	MIGAUT DID NOT DRIVE
23T	G. HILL (F. MIGAUT)	EMBASSY-HILL.LOLA 370	EMBASSY RACING WITH GRAHAM HILL	DUCKHAMS	GOOD	HU 370-3	DFV	USED ONLY BY HILL DAY 2. DNQ. DNS.
24	J. HUNT	HESKETH 308	TEAM HESKETH	-	GOOD	308-3	DFV 197	
25	T. PALM	HESKETH 308	POLAR CARAVANS	-	GOOD	308-2	DFV	DNQ. DNS.
26	A. JONES	HESKETH 308	ROB WALKER - CUSTOM MADE RACING	-	GOOD	308-1	DFV 143	
27	M. ANDRETTI	PARNELLI VPJ-4	VELS PARNELLI JONES RACING	-	GOOD	VPJ-4-002	DFV 180	
27T	M. ANDRETTI	PARNELLI VPJ-4	VELS PARNELLI JONES RACING	-	GOOD	VPJ-4-001	DFV	
28	M. DONOHUE	PENSKE PC-1	CITIBANK TEAM PENSKE	SUNOCO	GOOD	PC-1-003	DFV 199	
28T	M. DONOHUE	PENSKE PC-1	CITIBANK TEAM PENSKE	SUNOCO	GOOD	PC-1-001	DFV	
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	-	GOOD	FD-02	DFV	DNQ. DNS.
31	R. WUNDERINK	ENSIGN N174	HB ALARMS SYSTEMS - TEAM ENSIGN	-	GOOD	MN-02	DFV	DNQ. DNS.

POS NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	12 N. LAUDA	FERRARI 312 T	75	2h. 01m. 21.31s.	75.55 mph.	LOCK FER KONI	FERRARI	FE 400	CHAMPION	LUCAS	MARELLI DINOFLUX
2	1 E. FITTIPALDI	TEXACO-MARLBORO M23	75	2h. 01m. 24.09s.	75.50 mph.	LOCK FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS
3	8 C. PACE	MARTINI-BRABHAM BT44B	75	2h. 01m. 39.12s.		GIRL FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS
4	5 R. PETERSON	JPS-72	75	2h. 01m. 59.76s.		G-F FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS
5	4 P. DEPAILLER	TYRRELL-FORD 007	75	2h. 02m. 02.17s.		LOCK FER ARM	FE 400	MOTORCRAFT	LUCAS	LUCAS	LUCAS
6	2 J. MASS	TEXACO-MARLBORO M23	75	2h. 02m. 03.38s.		LOCK FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS
7	3 J. SCHECKTER	TYRRELL-FORD 007	74			LOCK FER ARM	FE 400	MOTORCRAFT	LUCAS	LUCAS	LUCAS
8	6 J. ICKX	JPS-72	74			G-F FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS
9	7 C. REUTEMANN	MARTINI-BRABHAM BT44B	73			GIRL FER KONI	FE 400	CHAMPION	LUCAS	LUCAS	LUCAS

RETIREMENTS			
NO.	DRIVER	LAPS	REASON
17	J.-P. JARIER	0	ACCIDENT.
27	M. ANDRETTI	9	OIL LINE BROKE.
11	C. REGAZZONI	36	ACCIDENT.
18	J. WATSON	36	SPUN AND DID NOT RESTART.
16	T. PRYCE	39	ACCIDENT.
9	V. BRAMBILLA	48	ACCIDENT EARLIER DERANGED STEERING. COULD NOT CONTINUE
26	A. JONES	61	WHEEL LOOSE AFTER PIT STOP. ACCIDENT.
24	J. HUNT	63	ACCIDENT
28	M. DONOHUE	66	ACCIDENT

CHAMPIONSHIP POINTS			
DRIVERS		MANUFACTURERS	
E. FITTIPALDI	21	C. REGAZZONI	6
C. PACE	16	R. PETERSON	3
N. LAUDA	14	J.-P. JARIER	1 1/2
C. REUTEMANN	12	V. BRAMBILLA	1
J. MASS	10 1/2	L. LOMBARDI	1/2
J. SCHECKTER	9	TYRRELL-FORD	13
P. DEPAILLER	8	HESKETH-FORD	7
J. HUNT	7	LOTUS-FORD	6
		SHADOW-FORD	1 1/2
		MARCH-FORD	1
		McLAREN-FORD	26 1/2
		BRABHAM-FORD	25



Mass made it two cars in the first six for the Texaco-Marlboro McLaren team.

Hunt was the first to break, dropping out of his battle with Depailler, and Mass fell behind Watson and Donohue at the same time, both coming in for a complete wheel change. Then it was Brambilla, and then in a rush Pryce (a fin damaged), Pace and Watson. Donohue chose the inevitable next, and in one scrambling bunch it was the leader Lauda, Reutemann, Scheckter, and Fittipaldi. Peterson stayed out and thus led one lap before coming in as well. Lauda's stop was not quite as quick as Fittipaldi's, so that when they both went out — most people huddled over charts seemed to agree — it was the Ferrari back ahead but the McLaren had moved up when the final hold outs stopped the intervening numbers dropped away, and it looked like a new race.

Peterson was stationary for three times too long, a minute and a half, apparently someone had dropped a wheelnut and it rolled under the JPS and it took that long to find it. There, Ronnie will always feel, went his chance to win the Monaco two years in a row. The car itself, he said, was going superbly.

Pryce, while he was in, had his nose changed. The sideways struggle had been with the rear brakes, which were locking due to too much bias, he reported.

It was distinctly warmer, now, and the sun was about to come through the dwindling clouds anytime. Obviously, although there were still puddles around the circuit and damp patches off the racing line, it was a new race and some of the relative advantages would change.

Gradually everyone's lap chart fell into place. It was now a straight Ferrari run-away, Lauda enjoying a steady, careful run at 9/10ths well ahead of the Fords, but Fittipaldi was into second place and driving at 10/10ths. There was about 15s between them, sometimes in traffic it edged up toward 20s, but the World Champion, a month past his last race, was bending every nerve end into proving how fast he really could go.

His mechanics in the pits could see, below them in the chicanes around the Pool, how on the wet patches he nearly lost the car on lap after lap. Nearly, but not quite. Sometimes the car snapped 45 degrees to the line, but with engine spinning the wheels madly, Emerson snatched it back straight and bore on. His hands were a gloved blur as he twirled the wheel and pumped at the gear lever. It

was the kind of driving that ought to end in bent metal. Almost inevitably, at Monaco . . . but fraction by fraction, through traffic or clear of it, Lauda's cushion dwindled: 17.7s, 16.9, 16.6, 16.1, 15.8 . . .

It was Ickx, his JPS now handling well in the dry, who was ahead of Pace on the road, and the two of them, behind Scheckter, had a long battle before Moco simply shoved his way by into the Rascasse. The Brazilian had, he said later, deliberately banked on the weather going dry and had set his car up for that. He suffered early on, but now was cashing in. But the long pursuit behind the other two, who were actually behind in the race, had killed his idea of catching his fellow countryman in the McLaren, and at this point he slacked off for the finish.

A man who didn't slack off, though, was Depailler. About the last man in for his wheel change he'd waited too long he felt later, but now was doing everything he could to make up for it. Ahead was a stern tussle involving Peterson, Mass and Hunt, all looking equal, all staying nose to tail. Gradually the Tyrrell crept closer to them, and not long before the end was with them. The pressure grew; into the Mirabeau Hunt was right with Mass and trying to get by, but the McLaren was on the inside and the Hesketh went off "crunch" into the barrier. Jochen, who had initiated the move by getting sideways at the Casino, came over and apologised to James later — he could see that he ought to apologise from the way he was seeing a shaking fist at Mirabeau every lap through!

Depailler carried on, and the official timekeepers said that on his 68th lap he set the best race time — 1m 28.67. Peterson was tending to escape ahead, closing on an Ickx/Reutemann duel, but the McLaren was still in the Tyrrell's sights and with half a lap to go, Mass got sideways again. It was at the Portiere this time, down below the station, and Depailler shot ahead on acceleration into the tunnel.

By this time there were but nine cars running out of the 18 starters. Fully six of the 18 had been involved in shunts of one kind or another. Regazzoni had a third shunt, this time at the chicane — how many times has Clay Regazzoni lost an argument with the Monaco chicane? — and with front suspension damage (plus his third nose of the race) he stayed there. Marshals

covered the car with extinguisher powder.

Watson, coming around below the pool behind Brambilla, spun round exactly where he'd hit Regga in practice. This time it was his turn to block the road, but Pryce shunted the barrier rather than the Surtees. Watson thereupon stalled his motor and when it refused to restart he had to walk away. Pryce carried on with another nose to fix, but the brake bias was still wrong, and he finally shunted yet again, at the Portiere, and so damaged the rear wing that he finally had to quit. Brambilla, his steering still bent, finally quit.

Jones didn't shunt, he had a rear wheel come loose in the middle of St Devote and just managed to park without damage—a poor reward for what would have been a decent finish. Then, late in the race, Donohue *did* shunt. Early on he'd been going very hard, locked in a fierce tussle with the midfield but then, he told his mechanics, he felt something start to sag in the front suspension. Apparently the front rocker-arms have shown weakness before; anyway the handling went off and with only nine laps to go the Penske bent its front against a guardrail.

(Joke: Donohue broke the Citibank at Monte Carlo . . .?)

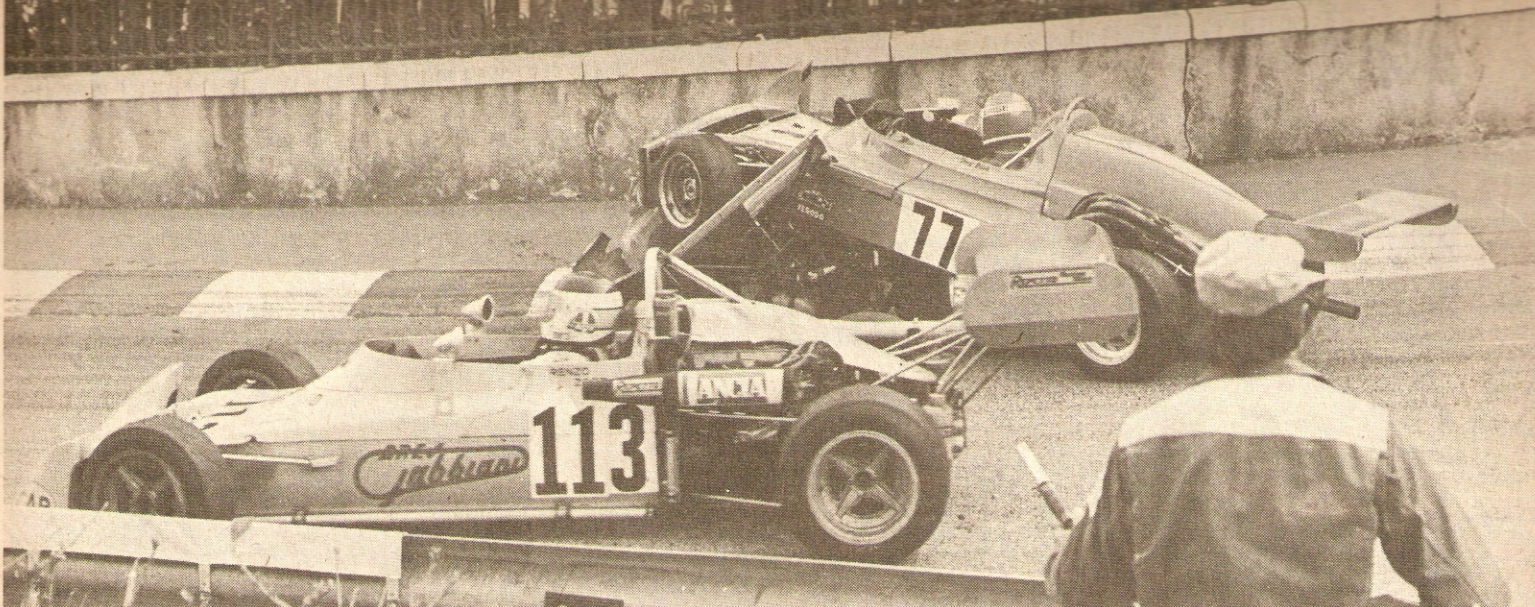
His compatriot Andretti had been driving with spectacle was a fierce fire blazing out of the bottom of the Parnelli. People at the Casino saw it, and it was still burning, a ragged ball the size of a basket under the left side of the engine, as Mario came into the pits. There the mechanics found that the oil pressure sending unit had blown itself out of the side of the block, and most of the engine oil was laid in a broad swath around half the circuit.

So by the end there were only six cars on the same lap; it was Lauda, Fittipaldi, Pace, Peterson, Depailler, Mass. A lap down, after an extra pit stop to replace a rear wheel broken on something, was Scheckter, and Ickx was with him after a slow start on unscrubbed wet rubber and a late pit stop to change to slicks. A lap further back was Reutemann, the Brabham on its wet settings (the opposite of Pace's) not going well now.

The race ran to the two-hour rule, and it was a good thing for Niki Lauda because with only a few minutes to go he started seeing his oil pressure flickering. All that superiority, all that staying on the road while others crashed, and now this. He slacked right off, and the gap back to Fittipaldi shrank alarmingly: 12.5s, 11. 10.2s. And there were still eight laps scheduled. 9.2s, 7.4s, 5.6s . . . But the two hours were up. Emerson came swinging around the Tabac and slithered by the pool and twitched into the Rascasse, and he had less than three seconds to catch up, but Niki got to the chequer first. Two hours one minute 21.4 seconds after he started, he passed the Royal Box for the 75th time, and the 33rd Monaco GP was history. The McLaren was 2.75s behind, but the Ferrari had won. It was the first Ferrari success in the tiny principality in exactly 20 years. In modern context, it was the first Ferrari GP success in nine months — and Niki Lauda's long period of drought seemed to be over.

Niki Lauda breaks new ground, standing on the steps of the royal box with Prince Rainier and Princess Grace for the first time.





That incident: Tony Brise's Modus ends up on Alex Ribeiro's March at Mirabeau as Renzo Zorzi nips past to win.

MONACO F3

You'll never believe it!

By BOB CONSTANDUROS Photos by PHIPPS PHOTOGRAPHIC

There are winners and winners. Renzo Zorzi from Italy was one, Conny Anderson from Sweden was another. In the final of the BP championship F3 round at Monaco, over 24 laps, Conny Anderson took off to an immediate lead which he maintained throughout the race with superb control and stamina to cross the line some 21s in front of his rivals. But the organising body maintained that Anderson had jumped the start, and he was docked a minute and robbed of a well-deserved victory. Renzo Zorzi driving a Lancia-powered GRD then had inherited the lead, not only from Anderson, but from Larry Perkins who had hounded Anderson and won his heat, but had gone off shortly after learning of Anderson's penalty. Another leader was Alex Ribeiro in his works March, but Tony Brise, who had had a pit stop in his heat, had just qualified and then came through the field lowering the lap record in the final to 1m 34.65s, and had found passing most people easy. But Ribeiro was leading, it was not going to be so easy, and at Brise's first opportunity, he tried for the inside line at Mirabeau, and the two tangled, putting them both out of the race. Thus, Zorzi won, but only just, for Patrick Neve put in two sensible drives in final and heat, and hounded the Italian for the lead during the closing laps. But his Holbay Pinto powered Safir just never had the legs, and the Belgian finished less than a second behind at the end taking the lead in the BP championship. Post race scrutineering found Zorzi's car fractionally illegal, but that fraction, the organisers felt, could be found in many cars probably, so allowed the Italian his victory. The scrutineering wasn't exactly of the highest standard anyway, like so many other things, so it was probably the best decision.

ENTRY AND PRACTICE

The third round of the BP Formula 3 championship took on a sunnier aspect than the previous wet round at Silverstone down at the tiny principality of Monaco. It obviously wasn't going to be an entirely British or British-based entry — there were drivers of sixteen different nationalities. From these, Damien Magee reduced the Irish entry to zero by staying at home and not converting his FF2000 Palliser to F3 spec, and the only Monagasque entry failed to show. Eventually, none of the Swiss, the Austrian nor the South African qualified.

The entry of 66 had two sessions in which to qualify for the two heats, the drivers fighting for eighteen places on the grid, which would then become the first nine to qualify for the final. Practice was held late on Thursday, and the early morning session on Friday, with all the races being held on Saturday. However, while the first division had two basically clear sessions, the second division had their 40-minute practice stopped by rain on the Thursday, after about twenty minutes, and their second session was spoiled with oil on the track after various oil pipes came off and engines blew. Therefore the organisers were entreated by Conny Anderson not to allow in the fastest 36, but to take the fastest eighteen out of each of the two sessions. This would seem to be the fairest method, even though the first and second divisions were fairly evenly sprinkled about. But for Anderson, it did mean that he would be on pole, and that his team-mate would get a race. However, the idea was not accepted, so it was the fastest 36 overall who comprised the two heats.

Fastest overall, and thus on pole for the first heat, was Australian Larry Perkins in the Sports

Motors (Manchester) backed Ralt-Ford/Novamotor RT1, maintaining the form shown at Silverstone. His 1m 35.79s was 0.79s off the lap record held by Tom Pryce from last year, so this was perhaps not as quick as it might have been, but quick enough for everyone else. Apart from one or two rear end adjustments the car was "just perfect." He and Tony Brise, second quickest and thus on pole for heat two, were the only two to break the 1m 36s barrier.

Beside Larry was the third fastest driver, Conny Anderson, the only other driver to break 1m 37s. He was the quickest of the second practice sessions, and was driving a brand new March 753 with Toyota/Novamotor power and Rotel stereo sponsorship. As well as the troubled sessions, Conny had fuel pump problems in the first session but slid around on the oil in the second to good effect for his 1m 36.6s.

On the second row was Gunnar Nilsson, fifth fastest on 1m 37.12s, who found that what with the traffic and the oil, there was little possibility of proving adjustments and thus only did about nine laps in each session. However, the works March was well up.

Beside Nilsson was Pierre Dieudonne's Bang and Olufsen sponsored March-BMW/Schrick 753, the young Belgian causing quite a few to comment on his and his team-mate's driving ability and speed. Pierre had an oil leak in the second session when he set his time of 1m 37.86s.

On the third row of heat one was another Belgian, Patrick Neve, in Ray Jessop's Shellsport sponsored Safir with Holbay Pinto power. He was troubled in his two sessions by the oil and lack of experience on the circuit, and middle range power from the Holbay, but despite a couple of spins set at 1m 38.51s. He was a good ninth fastest overall in his third F3 race of the year.

The fourth row held Dieudonne's Bang and Olufsen team-mate, Herve Regout on 1m 38.92s, and Marcello Roset, whose March 733 had the works Lancia Beta/Repetto engine. Next up came two English-based runners, Ingo Hoffman who was learning the circuit well in his new March, and Chris Barnett's Schnitzer BMW-powered March. This latter had big plug problems in the second session, but was on 1m 39s.

On the row behind was another English-based runner, Mike Tyrrell in a considerably rebuilt March 733. In practice, just before the rain, Tyrrell had a clevis pin break which sent him hard into the Armco at the left hander past the chicane. However, with bits from Ken Silverstone's March 743, the car reappeared, untested and apparently rather dangerous, for the heat.

Further back were Bob Arnott, who couldn't see because of his mirrors at the hairpin, but got his Swansong sponsored March onto the seventh row; Freddy Kottulinsky who had big problems with the Schnitzer engine in his Lotoy Modus, and Tony Rouff who was somewhat psyched out because of his big accident last year. The latter also had the rings go in practice so a new Vegantune was fitted for the heat.

Second fastest in practice and therefore heading the second heat grid, was Tony Brise in his converted Atlantic Modus with Neil Brown power. His 1m 35.92s looked very smooth and calm in the second session, but in the first, the tachometer stopped and then a bolt came out of the throttle linkage, but it all went well for the second session.

Beside him, on what might be thought to be a rather dubious time, was one Renzo Zorzi from Italy, on 1m 37s. His 374 GRD was fitted with a Lancia Beta/Repetto mill and all went well for him both practices. Alex Ribeiro took the second works March onto the second row in 1m 37.36s, although the Toyota/Novamotor engine had to be retuned to give the Brazilian more low down power. Beside him was Ulf Svensson from Sweden with his immaculate Brabham BT41 complaining only of rear brake problems in both sessions, although his 1m 38.24s suggested better things.

Denmark's saloon car ace Jac Nelleman headed the third row on 1m 38.64s. This was Nelleman's first F3 race of the year and after sorting the rear suspension and springs, the GRD with Pinto power obviously did him well. Italian F2 driver Giorgio Francia shared the row in one of Ernest Maring's new Macos which were completely untested. Some sorting and cutting out understeer saw Francia on 1m 38.83s.

Danny Sullivan was on the next row, after an eventful practice. He was the first to discover the oil in the second session and went straight on at the chicane in the Modus, ending up halfway up a tree. The Modus stood up well to the impact and Sullivan was unhurt. A new car was built up from non-qualifier Ruedi Gygax' car for the heat Rupert Keegan was a row further back in his BAF March after a couple of spins but otherwise happy. Stephen South was another row back after missing most of the second session when the coil in the distributor burnt out and the car wouldn't start. Dick Parsons was behind in the Modus, after an unhappy time in his first session with oil all

over the rear brakes. Just scraping into the heat on the back row were Derek Cook and Richard Hawkins. Hawkins dinged a wishbone in the second heat and had a couple of spins, and Cook of course was having his first F3 ride in the ex-Ribeiro GRD, now run by Brian Henton on a rent-a-deal basis, beating a number of seasoned campaigners which was a good effort.

There were, unfortunately, some British F3 non-qualifiers. Robert Joubert brought his Lola down, ran foul of the first practice session, then did precisely 2 laps of the second before the engine bent a valve. Although he had a second engine which arrived from taly, there was obviously no time to fit it, so he went home. Terry Perkins was another not to qualify, still sorting his all new car, and still hoping for an F3 race in Europe. However, he accepted his non-qualifying quite philosophically.

Graham Hamilton was another unfortunate, and just didn't get the Ecurie Ecosse March 753 into gear sufficiently to catch up the extra 2s needed, while Ken Silverstone hadn't really got the feel of his new March 743, and very generously offered the bits to Tyrrell to get his car to the line.

HEATS

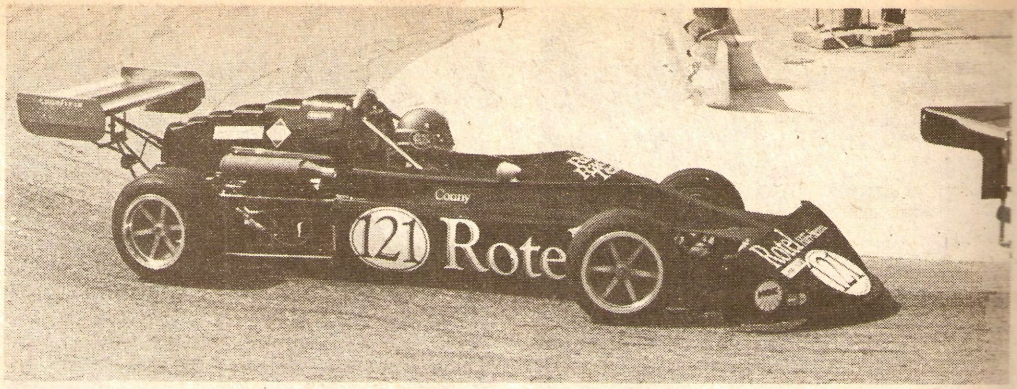
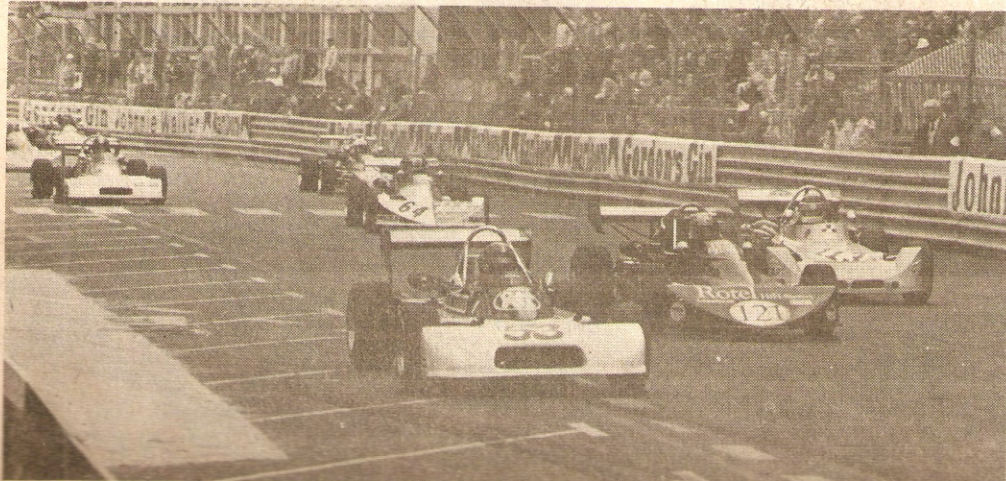
The heats were run in the afternoon before the final, and there was some amount of drama even before these started. Arnott's March was late appearing as someone had pressed the "kill" button, and it was twenty minutes before the car was started. So the organisers accepted the first reserve, Pesenti Rossi — and then Arnott appeared. The cars weren't even on the grid, but they refused Arnott his race, so Rossi raced, or rather drove round at the back. Arnott, with some help from the GPDA, started the second heat, albeit from the back.

Perkins took off into an immediate, but small lead, closely followed by Anderson and Nilsson's March. But the latter wasn't to last for the gear selection from the lever broke, and he was very quickly in the pits and out of the running. Perkins and Anderson then were left with a lead at the end of lap one, with Neve next up, followed by Diudonne and Rosei. Slowly the leading duo pulled away from Neve, who kept well in touch, with Anderson relaxing his pressure on Perkins a little at middle distance, and then closing up again at the end, so that the two crossed the line together at the end of the sixteen laps, with Perkins just in front. Neve continued behind, quite sensibly keeping out of trouble.

Behind this leading bunch, Diudonne led the rest until lap three when the coil needed refitting and he went out again to complete the race, so Rosei dived with Mantova's March, followed by Regout and Hoffman. But first Hoffman had a spin on the sixth lap, and then Rosei's March got very sick and started blowing out smoke, so Mantova came home fourth, tailed by Regout. Gianfranco Brancatelli came in next in his March, but both Mike Tyrrell and Freddy Kottulinsky had been battling for the place when they came up on a back marker. As they entered Mirabeau, Kottulinsky nicked the back marker and hit the March with his Modus, which disrupted his nose cone and sent the March off and out of the race. Hoffman had another spin, but completed the qualifiers, and Kottulinsky was in there too.

The second heat was somewhat more exciting, for far from it being Brise in the lead immediately, it was Zorzi first, closely followed by Ribeiro and Ulf Svensson's Brabham BT41. Brise was next, a

The start of the final shows Conny Anderson picking up well on Larry Perkins' Ralt. Renzo Zorzi has already been passed, despite his grid position being 12 metres in front of Anderson's.



Conny Anderson — the moral winner? — chases Perkins' Ralt.

little way back and already sounding sick. And so it was, for on the next lap, in he came and had the plug lead refixed and went out some 34s behind the ninth placed man who he had to take to get in the final. At the front, Zorzi was keeping ahead of Ribeiro, and so it remained to the end, with Ribeiro just behind the Lancia engined GRD, the Brazilian having to contend with the well-driven Brabham of the steady Svensson. Once Brise had gone, Nelleman led home Sullivan after an initial challenge by the Kentucky Kid, and Keegan followed them, having dealt with challenges from Lucaino Pavesi's Brabham.

So what of Brise? His time to the ninth-placed Richard Hawkins just disappeared. The 30s became 24.4s, then 20.4s, 16.5s, 11s, 3s and then four laps later, he was in the final. Poor Hawkins thought he was being lapped and duly moved over, pushing himself out of the final. South was behind Keegan and just in front of Pavesi and Brise, but totally exhausted after coping with lots of oversteer due to wing adjustments, but he kept it well on the island and all was well.

Cook and Parsons were non-qualifiers, as was Arnott. He took Francia's place on the grid after the Italian's driveshaft broke driving from the paddock to the pits, and then drove sensibly through the traffic in front to twelfth position.

FINAL

After sixteen laps of the circuit during the heats, 24 against top class opposition would seem somewhat more tiring than the 15 laps of a Brands Hatch clubby, so the prospect of the hard work must seem daunting. At the start, Perkins had a good start, but there seemed to be some doubt as to that of Anderson, for it was later, some time later, to earn him a one minute penalty. But soon Anderson was by the Australian anyway before the Casino. Ribeiro, Zorzi, Neve and Svensson followed before a gap to the rest led by Mantova, with Brise fighting his way through everyone further back. By the third lap, Anderson had pulled out a fraction from Perkins, and the two had left Ribeiro and Zorzi to their own devices, with Neve just hanging on and Svensson a little further away.

Brise, meanwhile, was fighting his way up and by lap four had got by the the tailenders into tenth position, some 25s behind Anderson on the road. Sullivan had departed the scene after a moment on the first lap, and finally disappeared on the fourth when Keegan surprised him on the inside at St Devote and the Modus hit the Armco pretty hard.

By lap eight, Anderson had about two seconds on Perkins, both driving tidily. Then a gap to the battling Ribeiro and Zorzi with Neve still hanging on and then Svensson not far behind. Brise now led the rest but was not closing the gap on leader Anderson. It was still the case on lap eleven when the one minute penalty was announced for Anderson, and one of the Ralt crew gave Perkins the information. Possibly Larry relaxed, for two laps later, there was Perkins driving along slowly by the pool with a bent rear wing. Entering the pool complex, Larry's foot had slipped from brake to accelerator and slowly the Ralt swung round, and lightly reversed into the Armco, its race over.

So now Anderson had nearly 20s on the rest, and 25s over Brise, who now had Svensson in his sights and by lap seventeen, the now leading bunch of Ribeiro, Zorzi and Neve. Further back, Mantova had dropped down, being overtaken by Brancatelli and South, the latter looking much less like a Formula Ford now that the wing adjustments had been made. By lap eighteen, Brise had passed Neve going into the gasworks hairpin, but there's no doubt that Anderson was maintaining his lead and driving with perfection. Brise was by Zorzi quickly afterwards, and now there was just Ribeiro. It had all seemed too easy, but the Brazilian was not going to let Brise by without a fight.

With the crowds cheering him on, Brise nipped out of Ribeiro's tracks going down to Mirabeau, and as the two of them overtook a backmarker. Brise kept his line under braking on the inside. Ribeiro took his rightful racing line as the bloke who was in front. And the inevitable happened. There wasn't enough room, Brise rammed Ribeiro, the March swung round, to be mounted by the Modus, and both were out. Brise's car was lifted off, and Ribeiro climbed out unhurt, but Teddy Savoury's long time ambition was dashed, and the lead now rested with Zorzi and Neve.

Towards the end of the race, Neve caught up well with Zorzi, but just couldn't find the mid range horses to catch up with the Italian, and so the 24 laps ran out, both Anderson and Zorzi receiving the chequered flag. Neve was under a second behind Zorzi, having really shown well in his third F3 race of the year, and Svensson kept in touch for third. Anderson's readjusted time gave him fourth, with Brancatelli next, some way behind.

Although South had been in front of Brancatelli, he went straight on at the hairpin, and was waved out again so he thought. In fact, the marshals maintained that they were holding him back, so that he was reprimanded with a yellow and black diagonal flag with his number displayed. South pitted, thinking this was the French version of the black flag, and lost what might have been fourth position, for he should have continued. Hoffman did well to come sixth, although earlier, Keegan had been well in front, and then dropped down having lost third gear. However, he finished ninth, behind Luciano Pavesi.

17eme Grand Prix Automobile Monaco F3 BP championship, round 3, 24 laps

1. Renzo Zorzi (GRD-Lancia/Repetto 374), 38m 50.62s, 121.520 kph;
 2. Patrick Neve (Safir-Pinto/Holbay RJ03), 38m 51.51s;
 3. Ulf Svensson (Brabham-Ford/Novamotor BT41), 39m 2.63s;
 4. Conny Anderson (March-Toyota/Novamotor 753), 39m 29.09s;
 5. Gianfranco Brancatelli (March-Toyota/Novamotor 753), 39m 40.64s;
 6. Ingo Hoffman (March-Toyota/Novamotor 753), 39m 41.46s;
 7. Gudenzio Mantova (March-Toyota/Novamotor 753), 39m 42.47s;
 8. Luciano Pavesi (Brabham-Toyota/Novamotor BT41), 39m 54.80s;
 9. Rupert Keegan (March-Toyota/Novamotor 743), 40m 8.77s;
 10. Jac Nelleman (GRD-Pinto/Holbay 375), 23 laps.
- Heat one (16 laps):** 1 Larry Perkins (Ralt-Ford/Novamotor RT1), 25m 45.94s, 122.134 kph; 2, Anderson, 25m 46.24s; 3, Neve, 26m 2.42s; 4, Mantova, 26m 23.74s; 5, Herve Regout (March-BMW/Schrick 753), 26m 24.45s; 6, Piercarlo Ghinzani (CRS-Toyota/Novamotor), 26m 43.14s.
- Heat two (16 laps):** 1, Zorzi, 25m 58.69s; 2, Alex Ribeiro (March-Toyota/Novamotor 753), 26m 9.81s; 3, Svensson, 26m 10.26s; 4, Nelleman, 26m 25.59s; 5, Danny Sullivan (Modus-Ford/Brown M1), 26m 27.79s; 6, Keegan, 26m 32.34s.
- Fastest lap:** Tony Brise (Modus-Ford/Brown M1), 1m 34.65s (Record).



John Watson . . .



. . . the complete . . .



. . . sportsman

PROFILE

When Irish eyes . . .

JOHN WATSON discusses his career with EOIN YOUNG

Only an Irish Grand Prix driver could look you in the eye and say that he drives "in an effortless way, without smoking tyres and sideways slides . . ." when that very afternoon he had swept down into the hairpin at Montjuich Park with tyres practically alight in a hasty late-brake that cost him second place then and his first Grand Prix win later. A flat-spotted tyre transmitted puzzling vibrations that prompted a pit-stop and cost John Watson the Spanish Grand Prix.

But it was an incident not typical of a driver with quiet talent, a loner, and yet the man who has succeeded in pulling the Surtees Grand Prix team up by its bootstraps, stepping in where others had feared to tread (indeed, fought to leave) and brought life to a team that had been down so long even the pavement looked like up.

At 29, John is something of an enigma in Formula 1, new enough to be feeling his way; quick enough to be faster than the establishment had expected at most tracks. Between races this Belfast Irishman lives in digs at Bognor Regis on the Sussex coast in preference to the bright lights of London because he has the sea in front of him and the Goodwood golf course behind. The country air gives him a chance to re-charge his batteries. He enjoys his expensive hi-fi equipment now into semi-progressive rock as long as it's not too heavy, and eager to break into broader cultural areas of music. He drives a black 2.7 Carrera Porsche which he rates "the best car in the world" but admits that you have to "break the speed limit quite drastically to enjoy the Porsche these days" and he would like to get himself one of the latest 380 Honda motorcycles.

"I was scared out of my mind to think I would be driving against people I had been reading about in magazines for years, people I considered heroes."

Motorcycles seem to be a peripheral temptation to the motor racing set even though team contracts forbid many of the top men to ride them. A snap check on the constructor's charter flight to Barcelona showed more motorcycle papers than car-racing papers.

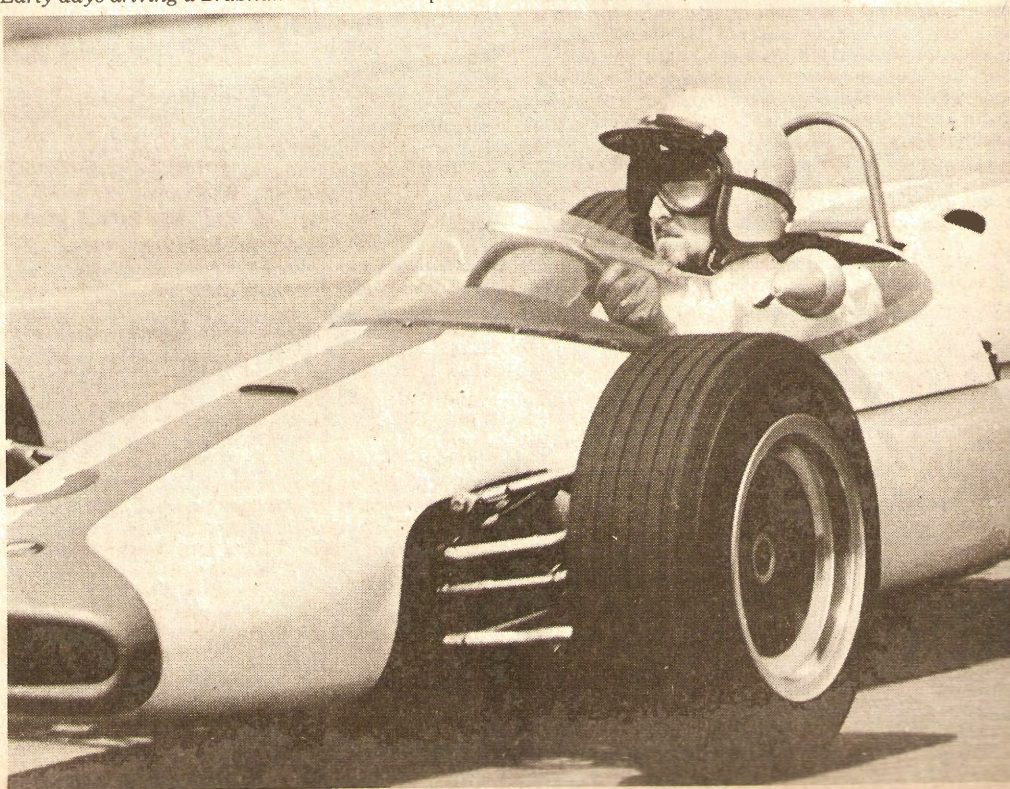
John Watson arrived one day in a Formula 2 Lotus at Thruxton for the Easter meeting in 1969 and when that race was over it seemed that he might disappear as suddenly as he had arrived. He had been entered to drive one of the ex-works

Lotus 48ms, Formula 2 cars that had been pronounced as problems by men like Jim Clark the year before. "I had never driven the Lotus or seen Thruxton before. I was scared out of my mind to think I would be driving against people I had been reading about in magazines for years, people I considered heroes."

Watson was 23 and had only driven an FJ-engined bug-eye Sprite and a Crosslé sports car before. "The reality of being thrown in amongst them and suddenly having brought down to you how good or bad you were going to be, by your performance being measured against theirs, suddenly didn't seem as attractive as it had in the first place." He made the middle of the grid for his heat, qualified for the final but crashed heavily and the car was badly damaged. "That accident knocked the heart out of the little team and the cars were sold."

The story all started in Belfast where John's father, Marshall Watson, still runs a small new

Early days driving a Brabham BT16 at Bishops Court in 1967.

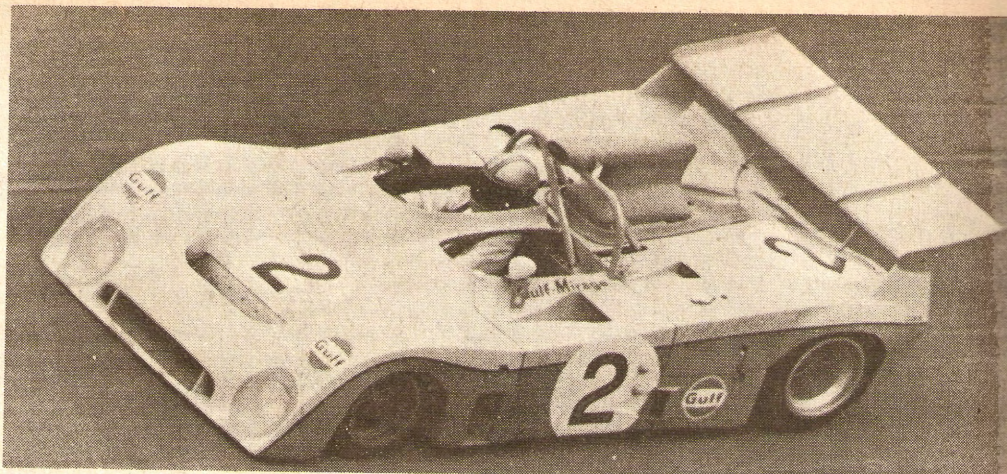


and used car showroom. His parents live in a Georgian-style family home on the outskirts of Belfast but within earshot of the bombs and barely a quarter of a mile from where a bomb factory was discovered. Marshall Watson started racing in 1951 with a Formula 2 Alta and later a couple of J.P. Specials, cars like Cooper 500s built by Joe Potts in Glasgow, the first fitted with a 500 JAP and the second with a 1000cc Black Shadow Vincent engine. When it became apparent that young John was likely to follow in his father's footsteps there was support rather than parental concern. He started with an Austin Healey Sprite which he used as his road car and fitted it with a Formula Junior A-series BMC engine to race it, "but it was very much a Dad and lad operation . . ."

Oddly enough Watson recalls no real consuming ambition to be a racing driver as a youngster. "It seems hard to understand now. Ever since I could read, motor racing was what interested me most, yet I refused to be influenced by it."

After his disastrous debut at Thruxton, Watson raced a twin-cam Lola in local Irish events, while preparing for a renewed Formula 2 effort in 1970, this time with a BT30 Brabham and a pair of Brian Hart Ford FVA engines. That first season on his own taught him lessons he has never forgotten, mainly his lack of racing knowledge and lack of anyone to learn it from. "I know now that I was very much in need of strong management and guidance then. I was a man of my own destiny but I think I suffered in that respect in that I didn't have anyone to give me advice. There was just me and my mechanic. I always thought that as a racing driver you went as hard as you could, but maybe you can go too quick too soon . . . but this is a stage most young racing drivers go through . . . it's just that at the time it seems as though you're the only one it's ever happened to . . ."

In that season five years ago he was introduced

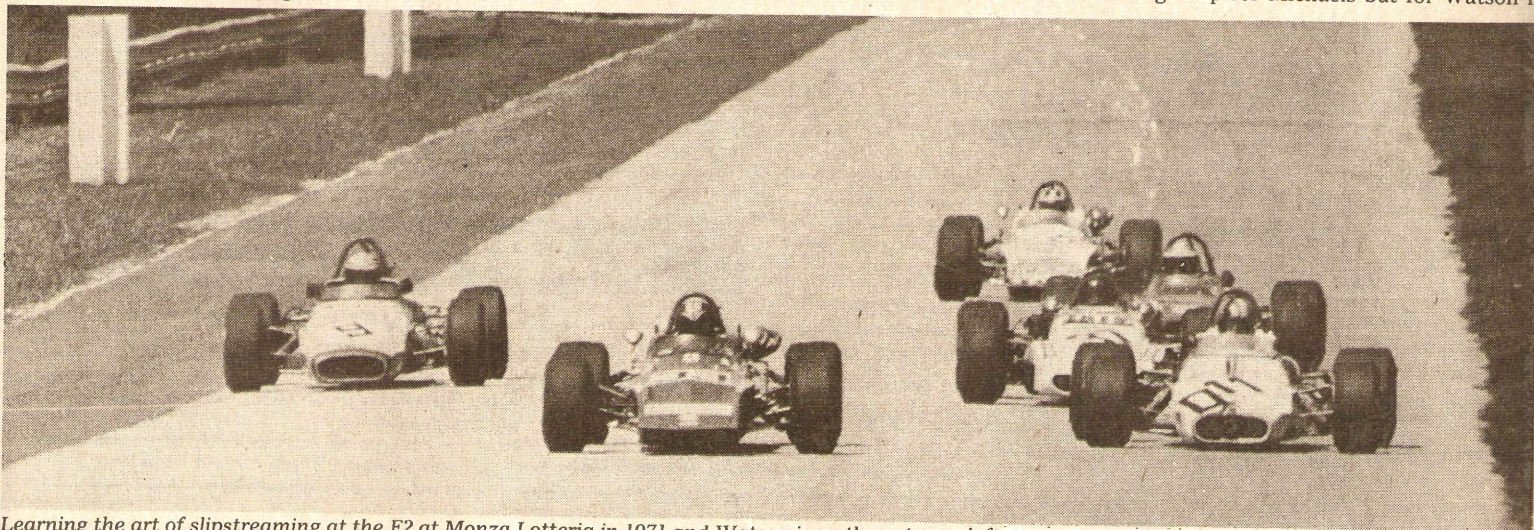


High up on the Daytona banking in the Gulf GR7.

signed Watson on a 3-year open-ended contract (opening towards Ecclestone, of course) which would see Watson through 1973, 1974 and 1975. The idea was for Watson to go after the European F2 championship in 1973 with occasional formula 1 drives when there was a car available. There was also a Gulf long-distance sports car drive on the side and he found himself paired with Mike Hailwood, a match of intro- and extrovert that worked extraordinarily well. "I think most of the trouble with the Gulf cars centred around the fact that most of the parts weren't built for long-distance racing; sometimes it was the gearbox or the engine or it just wasn't fast enough. The Ferraris definitely had more power than we did. We had to run the Ford engine rpm low because it was

amount of points in the F2 championship and Bernie decided against pointless investment chasing a championship that was already out of reach. The remainder of the summer was marking time as far as Watson was concerned although he had Gulf drives, a Hegagon BT37 for the British GP and a third works BT42 in the Grand Prix at Watkins Glen but he was out with a broken engine after only 7 laps.

"At the end of 1973 I couldn't see how I could get into the works team as Bernie didn't have any sponsorship and I certainly had none of my own." Paul Michaels came to the rescue buying the oldest of the BT42s to aim at the success enjoyed by Lord Hesketh and his merry men. It might have been an ego trip for Michaels but for Watson it



Learning the art of slipstreaming at the F2 at Monza Lotteria in 1971 and Watson is on the extreme left.

to the mystic arts of slipstreaming at Hockenheim. "I'd never raced at a track where slipstreaming was the order of the day and I couldn't understand how a driver who was much slower than I was could actually lap quicker, or how you cruised round waiting for a tow and then did one lap which you couldn't do in 10 laps of balls-out racing." Watson failed to qualify for the race and made him even more aware of his novice status. But instead of learning by his mistakes he seemed to make more of them, deciding to stay with the BT30 into 1971 rather than go for the new BT36 in a season when 18 cars on the grid at Madrid were covered by 1.6sec. His best result of the year was 5th at Mantorp Park, Sweden, when he scored his first European F2 Championship points.

During 1972 Watson was a driver of fortune taking drives where they were offered, not being in a position to pick and choose. Towards the end of the season he drove a Formula 1 March in the Victory Race at Brands Hatch and finished sixth. The car was arranged for him by Tony "Monkey" Brown and sponsored by Hexagon of Highgate, purveyors of sporting motorcars under the management of Paul Michaels. It was Watson's first meeting with Michaels and it was to result in a privateering alliance that eventually established Watson on the Grand Prix scene.

Other people were taking notice of Watson's progress which may have been disappointingly tardy to him but was quietly impressive to seekers of new talent. Shooting stars often fall just as fast. Bernie Ecclestone is well known as a Grand Prix gambler who will bet on raindrops rolling down a window but he is a judge of men, for all that. He

basically a sprint engine, and hope that it would last."

What looked like being his best season ever, lasted three months. He was entered to drive whichever Formula 1 Brabham Graham Hill didn't

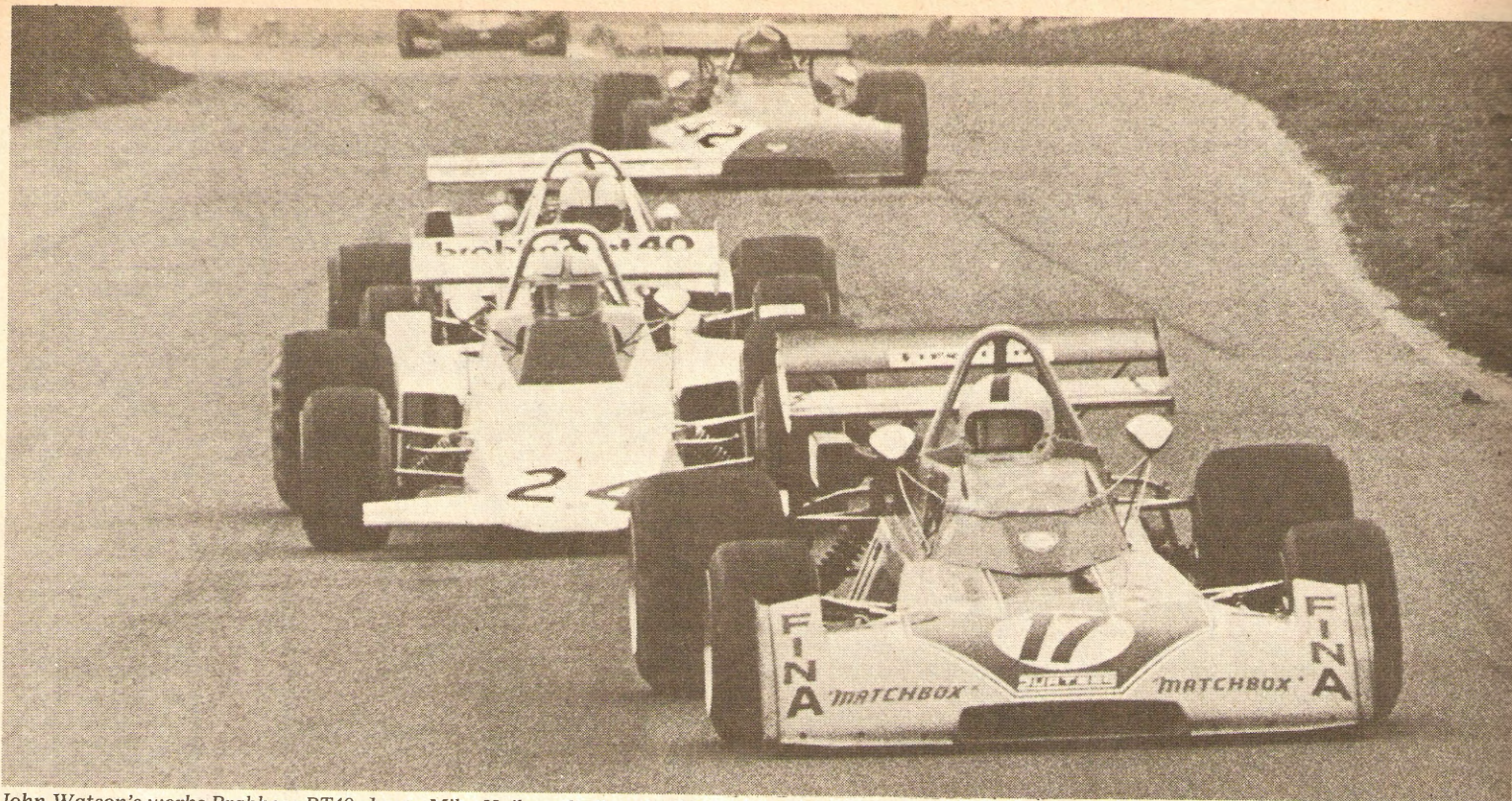
"I know now that I was very much in need of strong management and guidance then. I was a man of my own destiny . . ."

want for the Race of Champions at Brands Hatch in March, the team taking along the trusty BT37 and the wedgy new BT42. Graham plumped for the BT37 and John set about sorting out the prototype from Gordon Murray's drawing board. "I felt basically happy in the new car but the throttle didn't close properly going into Stirlings on one lap and the car ran wide so I thought I'd go straight to the pits for a check. Going into Clearways I lifted off early and the throttle closed OK so I thought it must have only been a piece of grit that had passed on. I took it easy for a couple of laps and the car seemed fine but 5 laps later it did the same thing on the same corner. I tried to get round the corner as I'd done before but this time I hit the bank and the car just dug its nose into it. I broke a leg (for the second time in three years) and that was it . . ."

Within six weeks Watson was walking again but the racing season hadn't waited for him. Jean-Pierre Jarier had pined up an uncatchable

was the gift of another rung in his personal Grand Prix ladder. He brought the brown Brabham BT42 home 12th in Argentina, 11th in Spain, 6th at Monaco, 11th in Sweden, 7th in Holland, 16th in France, 11th in Britain, (then as a BT44), 4th in Austria, 7th in Italy and 5th in the US GP. The bald results scarcely read like a score for a star in the making but Watson was anything but dismayed. He picks out personal bests during the 1974 season: Monaco where he picked up his first World Championship point, Austria where he finished fourth after a pitstop for a new front tyre, Monza where his practice laps put him in the second row of the grid, and Watkins Glen where he finished fifth despite deranged rear suspension caused by a broken casting that gave him problems during the latter part of the race.

The fast circuits in 1974 were regarded as "Brabham tracks" and other teams were psyched almost to the point of conceding races before they started or at least consoling themselves to accept lower placings than they would otherwise have expected. Brabham-mounted at Monza, Watson showed his form. In the final session of practice, that traditional late-afternoon cool when a thundering form of speed fever grips the Autodrome and cars gang up to go faster and faster in slipstreaming leap-frogging groups, Watson emerged fastest. Fastest of all in a session when everyone was stretching their ability to push the Ferraris down on their home track, fastest in a private entry and on Firestone tyres. Then came the crunch. Heading for the pits off the pace, a rear wheel casting broke going into the first Lesmo and the Hexagon Brabham



John Watson's works Brabham BT40 chases Mike Hailwood's Surtees TS15 into the Mallory Park hairpin in 1973

slammed into the barriers wiping out the left side of the car. Watson was unhurt and through no fault of his own it looked as though he was out of business but Bernie Ecclestone came to the rescue. With his two works cars safely qualified up front he brought out a third BT44 for Watson. The car had been used as a hack during practice running experimental small-diameter 'doughnut' tyres for Goodyear and Watson was presented with brake balance problems in the race which made stopping an uncertain process and several times sent him up the chicane escape roads. But he kept coming back and his tenacity was rewarded with 7th place.

He was also driving Formula 2 cars for John Surtees but "Big John" had a lot on his mind during 1974 with Grand Prix drivers who wished they could be driving just about anywhere else than for Team Surtees, and the overall Surtees programme suffered drastically. Despite the obvious problems, Watson always gave his best and for Surtees in 1974 this was a welcome change; it probably helped the Surtees-Watson Grand Prix alliance in 1975 more than either of them are aware.

Bernie agreed to let Watson off the third year of his contract to join Surtees and although Watson concedes that he may have been taking something of a gamble "joining a team with a car that not many people had much time for" it was a gamble he felt confident about. "I think I'm quick enough... I can drive the machinery as fast as anyone." He considers what he has just said, and then adds, "Maybe my racecraft isn't as good as some but it's certainly by no means as bad as some either..."

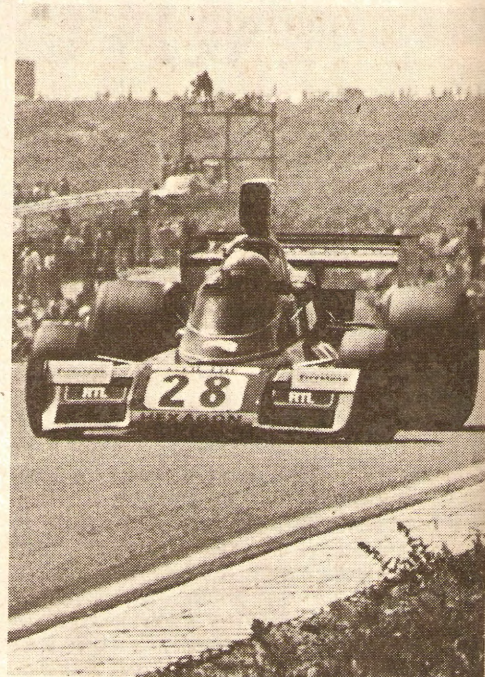
The Watson plan of his career is geared to personal achievement rather than success for the

sake of it. He reckons to continue until he reaches his own personal level or until he stops enjoying whatever it is that makes a man want to be a World Championship racing driver. "If I won the World Championship once, maybe I'd like to win it again, but I don't know after that... maybe you'd get bored with it... by then I might want to be in a business of some other kind." He doesn't have a retirement date fixed in the future. "When the time is right, you know when to stop." And marriage? He accepts that marriage and motor racing is compatible providing that the woman marries racing as well as the man. "Unfortunately motor racing comes first with me and that might be difficult for some young ladies to accept."

"I find it easier to go to races on my own than take some silly bitch who doesn't understand about racing."

John Watson is as reserved as he feels necessary, bearded, quietly-spoken with a soft Irish accent that says "Arland" for Ireland, and a general preference for his own company. You don't often see him with a girl at a race track. "I find it easier to go to races on my own than take some silly bitch who doesn't understand about racing."

He enjoys the open air and the Sussex countryside between Grand Prix weekends but he is not a knees-bend fitness freak, track-suited and loping down country lanes for miles before breakfast. He agrees it pays to be fit for the 'sharp' feeling it gives you in the car, adding an edge to



The ex-works Hexagon Brabham BT42, Watson's F1 mount in Holland last year.

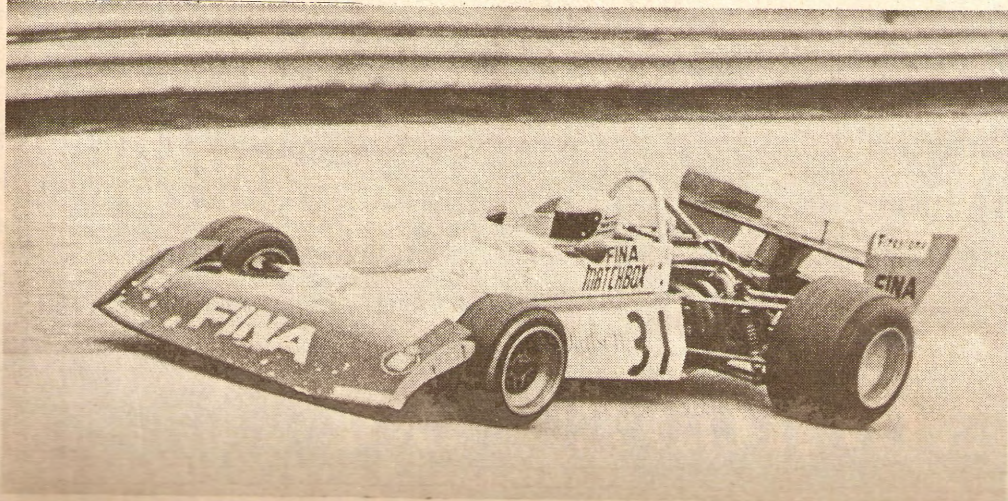
reflexes, but he doesn't feel bound to pursue it. "I find I don't require a great deal of strength driving at what I call an economical pace but stamina is important and I find that race stamina only comes with racing..."

Then the conversation drifts back to motorcycles ("What I really want to be is a boulevard cowboy up and down the promenade at Bognor Regis.") and the new 380 Honda.

How did he feel about the arguments and the generally unpleasant situation before the Spanish Grand Prix? "I felt after some deliberation and a lot of personal uncertainty that the decision not to practice was the right one but I was torn between responsibilities to the public and the sponsor... and in particular in John's (Surtees) case where he had lost a driver in just these conditions a little while ago." If he takes a stand on racing safety it is that perhaps more care should be taken to police car safety rather than aiming all the brickbats at track safety. "No one is going to come along and say to someone that his car is unsafe engineering-wise, that a certain bolt, wishbone or piece of metal is wrong, whereas a driver of constructor is in the position to say that a circuit owner's guardrails are in the wrong place or badly erected..."

Watch Watson, he's on his way now. Up.

John's first appearance for Team Surtees was in the works F2 car last season.





Marlboro

TEXACO

TEXACO
GOOD YEAR

MARLBORO

TEXACO

MARLBORO

15



There is nothing flashy about the Pallas brightwork.

Refined GS Pallas

At a time when car sales have fallen catastrophically, only one market is really booming. People who have always driven large cars are finding it prudent to replace them with smaller vehicles. They may be seeking more economical transport for financial reasons, or to avoid the accusation of squandering our precious fuel resources. What they are after is a small car with most of the big car virtues — a sort of Mini Rolls-Daimler, in vulgar parlance.

Frequent attempts have been made to tart up popular cars for the carriage trade. Inevitably, the failure is total, for its no use making a delectable drawing room on wheels if the device betrays its humble original by bruising the passengers and shaking out their teeth. To the big car man, the small car with cart springs or wheels the size of castors is completely unacceptable, however economical it may be.

I have welcome news for the people in this position, for I have discovered their car. The Citroën GS, with its advanced hydropneumatic

self-levelling suspension system, gives riding comfort that few large cars can equal and with which no other small car can compare. Now, Citroën have produced a Pallas version, which gives the external appearance that exclusive cachet and the interior an inviting look of soft luxury.

Usually, one dislikes excessive brightwork, but the window trim, rubbing strips, and wheel discs, combined with the vinyl roof cover, endow the car with a long, low look that is an artistic triumph. People no longer recognise it as a GS, but there is nothing flashy about the transformation. The seats and door panels are upholstered in Jersey Nylon, while the thick carpeting of the floors extends over the parcel shelf. The erstwhile big car family will appreciate the ease of entry through the four doors, and the splendid boot with its low, flat floor and no sill — even the rich load their own luggage nowadays.

The Pallas also has certain extra equipment, but some people may not regard the luxury package

as value for money. For them, the other models of the GS range, offer all that they require, but to sybarites like me, the transformation makes all the difference.

The engine used is the 1220cc version of the air-cooled flat-four, with a belt-driven overhead-camshaft for each cylinder bank. The power unit reposes ahead of the driveshafts to the front hubs but, being short, it does not project too far forwards, while the transmission aggregate, which sits behind the shafts and drives forward to them, is well placed for direct attack by the gearlever. Both the self-levelling suspension and the power-operated brakes are served by a high-pressure system with an engine-driven pump.

One sinks into the seat, from which the head restraints, the cushions of which are adjustable, may be removed if desired. The driving position is excellent except that the accelerator pedal is too high for heel and toe — it could easily be altered. The occupants sit well down in the car, with plenty of head room, and the body is a genuine 5-seater. Everybody has a good, all-round view and the interior feels more spacious than it is. The proper round instrument dials are attractively arranged.

On moving off, it is at once obvious that the engine has more low-speed torque than before, while the transmission no longer emits plaintive little sounds during slow driving. Indeed, the improvement in mechanical refinement is most noticeable to anyone familiar with earlier GS models. The way in which the engine will slog up hills in top gear is an endearing feature.

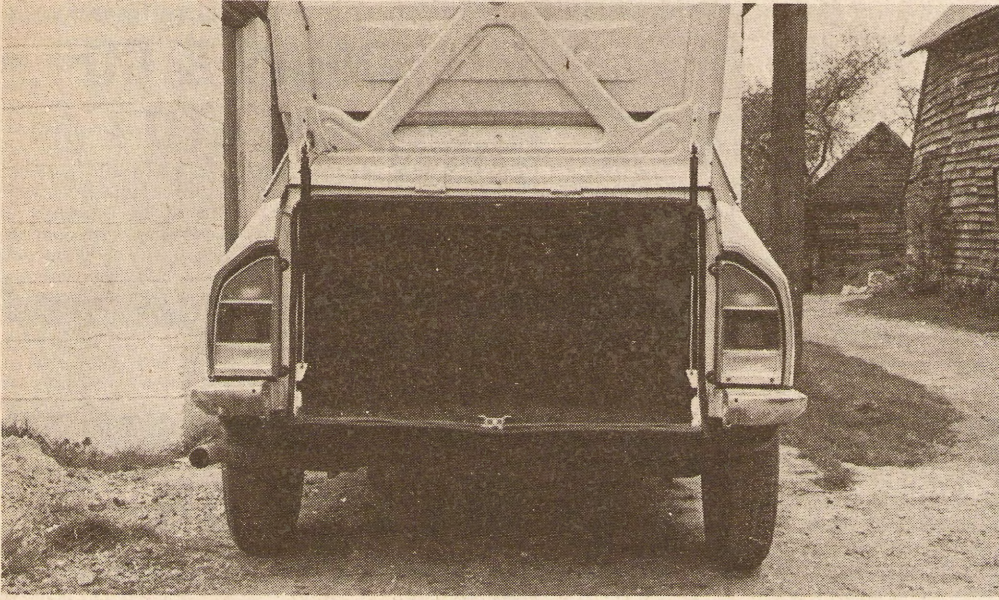
For maximum acceleration, the free-revving character of the boxer engine may be exploited, for it can spin like the flat-twin of the 2CV. This is just as well, for it is quite a small power unit to propel a fairly substantial load. However, the aerodynamic efficiency is so far ahead of all other saloons that it can only be compared with another Citroën. This means that 1220cc is sufficient for 95 mph motoring or, more important, that cruising in the 70 to 80 mph band requires an absurdly small throttle opening; outstanding stability in side winds is another benefit.

The excellence of the suspension is so well known that it requires little emphasis. The very soft ride soaks up all the bumps and the body remains level without any sign of pitching. There is more roll on corners than some hand-sprung cars exhibit, but this is by no means excessive. The

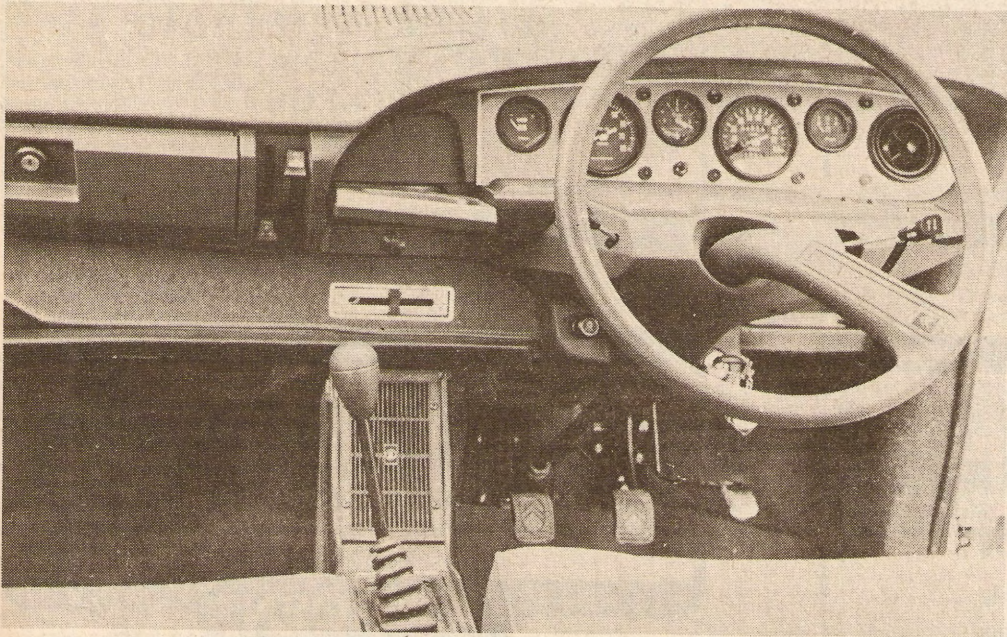
Hydropneumatic self-levelling suspension gives riding comfort that few large cars can equal.



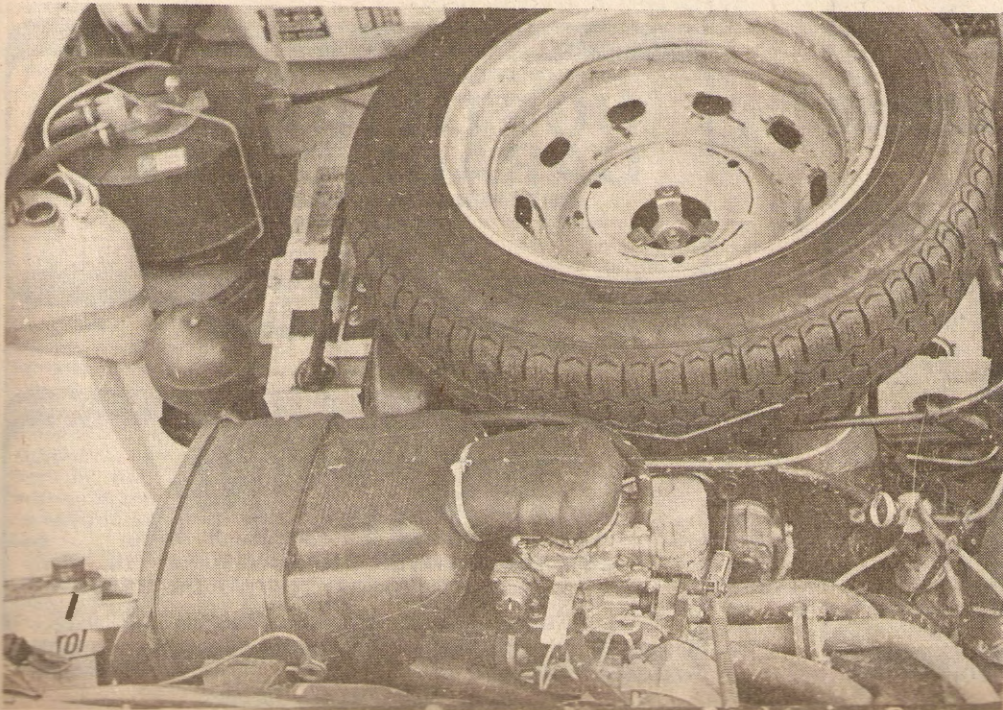
Road test



Low boot floor allows easy loading. Below: Round instruments for the Pallas.



Horizontally opposed air-cooled engine is quiet in operation.



volume of road and wind noise is very low, except under such extreme conditions as when a deeply potholed farm track is taken at speed; there is then more drumming than one gets with the 2CV, perhaps because the latter has a fabric roof. The riding comfort is so outstanding that most other cars seem rough and coarse by comparison.

The steering is lighter than that of the 2-cylinder Citroëns and there is a moderate degree of understeer. The cornering power is remarkably high and the grip on bumpy curves is astonishing, giving the driver the greatest confidence. As is often the case with soft suspension, the adhesion on wet surfaces is excellent, for which the Michelin tyres must be given their share of praise. It is now recognised that soft springing saves petrol, because the shaking that a hard-sprung car receives is subtracted from the power which the engine is producing. The fuel economy of the GS is not exceptional for a 1220cc car, but it is more than praiseworthy for a luxuriously appointed 5-seater saloon.

The brakes are extremely powerful and the suspension ensures that all the tyres stick to the road. Though the brakes are fully power-operated, they are not so sensitive to foot pressure on the pedal as those of the DS. At night, there is a carpet of white light for fast driving. The heating and ventilation work well, the problem of regulating the heat from an air-cooled engine having evidently been overcome. For some peculiar reason, the direction indicators of Citroëns do not self-cancel, which must be remembered.

Though the Citroën GS cannot be cheap, because of its sophisticated design, it has won a well-dressed reputation as the world's most comfortable small car. At first, it perhaps lacked the flexibility and refinement to match its incomparable ride, but after steady development it has been greatly improved in these respects. Now, the Pallas version offers looks and luxury to delight the man with a discerning palate in matters motoring. If only the SA André Citroën would offer us a 1500cc engine, we would need to search no further for the perfect small car.

SPECIFICATION AND PERFORMANCE

Car Tested: Citroën GS Pallas 4-door saloon, price £1,954 including car tax and VAT.

Engine: Four cylinders, horizontally opposed, air cooled, 77 x 65.5mm (1220cc). Compression ratio 8.2 to 1. 60 bhp DIN at 5750 rpm. Single bolt-driven overhead-camshaft per bank. Solex twin-choke downdraught carburettor.

Transmission: Single dry plate clutch. 1/2-speed synchromesh gearbox with central change, ratios, 1.12, 1.52, 2.38, and 3.82 to 1. Spiral bevel final drive, ratio 4.125 to 1. Constant-velocity driveshafts to front hubs.

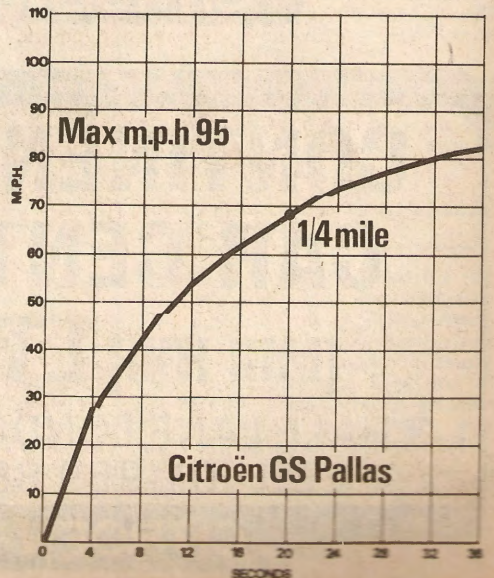
Chassis: Combined steel body and chassis. Independent four-wheel suspension by hydropneumatic struts, engine-driven pump, and accumulator, with front wishbones, rear trailing arms, and self-levelling system. Rack and pinion steering. Disc/drum brakes, power-operated from main engine-driven pump. Bolt-on disc wheels fitted 145-15 Michelin ZX tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Voltmeter. Fuel gauge. Clock heating, demisting and ventilation system with heated rear window. Windscreen wipers and washers. Flashing direction indicators. Reversing light.

Dimensions: Wheelbase 8ft 4.4 ins. Track 4ft 5.25in/4 ft 4.2 ins. Overall length 12ft 6.2 in. Width 5ft 3.3 ins. Weight 17.2 cwt.

Performance: Maximum speed 95 mph. Speeds in gears: Third 73 mph, second 47 mph, first 28 mph. Standing quarter-mile 20s. Acceleration: 0-30 mph, 4.4s, 0-50 mph, 10.4s, 0.60 mph, 14.8s, 0-80 mph 31.5s.

Fuel consumption: 25 to 30 mph



BRANDS HATCH

The BARC Surrey Centre are running a very full meeting this weekend at Brands with really good entries in many races, but one or two low spots. A fine entry has been received for the BP Formula 3 championship round, which returns to England after the rigours of Monaco to do battle over 20 laps. The entry is fully subscribed, with reserves, so that there should be a very full grid. Among those entered are championship leader Patrick Neve in the Safir, the works Marches for Alex Ribeiro and Gunnar Nilsson, the two Bang and Olufsen Marches for Herve Regout and Pierre Dieudonne, Danny Sullivan in a works Modus if his damage from Monaco is repaired in time, Stephen South's Ray and Ian Taylor's GRD.

A rather disappointing entry has been received for the 20 lap Southern Organs Formula Atlantic race, with only 13 cars on the entry list. The entry is of course headed by Tony Brise's works Modus, if the car wasn't too badly damaged in the Monaco F3 shunt. Tom Wheatcroft may debut his new Mike Pilbeam designed car for Richard Morgan, but certainly, there will be a challenge from Ted Wentz' Wella Lola. Among the others who may be in with a chance, are Matt Spitzley (Chevron) and of course, Brett Lunger.

So many cars have been entered for the British Air Ferries Formula Ford round that the non-qualifiers will be split into two consolation races. Among those expected to go well are Geoff Lees, Jim Walsh, Tiff Needell, Peter White, Mike Blanchet and Chris Woodcock. It should be excellent.

The Miller Organs modsports field is divided into two races, and the first heat should be little trouble for Richard Jenvey's Elan, although he will have the Morgan Plus 8 of Robin Gray to cope with. In the second race, the three litre class may have difficulty in holding back such small class entries as Ian Hall's Mini Jem, Barry Wood's Ginetta, and the works Davrians of Pat Longhurst and modsports champion Bob Jarvis.

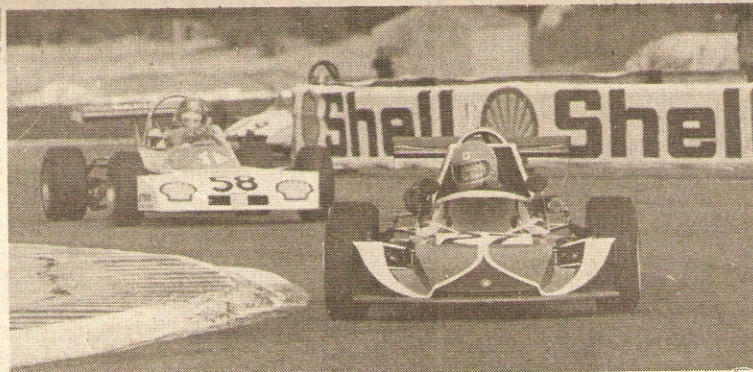
Completing the nine race programme are races for special saloons and Formula 1300. In the former, which is a Kent Messenger up to 1000 cc round, there's a full entry, which should be dominated by John Homewood's Imp, although Ray Calcutt will be there, as will Minis for Terry Attoe, Steve Pattinson, and Robin Brookes.

All the action starts at 2.15 pm.

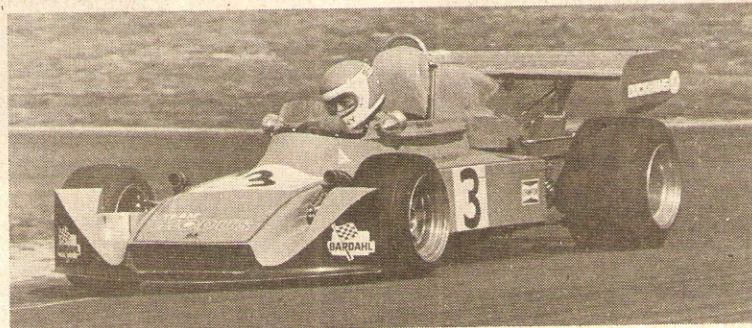
MALLORY PARK

The first of the BBC Radio One days takes place at Mallory Park on Sunday, when all the fun of Radio One and the pop business invades the Leicestershire circuit. There are rounds of the Forward Trust special saloon championship, the Townsend Thoresen Formula Ford championship, the BBC Radio One series, National Organs clubmen's cars and a ShellSport celebrity race for pop stars.

Nearly fifty entries have been received for the Radio One race, with no less than ten Mazdas in the rotary club this week, with Jock Robertson, the championship leader, expected to receive a heavy challenge from Tony Lanfranchi debuting his DJM



BP F3 series leader Patrick Neve will be at Brands this Sunday, seen above following Ian Taylor's GRD. Below, another Brands entry is Tony Brise's Modus.



The Minis at Brands and Snetterton are sure to be three-wheeling as David Edge at Longridge on Sunday.



Records sponsored model. Running with the Mazdas will be the up to £1,300 class, in which there are five Simca Rallyes hoping to vanquish the Imp of Simon Watson and the Mini of Peter Jopp.

In the bigger two classes, the Camaros are expected to dominate the race, but there will no doubt be battle royal waged between the Vauxhall Magnum of Gerry Marshall and the Capris of such drivers as Ivan Dutton, Phil Dowsett and Marc Smith.

The Forward Trust races and the clubmen's races should include all the regular runners of these entertaining Formulae, as should the Townsend Thoresen round, this Formula moving from its home circuit of Brands Hatch for the first time in many years.

But for the BBC, the main events are their own saloon car championship, and some of the many side attractions and the celebrity race. A fair sprinkling of DJs - including Noel Edmonds, Paul Burnett, John Peel and Emperor Rosko - take on members and stars of the pop world. These include Cozy Powell, Malcolm Allured of Showaddywaddy, Mike Batt of Womble fame, Brian Gibson of Geordie, Mac Kissoon of Mac and Katie... Rick Price of Wizard and Garry Shepherd of the Glitter Band. Then there's the three-strong female

entry from Stephanie de Sykes, Anne Simmonds of the Pearls, and DJ Anne Nightingale.

Among the side shows is the broadcasting of Paul Burnett's regular Sunday show from the circuit, followed by a special raceday programme from David Hamilton. Pop stars expected to appear are the Bay City Rollers, Steve Harley of Cockney Rebel, Cozy Powell (who's racing in two of the events of course), and hopefully the Three Degrees, Slade, the Wombles and the Rubettes will also appear.

The actual racing starts at 2pm in this BARC organised meeting, although Paul Burnett's show starts at 10 pm, so get there early.

SNETTERTON

The Romford Enthusiasts Club will be running an eight race meeting of club racing this Sunday in Norfolk, purely designed for the fun of the competitors. There are championship rounds of the Mini 7, F750, Mini Miglia and Monopostos, and non-championship events for Formula Ford, MG T cars, *Formule Libre* and special saloons and historic racing and sports cars.

Of the championship runners, Graham Woskett, Reg Armstrong, Graham Wenham and Chris Tyrrell

are all fancied runners in the Mini 7 race. The 750s are well oversubscribed, but Lyn Evans, Rob Wells, Michael Chittenden and Ian Millar are entries to watch. The Miglia entry includes Alan Curnow, Phil Spurling and Paul Perera, and of the Monopostos, Alain Baillie is expected to be challenged again by such drivers as Trevor Scarratt, Paul Maxwell and Nigel Howard-Jones, although if the Coombs brothers have their latest Manta properly sorted, it could also be in with a chance.

Entries in the non-championship races include Glenn Eagling and John Poxon (Formula Fords), Pete Creswell and Dave Clewley (MGs), Damien Magee and Wil Arif (*Libre*), David Ham, Robert Cooper and Frank Lockhart (historics), and Phil Clark, Tim Stock and Tony Mann (Special saloons).

Racing starts at 2pm.

AINTREE

The ambitious Aintree Circuit Club have another meeting on Saturday at their Liverpool circuit, with a ten race programme. A non-championship Mexico round sees many of the regular entries attending, and three Formula Ford races, two heats and a final. In the latter, Kelvin Hesketh, Stuart Baird, John Murphy and Bernard Devaney should be near the front, and a good Irish entry sees such stars from the Emerald Isle as David Manley and Eddie Regan doing battle with our own Barrie Smith, Malcolm Jackson and Rob Cochran in the Clubmen's round.

Other races cater for Formula Vees, special saloons, *libre* cars, Formula Four and modsports. Racing starts at 2 pm.

SILVERSTONE

The 750 Motor Club are again holding their fascinating and amusing six hour relay race at Silverstone on Saturday, a race which provides variety in pit stops, cars, drivers and racing. This year, there are again 25 teams, with cars racing from GT40s, AC Cobras, Aston Martins, Morgans, Porsches, Frazer Nashes and Alfa Romeos.

Competing against such classic cars are prodsports and modsports teams, and two teams of Clubmen's Supersports driven by Noel Stanbury, Sid Marler and Creighton Brown, while it is rumoured that de General Amin might also sink in in the form of Peter Evans.

Saloons include Renault 5s, Minis and Alfas. Car parking and grand stands seats are inclusive in the 50p admission, and the longest race in Britain starts at 1 pm.

KNOCKHILL

Nearly 80 cars are entered for the first ever meeting at Knockhill this Saturday, run by former Charterhall organisers, Lothian CC. Production saloons, special saloons, Formula Ford, modsports and *libre* are all catered for, and drivers include Doug Niven in the Capri, Iain McLaren (Chevron) and Patsy McGarrity from Belfast, plus a couple of other Irishmen. George Franchitti and Stu Lawson should be FF front runners.

Racing starts at 2 pm.



Resplendent in the signwriting of Cossack hair spray, Roger Clark's RS powered its way to its second consecutive win last weekend on the Welsh.

WELSH RALLY

...and Rockey came second

By PETER NEWTON

Photos by HUGH BISHOP

There were many unusual things about the Welsh Rally this year; not least the weather, which remained largely warm and dry and the stages were in consequence fast and dusty. However there was nothing incongruous about the result, which, even at the Aberystwyth halt, was prompting the cognoscenti to ponder over a question they have often considered in the past, namely, who would be second. To say that the "challengers" only get as close to Mr Clark as he wants them to, may be overstating the case, and indeed as a past master in the "out-psyching" business, it is very easy to get this impression from him; however there was nothing about Roger's driving or demeanour which suggested any real urgency on his way to another coolly judged win.

With only ten stages completed on the run-in to Aberystwyth on the Friday, the battle was obviously going to be won and lost in the tight concentration of night tests which followed before the short morning's respite in Llanrindod Wells. As the cars headed off into the gathering gloom on Friday, Clark held a slender lead from Per Inge Walfridsson in the Chequered Flag Stratos. Ahead lay a night of drama; 18 stages to the north which resounded with familiar names; Dovey, Penmachno, Clocaenog, Radnor... most felt that the issue would be settled before the first tinges of grey hardened the silhouettes of the forest against the valleys. They were not far wrong. Walfridsson retired the Stratos with no oil pressure after a fine run which must have encouraged the hardworking Chequered Flag team, despite the fact that it is the third engine mishap which has befallen them in two events. Thus it was left to the current RAC rally champion, Billy Coleman, with John Davenport providing assistance, to take up the chase. The gap fluctuated during the night as Billy found it difficult to settle into a rhythm, so that at dawn there was over half a minute between the cars, and the chance to achieve what many people, including Clark, have been waiting to see for many moons, had all but evaporated.

As if to underline the impossibility of the task, Hafren forest claimed the second placed car when a universal joint sheared on the column just above the steering rack. Thus it was Nigel Rockey who inherited second place after being unable to make an impression on Coleman's times. He was followed home by a much more cheerful Tony Pond, who with the welcome return to fitness of the DOT Ascona again proved what a fine driver he is, given half a chance.

That the 'new look' Welsh was an improvement almost goes without saying. There was still the Llandow buffoonery at the end of it all of course, a feature which serves primarily to avoid the remote possibility of a financial loss being made on the event by SWAC, but the previously labourious road mileage had been trimmed extensively and there were now a total of 250 stage miles in the 950 mile route. At the last moment the organisers lost some of this when the military decided it was time to re-surface a section of Epynt ranges which had the effect of cutting out the long 14-mile stage and leaving the two shorter ones. There was no Coed-y-Brenin on the agenda either as the Forestry Commission were involved in regrading operations. These factors coupled with the knowledge that the Forest of Dean cannot be used in daylight at this time of year owing to its popularity as a leisure area, meant that the 18-mile allocation granted by the South Wales Conser-

vancy was intelligently stretched through judicious investigation of loops, etc, to produce the necessary compensatory mileage.

The Welsh has always been a predominantly "dark" event, but this year, although arguably the most vital section was run under the cloak of night, and the timing of the event meant that later numbers had the added misfortune of running Epynt in the dark on the return leg; there was a clear bias in favour of daylight, which pleased most of the competitors, and certainly the spectators. Another feature which promised well on paper was the new starting venue, Cardiff; which was confidently expected to bury the horror of "Bindles" for ever; and the major halt of the event, Aberystwyth, which proved an unqualified success. There were many new faces in the organization as well, and this coupled with the enthusiastic and committed support of the *Western Mail*, who threw themselves whole-

heartedly into their newly adopted promotion, boded well for this international's success.

The Welsh is currently co-efficient 2 in the ECR series, so it could scarcely be rated as vital by foreign entrants. Nevertheless the European turn-out was disappointing, and it was made the more so by the toll taken of Wales-bound cars on the Rallye Nordland the previous weekend; so that only a smattering were to be seen in the Sophia Gardens at scrutineering on Thursday. Perhaps the most unfortunate of these was the non-appearance of Jean Carlos Pradera, the Spanish rally champion, who was to start at number six. He wrote to the organisers just before the event to say simply that he would not be arriving; but associated stories suggested that the reason for him staying at home was that his new works Alpine, which was sitting completed in the workshops at Dieppe, had not been registered, and thus could not leave the country. The French authorities were apparently happy to oblige on Monday morning, four days too late.

ENTRY

Nevertheless the entry was an exciting one, even if it was familiar. Roger Clark/Jim Porter were first away, their car now painted an unfamiliar red with white Cossack sign writing following Clark's latest sponsorship deal; and behind them was the black and white Chequered Flag Stratos, driven on this occasion by Swede, Per Inge Walfridsson, who was having his first competitive run in the car. It had just been fitted with a newly built engine which had been assembled by the works after a second malfunction had curtailed testing in Sweden. Wherever it stopped, the car was easy to locate as it was permanently surrounded by a swarming mass of eager drooling onlookers, climbing over themselves in their anxiety to cast their eyes upon it. The sound was marvellous too. Billy Coleman and John Davenport were next in the Thomas Motors Mk 2 RS, and at number four was the first of the DTV entries, a G2 Magnum coupe for Pentti Airikkala/Ron Crellin, the Finn making a welcome re-appearance on the British rally scene after his last victory, on the 'Dean in January.

There was however more than a little drama in the Vauxhall camp, and such was the workload imposed upon both Banbury and Bill Blydenstein by the necessity of getting an extra car to Cardiff, that it did not arrive until the 11th hour on Thursday night and Pentti had not even sat in it. Nigel Rockey was next up in the immaculately repaired Pink Stamps RS; and with Pradera failing to appear, Tony Fowkes followed in the Cables

and Components Escort. Behind him was Tony Pond in the DOT Ascona. The crossflow engine had arrived from Irmscher just in time for the Granite City but DOT have had some problems making it work properly. Now, however, the team were optimistic of a good finish.

After the legendary exploits on last year's RAC, there is nothing odd about seeding a Skoda at number nine when it is being driven by Markku Saaristo. He was to ably justify the seeding committee's faith in his phenomenal abilities, and although he did not finish; there was some consolation to be had in winning the Caprice Award for the rally's best performance besides that of the winner. Malkin's Chrysler Avenger is undergoing further development at the factory so Will Sparrow followed in the second of the two G2 DTV entries. His co-driver was Nigel Raeburn. Completing the top ten was Erik Aaby from Norway in the ex-Pentti Airikkala Clarke and Simpson RAC car. Erik was having his first outing since the Circuit of Ireland in '74 when he was at the wheel of an Opel Ascona, and he was eagerly looking forward to trying out the Ford. Russell Brookes was making his first foray in the long-awaited Mk 2 Escort, which appeared resplendent in the Birmingham Post/Andrews Heat colours. Russell had had last minute dramas getting the car ready as the rear brake components only arrived from the works at the last possible moment and had in consequence to be specially machined. Wiklund's Alpina BMW non-started, so Ari Vatanen's Opel Ascona was next, making up the second car of a three car DOT team. George Hill was allocated the same start number as he received in Ireland, number 16. His new Blydenstein motor had been delayed as a result of the DTV overload, so the engine had been bench tested and installed on the premises before the car was trailled to the start.

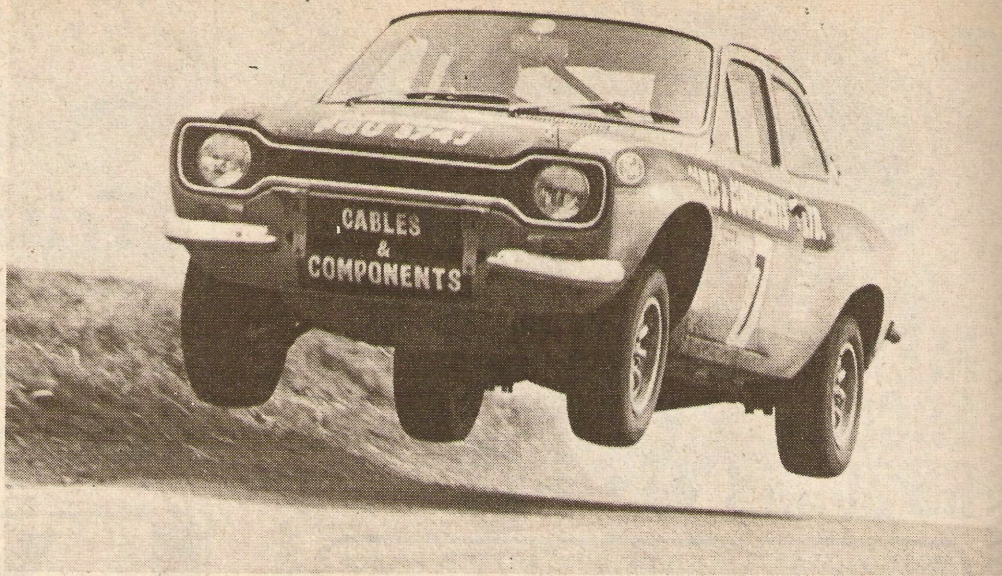
Completing the top twenty were Norwegian John Haugland's Skoda, Brian Culcheth's Unipart Dolomite Sprint, and the two Datsun Violet's of Andrew Dawson/David Richards and Chris Sclater/Martin Holmes at 20 and 21 respectively; both drivers complaining of being unable to get their hands on essential competition parts from Japan. Chris was running on the front struts that had already done the RAC; and Andrew, knowing the Datsun would not handle on racers, had converted the front suspension of his car with standard Violet parts, on the advice of the factory, after the bits which he wanted were clearly not going to make an appearance. Both drivers were well down on power and both the engines have now completed several thousand rally miles without major overhaul.

Other entries of note included the G1 DTV Magnum for Paul Faulkner/Monty Peters. This car was homologated with twin sidedraught Dellorto induction and a five speed ZF gearbox for the first time; two features which cheered the crew considerably. Tony Drummond was at 28 in the Lloyds of Stafford G2 RS2000. Tony was not over-impressed with the car's performance. This was not entirely surprising on inspection in view of the fact that it was virtually a standard RS 2000 with twin sidedraught Webers bolted on; a feature which regrettably ruled it out of the G1 reckoning. The car traversed Eppynt on remoulds which apparently made spectacular viewing from inside the car, but Tony summed it all up laconically as "like goin' on your 'olidays!"

Donald Heggie non-started as the Broadspeed car is still being rebuilt; he did however make it as a spectator on Saturday; and Australian David Lang was hoping to have a lengthier session at the wheel of the Lepley-engined Clarke and Simpson Escort. This time he got twice as far as on the Lincs; the car expired on the second stage with a suspected broken crankshaft.

RALLY

Friday morning dawned warm and misty, a watery sun filtering through the overcast and giving promise of a really hot and pleasant day's rallying. Among the lush greenery of the Sophia Gardens, only the dulcet tones of Roger Willis served to disturb the tranquility as DIY servicing progressed apace in the parc ferme. DTV's dramas continued with renewed fervour as Will Sparrow's new engine refused to fire and wet its plugs. George Hill went over to offer advice before he realized that his engine was doing the same thing. George eventually persuaded the motor to fire on three cylinders, but as the minutes ticked away, Sparrow's situation became desperate and his first service point came earlier than anticipated, just 50 yards from the starting ramp. At 08.00 Roger (Clark — not Willis) led the cars out of the Gardens and away to the northwest and the first



Tony Fowkes and Eppynt — a volatile combination that is always a stirring sight.

stage in Brechfa forest.

Any zoologist happening upon this test may well have seen something in the behaviour of the cars akin to lemmings, so determinedly repetitive were the excursions at one particular bend. Many drivers reported not seeing the arrows to a square right after a straight along which most were pulling 7000+ in fifth. The inviting firebreak that followed played host to a distinguished company which included most of the top twenty. It was soon churned up treacherously by the frenzied efforts of drivers to extricate themselves from it, so that cars were soon floundering around helplessly while spectators bubbled with mirth at their misfortune. George Hill had a rally which he would rather forget, and the fun started here as he lost seven minutes extricating himself, reached

the end of the stage, and was then in collision with a non-competing car on the link section to the main road. This car, driving against the rally traffic, apparently hit the stationary Vauxhall (George had seen him coming and stopped) and the collision pushed the radiator into the fan. Since there was no official servicing between the first and second stages, there was no chance of repairing the damage, and by the time Martins service had retraced their steps from the finish of the second stage, the crew were OTL Ari Vatanen received a sobering start to British rallying with a maximum and he was to spend the remainder of the rally fighting back up the field. Robert James had been worried about the steering of his car at the start, and his suspicions were confirmed when the Carrefour

Tony Pond drove superbly and was well rewarded for his efforts.



Escort assaulted a rock face . . . thus in one stage, both principal Castrol/AUTOSPORT contenders had gone. Robert, undismayed, was nevertheless, last seen plotting the Welsh equivalent of a "Sunday run" at Aberystwyth, smiling benignly under a mushrooming umbrella of cigar smoke.

Just ten stages constituted the first section of the rally and the leaders were due at Aberystwyth soon after 18.30 that evening. It meant a long day for competitors, but for Russell Brookes, it meant the end of any chance of outright victory, for John Brown, suffering under an evil mixture of laryngitis and influenza, there was an error at the first time control, and the crew were allocated four minutes road penalties. Russell is not a man to be demoralized by a trauma of this magnitude however, and set about recouping what losses he could in the style we have now come to expect of him. He set five fastest times over these ten stages, and was lying well up on stage times by supper. All this included being off the track for 90 seconds in Brechfa and a further two offs. However what he was most concerned about was the block of wood positioned under his seat to enable him to see properly over the dashboard . . . it was breaking up.

As the crews made their way into parc fermé at Aberystwyth, so the day's events could be slowly pieced together. Erik Aaby had been getting well into the top five stage times all day and was heard to remark that "I am still learning, perhaps later we will start to drive the rally!" Regrettably he was to roll in Clocaenog during the night, bringing one of the rally's star performances to an end.

Tony Pond was happy at last. He had had the rear anti-roll bar changed for a slimmer one after five stages as the car would not handle, being much too tail-happy and inconsistent. In company with other Goodyear runners he was forced to drive over Eppynt on knobblies after they had obeyed instructions not to service here. Dunlop runners however were much more fortunate and the truck was doing a roaring trade. Once the racing-type roll bar had been changed and more compliance was available, the handling was transformed, and he felt happier with the car than he had done in a long while. Meantime Roger Clark was established in his usual position, with Walfridsson a handful of seconds in arrears. Per had been having a steady run after a spin on Eppynt, and he was really pleased with the Pirelli 5C mud tyres on which the Lancia was running. He was still playing himself in, and beginning to throw the car around a bit when the engine mysteriously began to overheat, oil pressure began to dwindle, and the team decided to call it a day after Pantperthog rather than risk another costly engine job. Nevertheless both car and driver proved a point, and, re-equipped with



Chris Sclater's Datsun on its way to sixth overall. Reliability but lack of power and parts was the order of the day.

Longman power for the Scottish, there is no knowing what the remarkable Per can achieve with this car.

Early retirements were remarkably few in view of the number of excursions into the scenery, but Pentti Airikkala had to give up after pouring one-and-a-half gallons of oil into his ailing engine on Eppynt and the next stage, Halfway. DTV are not yet certain of the cause, but piston rings are suspected as oil was finding its way out of every possible breather. Billy Coleman ran the first three stages with a broken front strut and Andy Dawson quickly discovered that the Kleber Violet, with its new specification front suspension, did not suit his driving at all. He was off twice on Eppynt, and two more times before reaching Aberystwyth. Undismayed, he was planning to revert to his favourite narrow Kleber snow tyres in order to enjoy himself in Hafren.

Jeff Churchill was now going well. His all-alloy 2-litre BDA was finally completed on Wednesday night, and the Welsh was his first outing since The Tour of Eppynt. He was however to bend the axle and as the night progressed so the troubles increased. The LSD burnt out at the start of a stage and finally a halfshaft welded itself into the differential. Jeff had recently bought some gleaming new ones from Boreham, but he had reckoned without a recent Ford modification to the splines, and despite repeated attempts, they would not fit. Another Welsh hero who had been

well into the top ten in the early stages, Dai Roderick, disappeared from the leader board during the night with a blown engine in Clocaenog.

Down the field Jan Churchill executed a slow roll on Rheidol which scarred the ex-Gierowski Porsche, and in G1, Ian Lawless had had to give best to Robin Eyre-Maunsell after leading the class for most of the afternoon. He had burnt out the plugs and flattened the exhaust which dropped him out of contention. Nevertheless he continued the fray until he ended his rally and probably the life of the bodysell, upside down in Dovey. Henry Innurietta was having a rough time as well with a badly bent axle and later, a blown head gasket. The crew continued through the night, finally destroying the gearbox. A replacement unit was fitted with the wrong thrust bearing and after a number of attempts to encourage it to fit, they went OTL. Transmission bothers too were affecting Tony Fowkes, who like Brian Culcheth had just top gear to play with over Eppynt. Tony then broke a gear selector before the night's share of troubles descended upon him. The clutch fluid began to boil and he was continually having to crank up the adjustment on the slave cylinder. The gearbox finally cried enough in Dovey (he did the two Dovey stages without first gear) and right to the finish he was coping with bad handling due to a suspect LSD, all of which made his persistence

Will Sparrow had a frustrating time with the DTV Magnum coupé, coping with a lack of rear brakes and unhappy with the handling of the car.





Pat Ryan/John Gittens on Brechfa 1. They were handed a class with the demise of the Skodas.

As the night crept in, so the crews headed north and the real battle began. On the first stage out however, Tarenig, a certain farmer (who, according to several reports, had been imbibing furiously all day) decided that it would be a good idea to close a gate on the stage; this he duly did, trapping several cars in the forest and giving the organisers no alternative but to cancel it. Several crews had already gone through though and in fact Coleman took 12 seconds off Clark here. The first of the Hafrens followed, and Russell Brookes rolled near the end, coming to rest gently against a tree. Luckily, there was very little damage to the car and he continued on his way. Piggy Thompson, making his first trip to the Welsh was not so lucky, and on the same corner he spun into a tree, the fan savaged the radiator, and they were out of time in an inking as the crew had been eating into their delay allowance having fixed the Halda and throttle cables outside Aberystwyth, so that they arrived at the start of the stage with just one minute to spare.

After the sad demise of Walfridsson, the battle for the lead was a two car affair, and although the leading five cars: Clark, Coleman, Rockey, Fowkes

and Pond were having their own rally within a rally, only Coleman was seriously in a position to challenge the master. This he did on several occasions during the darkness and some of his times prompted a wry smile from Ron Channon at Llandrindod the next morning who could scarcely believe that anyone could have gone faster than his man. But Billy was having an erratic night and he was unable to sustain the pressure consistently, with the result that by morning he was half a minute adrift, and no one picks up 30 seconds on Roger Clark over 11 stages in Wales when the lead is at stake.

It was a hard night, and the leader board reflected its rigours the next morning. As weary crews shambled into the Metropole (where a new style "rally rip-off" food arrangement met with a chorus of protest and empty tables), Clark led on 156.42 from Coleman 157.17; Rockey on 158.55; Fowkes on 160.22 and Pond on 160.58. Chris Sclater's immense experience had shown through during the small hours and he was now in sixth place ahead of a charging Brookes who was now without a rear wheel stud which had sheared due to over-tightening. Russell was very pleased with

Ari Vatanen powers through the forest. His Opel was held together with little more than faith, hope and charity, but he drove with tremendous verve.



the car and all was going well. Tony Pond had changed two steering arms overnight but the Opel was generally behaving itself at last and besides a split oil cooler which was quickly dealt with, was running like a train.

Next up was Bob Bean, who, following a good result on the Dales earlier this year and the Granite City more recently, was making up well for a slow start. His early progress had been hampered by unco-operative spark plugs, but he then had a largely trouble-free run besides a water pump which ruptured just before the finish, necessitating much water pouring and gentle progress to avoid cooking the engine.

If Bean's drive was good, then Chris Wathen's was memorable. He had had his share of anxieties and problems. A clutch pipe split the first time through Sarnau, and in his attempts to change gear without the clutch, Chris broke the gearlever and a "jury rig" welding job was arranged. All this took time however, and some frantic last-ditch efforts got him into Parc fermé at Aberystwyth with just five seconds to spare. Spurred on by this close call Chris kept up the pace all night, despite a puncture on Hafren, and it was only towards the finish that he backed off to make certain of a top ten placing. The Mk 2 Escort has clearly meant a lot of success to the Vospers team, as on its first outing the car finished third on the Tavern. Were it not for the incredible Markku Saaristo he would most probably have won the Caprice Award.

Although the latter was officially placed 13th at Llandrindod, subsequent investigation revealed that he was in the top ten.

What of Roger Clark in all this? And where was Will Sparrow? When the former was interviewed in the small hours of the morning at Dollgellau, he admitted that he was driving perfectly, and there is no real answer to that, except to say that if the truth were known, he was probably driving only as perfectly as the situation demanded, no more, and no less. Between the first and the second of the Penmachno stages, he stopped with a rear brake locked on, and four stages later, the third of the Clocaenog complex, he drove a good way with a puncture; besides these trifles, there was very little to report. For Will, life was not quite so straightforward, and he had been complaining of a problem that has afflicted G2 Vauxhalls in the past, namely a lack of rear brakes. There was never anything seriously wrong with the car, just a series of minor irritations that served to erode his confidence in the car's handling. By the end of the event he had decided that the hydraulic handbrake would probably better be replaced with the cable variety.

The final stages were almost exclusively reserved for hard luck stories. For Billy Coleman/John Davenport it was a relinquishment of second overall. It happened at the end of the first stage of the last leg, Hafren 3.

Sarnau had been cancelled second time around owing to the evil condition of the finish end. The Escort came upon a heavily rutted right hander which flipped the car into the air in such a way that it touched down on the outside front wheel first. The shock of the impact was enough to shear a universal joint on the steering column just above the rack and that was that.

For Skoda it was the loss of both their cars within minutes of each other and the loss of the 1300 class which was comfortably in the hands of Markku Saaristo. At the end of the third Hafren, Markku saw the oil pressure drain away in front of his eyes as the high pressure pump expired. He was lying seventh at the time of his retirement, and figures do little to convey the sensational driving which must be continuously displayed to achieve them. The Skoda has approximately 115 bhp, no LSD, and only a four speed gearbox, and it takes a very special kind of skill to get one of these heavy, dated machines into the top ten on any international, let alone the Welsh. John Haugland retired the sister car moments later, when, having experienced low oil pressure for some time, a connecting rod let go on the same stage. Suddenly the hard-trying Pat Ryan found himself being handed the 1300 G2 class.

For British Leyland it meant primarily the loss of a top ten placing for Brian Culcheth. The stages were in general so fast and dusty that Brian had been unable to get on terms with the Fords, but when a tie bar gave way on Aaron 2 he lost sufficient time finding his service crew and having it repaired to drop him out of the reckoning. A driveshaft also failed on Ryan's Marina, and he inherited a maximum, but with the demise of the Skodas, he could still claim the class victory.

Russell Brookes had an eventful last few hours. He had found the bolts on the U/J of his own steering column loose, but unlike Coleman, had

had some prior warning and managed to have them tightened. Then the first big jump on Eppynt put paid to his ailing front struts; but despite all this he finished fifth overall after a characteristically gritty drive.

Any rally contains its heroes and one of these was Ari Vatanen who soldiered back from nowhere to a good finish in his very standard looking (and sounding) Ascona. Another was a certain Mr Morris in his Piranha supported Escort RS, which finished 16th overall from a start number of 163. It is exactly 12 months to last weekend that Morris took up rallying, and beyond the perennial problems encountered as a late runner, he faced no real trouble besides a broken gear selector on the last two Clocaenog stages.

Everyone agreed that the revised Welsh rally was a great improvement over the marathon of previous years; but it was still badly let down in several crucial aspects. Firstly, the choice of the Centre Hotel proved to be something of a misfortune. In fairness to the management, they probably had little real idea of the kind of organisation required to deal successfully (and profitably) with the sudden influx of vast numbers of tired, hungry and thirsty rallyists at "odd" hours; in addition the Hotel was clearly understaffed; but there was apparently little effort to cater for the event's needs, and little inclination to waive the house rules for Wales' premier sporting event.

Secondly the press facilities, bearing in mind that this event has international status, were totally inadequate. There was not even such a thing as a press room at Rally HQ, something which British journalists learn to live with, but a phenomenon which astounded the foreigners. Over the duration of the event the posting of interim results was erratic and sketchy, and at the last, the final results were not resolved until very late on Sunday afternoon, a full 18 hours after the rally proper had finished. The assembled company were kept waiting in the sweltering, arid confines of the Centre Hotel while the organisers debated whether to cancel SS 15 (Pantperthog) owing to "timing irregularities." In the event they finally did, and the decision juxtaposed Tony Pond and Tony Fowkes. Finally, there was no evidence of effective stage management of the prize giving

ceremony which lacked the suitable finesse expected on such occasions.

That the Western Mail are enthusiastic is of course as happy an occurrence as it is without question; and they put a lot of effort into the event. One imagines that their circulation will benefit greatly as a result. Tony Price, their promotions manager, was even heard to remark while looking wistfully at the sheep grazing peacefully on Eppynt: "If we could teach them to read, think of what it would do to our circulation figures!" However, this is only the beginning for the Mail, and they can get much better value than this once the rough edges have been hewn off what is potentially a superb event, whose stages

are perhaps unrivalled in England. By contrast with the shortcomings encountered in Cardiff, Aberystwyth was a great success and the town, in making the rally most welcome, reflected credit on the two principal architects of rallying's return there, Ianto Roberts, and Mr Alun Evans of the Caprice Restaurant, whose award was so warmly applauded at the finish.

Next year will see more changes. The format is basically right now, it is merely the details which require fine tuning. The Welsh has always had a reputation as a tough event for the competitor; there is no need for it to lose that reputation in order to bring it into line with the standards set by the other home internationals.

Eric Aaby shows how they tackle jumps back home. He was lying fourth overall before his accident.



Western Mail International Welsh Rally 9-11 May, 1975

Overall Results

1. R. Clark/J. Porter (Ford Escort RS) 207m 22s.
2. N. Rockey/R. Channon (Ford Escort RS) 211.51.
3. T. Pond/M. Broad (Opel Ascona) 212.28.
4. T. Fowkes/B. Harris (Ford Escort RS) 212.42.
5. R. Brookes/J. Brown (Ford Escort RS) 215.13.
6. C. Scalter/M. Holmes (Datsun Violet) 215.15; 7. W. Sparrow/N. Raeburn 215.51; 8. B. Bean/A. Greenwood (Ford Escort RS) 217.44; 9. A. Dawson/D. Richards (Datsun Violet) 218.14; 10. C. Wathen/T. Bosence (Ford Escort RS) 218.36.
Group One: 1. R. Eyre-Maunsell/N. Wilson (Chrysler Avenger); 2. P. Faulkner/M. Peters (Vauxhall Magnum); 3. G. Waugh/P. Handy (Chrysler Avenger).

Special Stage Times

SS1. Brechfa 1.

1. Rockey/Channon 6.07; 2. Saaristo/Francis 6.10; 3. Walfridsson/Jensen 6.13; 4. Pond/Broad 6.14; 5. Roderick/Woodward 6.15.

SS2 Brechfa 2

=1. Brookes/Brown, Aaby/Halvorsen 8.26; 3. Walfridsson/Jensen 8.37; 4. Vatanen/Thomas 8.44; 5. Rockey/Channon 8.47.

SS3 Aeron 1

1. Brookes/Brown 3.02; Coleman/Davenport 3.04; =3. Aaby/Halvorsen, Fowkes/Harris 3.05; =5. Clark/Porter, Walfridsson/Jensen, Scalter/Holmes 3.06.

SS4 Eppynt 1

1. Brookes/Brown 8.47; 2. Fowkes/Harris 8.50; 3. Clark/Porter 8.55; =4. Coleman/Davenport, Rockey/Channon 9.14.

SS5 Halfway 1

1. Brookes/Brown 3.05; 2. Clark/Porter 3.06; Aaby/Halvorsen 3.07; 4. Pond/Broad 3.09; =5. Coleman/Davenport, Churchill/Jones 3.10.

SS7 Brecon

1. Clark/Porter 3.31; 2. Brookes/Brown 3.32; 3. Aaby/Halvorsen 3.33; 4. Walfridsson/Jensen 3.34; =5. Fowkes/Harris, Pond/Broad 3.38.

SS8 Sarnau 1

=1. Walfridsson/Jensen; Coleman/Davenport 4.11; 3. Clark/Porter 4.14; 4. Aaby/Halvorsen 4.15; =5. Rockey/Channon, Pond/Broad 4.16.

SS9 Myherin

1. Walfridsson/Jensen 3.62; 2. Coleman/Davenport 2.27; =3. Clark/Porter, Brookes/Brown 3.29; =5. Pond/Broad, Aaby/Halvorsen 3.30.

SS10 Rhaidol

1. Brookes/Brown 2.51; 2. Aaby/Halvorsen 2.52; 3. Sparrow/

Raeburn 2.53; =4. Fowkes/Harris, Vatanen/Thomas 2.55.

SS12 Hafren 1

1. Coleman/Davenport 11.15; 2. Aaby/Halvorsen 11.20; 3. Fowkes/Harris 11.21; 4. Clark/Porter 11.29; 5. Sparrow/Raeburn 11.33.

SS13 Hafren 2

1. Aaby/Halvorsen 6.25; 2. Coleman/Davenport 6.26; 3. Sparrow/Raeburn 6.33; 4. Clark/Porter 6.34; 5. Fowkes/Harris 6.37.

SS14 Pennal

1. Rockey/Channon 4.01; 2. Aaby/Halvorsen 4.05; 3. Fowkes/Harris 4.07; 4. Coleman/Davenport 4.09; 5. Sparrow/Raeburn 4.10.

SS16 Pantperthog

1. Fowkes/Harris 10.00; 2. Coleman/Davenport 10.49; 3. Clark/Porter 10.54; 4. Aaby/Halvorsen 10.55; 5. Sparrow/Raeburn 10.58.
cancelled from result

SS16 Dovey 1

1. Clark/Porter 13.44; 2. Coleman/Davenport 13.52; 3. Rockey/Channon 14.00; =4. Aaby/Halvorsen, Brookes/Brown 14.14.

SS17 Dovey 2

1. Clark/Porter 5.31; 2. Brookes/Brown 5.43; 3. Coleman/Davenport/Aaby/Halvorsen 12.05; 4. Fowkes/Harris 12.09; 5. Rockey/Channon 12.11.

SS18 Pen-y-Bryn

1. Clark/Porter 5.31; 3. Brookes/Brown 5.43; 3. Coleman/Davenport 5.45; 4. Aaby/Halvorsen 5.46; 5. Vatanen/Thomas 5.54.

SS19 Beddgelert

1. Aaby/Halvorsen 6.21; 2. Coleman/Davenport 6.23; 3. Clark/Porter 6.25; 4. Brookes/Brown 6.32; 5. Fowkes/Harris 6.33.

SS21 Penmachno 2

1. Coleman/Davenport 7.01; 2. Clark/Porter 7.05; 3. Fowkes/Harris 7.10; 4. Rockey/Channon 7.14; 5. Sparrow/Raeburn 7.20.

SS22 Clocaenog 1

=1. Clark/Porter, Coleman/Davenport 5.08; 3. Rockey/Channon 5.15; 4. Pond/Broad 5.17; 5. Scalter/Holmes 5.18.

SS23 Clocaenog 2

1. Coleman/Davenport 7.18; =2. Pond/Broad, Brookes/Brown 7.20; 4. Rockey/Channon 7.26; 5. Vatanen/Thomas 7.27.

SS24 Clocaenog 3

1. Coleman/Davenport 4.31; 2. Brookes/Brown 4.38; =3. Rockey/Channon, Bean/Greenwood 4.39; 5. Pond/Broad 4.44.

SS25 Clocaenog 4

1. Coleman/Davenport 4.26; 2. Brookes/Brown 4.32; 3. Rockey/Channon 4.34; 4. Clark/Porter 4.35; =5. Fowkes/Harris, Pond/Broad 4.37.

SS26 Dyffnant

1. Brookes/Brown 7.31; =2. Clark/Porter, Coleman/Davenport 7.32; 4. Sparrow/Raeburn 7.33; 5. Fowkes/Harris 7.37.

SS27 Kerry

1. Clark/Porter 4.01; 2. Coleman/Davenport 4.04; 3. Brookes/Brown 4.08; 4. Rockey/Channon 4.10; 5. Pond/Broad 4.12.

SS28 Radnor

=1. Clark/Porter, Brookes/Brown 6.25; 3. Sparrow/Raeburn 6.27; 4. Pond/Broad 6.31; 5. Fowkes/Harris 6.35.

SS30 Hafren 3

=1. Clark/Porter, Brookes/Brown 6.25; 3. Sparrow/Raeburn 6.27; 4. Pond/Broad 6.31; 5. Fowkes/Harris 6.35.

SS31 Hafren 4

1. Clark/Porter 11.18; =2. Brookes/Brown, Vatanen/Thomas 11.21; =4. Rockey/Channon, Pond/Broad 11.25.

SS32 Tarenig 2

1. Scalter/Holmes 7.01; 2. Brookes/Brown 7.02; 3. Clark/Porter 7.03; 4. Pond/Broad 7.04; 5. Fowkes/Harris 7.05.

SS33 Yatwyth

=1. Clark/Porter, Brookes/Brown 5.43; 3. Fowkes/Harris 5.45; 4. Rockey/Channon 5.46; 5. Pond/Broad 5.56.

SS34 Aeron 2

1. Fowkes/Harris 3.12; 2. Scalter/Holmes 3.14; =3. Brookes/Brown, Vatanen/Thomas 3.15; =5. Pond/Broad, Sparrow/Raeburn 3.16.

SS35 Brechfa 3

1. Vatanen/Thomas 6.22; 2. Pond/Broad 6.23; 3. Sparrow/Raeburn 6.24; =4. Clark/Porter, Rockey/Channon 6.25.

SS36 Brechfa 4

1. Vatanen/Thomas 8.30; 2. Pond/Broad 8.37; 3. Sparrow/Raeburn 8.38; 4. Clark/Porter 8.40; 5. Scalter/Holmes 8.49.

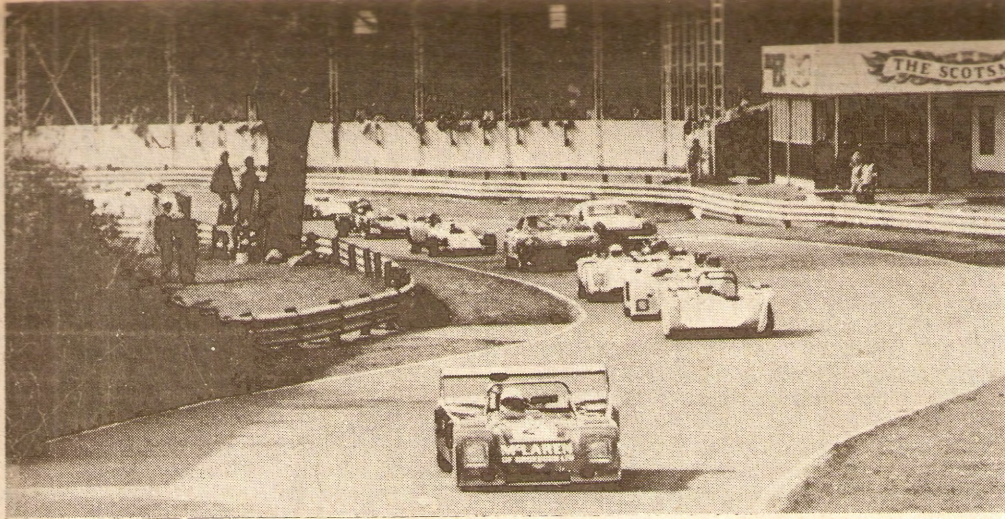
SS37 Eppynt 3

1. Fowkes/Harris 9.19; 2. Clark/Porter 9.20; 3. Brookes/Brown 9.25; 4. Pond/Broad; 5. Scalter/Holmes 9.34.

SS38 Halfway 2

1. Pond/Broad 3.13; 2. Scalter/Holmes 3.15; =3. Clark/Porter, Brookes/Brown, Dawson/Richards 3.16.

■ Llandow — Clark quickest from Brookes.



Iain McLaren's Chevron pulls away from Tony Charnell's Lola T212 in the Sports and Special GT race.

INGLISTON

Several records smashed

Superb weather prevailed throughout the Adam Wylie Memorial Trophy meeting on Sunday last at Ingliston. With the track in fine condition, several new class records were established, including the Modsports class by Ken Allen in the ASM Clan Crusader, while Eddie Labinjoh, in the Fisher Spyder, topped the under 1300cc Special GT and Sports record, Iain McLaren taking the longstanding record of John Miles, while debuting his Chevron B26/31 at Ingliston. Andrew Cowan, driving the SMT Magnum in the Production race, set a new record while Ian Stirling had the Leuchar's Garage/Ziebart Avenger GT take the up to £1,699 record. Eric Smith won both his heat and the final of the name race in his fleet Mini 1275 GT; Andy Barton scorned the challenge of much newer machinery with a runaway in the Libre event, and Stu Lawson further added to his FF championship total in that event, with the Ecurie Ecosse Hawke DL12.

Racing commenced with a 12 lapper for Modsports, the opening laps providing plenty of excitement when Mike Nugent spun his Elan in front of the field. Alex Smith in the ASM Elan never recovering from the ensuing scramble, but his team-mate Ken Allen set off after the Triumph GT6 of Peter Baker, passing before Left Handers when the GT6 let go with a drive shaft, John Kirk in the F&F Metals Davrian decided to set about the Crusader, but being forced to the outside line at Left Handers, he spun and smashed a corner on the Armco, oil from a deranged cooler spraying the road. Eric Liddell in the Jenscot Healey passed Bob Rollo (1293 Midget) and set his sights on second place held down by Alex Souter (1600 Lotus Elan), this taking until midrace before he passed, as Gray (Elan) and Wilson (Midget) swapped places throughout, and Bruce Hall held a

lonely fifth place throughout in his Elan.

A full field of up to 1-litre saloons set off for the first part of the Adam Wylie race, with John Fyda getting a flyer in his Agra Imp from the purposeful looking Forrest Imp of Ian Forrest, the pair outstripping the others led by the Imp of Peter Pitman. This continued until Fyda stopped after five laps, leaving a somewhat quagmire between the Minis of Al Fleming and Ken Millar.

A smaller field contested the second part in which Eric Smith (Mini GT) brooked no interference from the Escort of Frank Gunn who held station ahead of the BLMC Mini of Jim McClements. Jimmy Pinkerton hustled his Cooper S into fourth to head Jim Patrick (Colvend-Mini) and an unhappy Jim Dryden pitted his Longman Mini for seven laps finishing behind Bob Snelson in his very well turned out Fiat 128 and the Fiat Abarth-Lotus of Tony Castle-Miller.

Stu Lawson in the Ecosse Hawke shot into his accustomed lead with John MacGilvray (Crossle 25F), sandwiched between the other MacDonald Shand Car, the Van Diemen driven by Dave Steedman who had George Franchitti in the Mitchell's Soft Drink Hawke DL12 hounding him and getting past around mid race, the Ecosse car next dropping to fifth as Colin Maclean (MRE 73/75F) got past. The midfield runners, Alan Wilson (Van Diemen), Geoff Mundell (Royale), Pete Morrison (Crossle) and Robin Simpson (Crossle) kept hard at it, until the latter pair tangled at the Hairpin.

The 12 lapper for sports and special GT cars gave Iain McLaren a chance to demonstrate his ex-works Chevron B26/31 before the home crowd, as he took command, the Lola T212 of Tony Charnell sounding unhappy, following metering

Production car antics from Chris Jones in the Zippo Mazda RX3 Coupe at Pits.



that troubles in practice but keeping second place ahead of Doug Baillie (Chevron B21) and Eddie Labinjoh (Fisher Spyder). Sandy Watson spun his Gryphon C73/74 out of fifth place which fell to Eric Liddell's Jensen Healey, as Peter MacNaughtan hauled his Chevron B23 FVC up the field to head the Mallock of Alistair Macintosh.

The Radio Forth race for Production Saloons had the crowd agog with excitement, when first, rallyman Andrew Cowan stroked the hardworking SMT Magnum away ahead of the Alfa Romeo 2000 GTV of Eddie Labinjoh, with the Mazda RX3 ably driven by Ian Smith endeavouring to elbow past at the start. The leaders edged ahead but Cowan lost it at the pits and Labinjoh dropped to fifth place in sympathy, handing the lead to the Zippo Mazda who held off the Leuchars Garage/Ziebart Avenger GT of Ian Stirling, followed by Roy Knowles (Escort Mexico) and Tom Meldrum in the Zippo Team Mexico. Meanwhile as Cowan was hurtling the Magnum through the field, Labinjoh, from a more advantageous position, was picking off the leaders eventually to take the lead to the cheers of the Grandstand. Up behind, however, Tony Stubbs held the SATRA Motors Lada 1200 ahead of Montgomery (Firenza), with Tom Irvine in the Chatham Honda Civic trying various lines to no avail, but holding off Hugh Veitch's Firenza.

The 15 lap Libre event was somewhat processional, with Andy Barton seizing the advantage from the spotless Chevron B25 Swindon of Doug Thomson, followed for half a dozen laps by the Chevron of Iain McLaren until the clutch failed while Norman Dickson exited earlier, with a broken throttle cable, leaving Andrew Jeffrey in third spot and reeling in Thomson whose car was shod with an odd mixture of tyres which manifested itself when he spun out at Caravan on the penultimate lap trying to hold off Jeffrey.

The final of the Adam Wylie race, held over 15 laps was almost a carbon copy of the individual parts, with Eric Smith taking command and holding off Gunn until the Escort wiped off a front cover on the Armco when the throttle stuck, letting the shadowing Jim McClements bring the McMaster of Ballymoney BLMC Mini into second place well ahead of Ian Forrest (Forrest Imp) who waited his time to retake third place from Pinkerton's slowing Cooper "S" who also had to suffer being passed by the Imp of Peter Pitman.

The meeting ended with an unscheduled 10-lap knockout race which featured a battle for the £50 prize involving Geoff Mundell (Royale), Alistair Macintosh (Mallock U2), David Kerr (Elden Mk 10A) and Stu Lawson (Hawke DL 12), the latter annexing the lolly.

BILL HENDERSON

Modsports (12 laps): 1, Ken Allen (Clan Crusader), 11m 12.2s, 66.19 mph; 2, Eric Liddell (Jensen Healey), 11m 15.8s; 3, Alex Souter (Lotus Elan) 11m 17.4s; 4, Bob Rollo (1293 MG Midget), 11m 34.4s. **Up to 1300cc:** 1, Allen; 2, Rollo; 3, G. R. Wilson (1150 MG Midget). **Fastest lap:** Allen 54.2s, 68.41 mph (**new class lap record**). **Over 1300cc:** 1, Liddell; 2, Souter; 3, D. B. Hall (Lotus Elan). **Fastest lap:** Mike Nugent (Lotus Elan), 54.0s, 68.67 mph.

Adam Wylie Memorial Trophy, for Special Saloons, Part 1 (12 laps): 1, Ian Forrest (998 Forrest Imp), 11m 32.2s, 64.26 mph; 2, Peter Pitman (998 Chrysler Imp), 11m 42.2s; 3, Bill Donald (998 Hillman Imp), 11m 54.6s; 4, Bruce McLeod (Alval Mini), 12m 03.8s. **Fastest lap:** John Fyda (997 Agra Imp), 56.0s, 66.21 mph. **Over 1000cc (Part 2) (12 laps):** 1, Eric Smith (1275 Mini GT), 11m 26.4s, 64.83 mph; 2, Frank Gunn (1970 Ford Escort), 11m 27.6s; 3, Jim McClements (1299 BLMC Mini); 4, Jim Pinkerton (Mini), 11m 35.2s. **Fastest lap:** Gunn, 55.4s, 66.93 mph.

Royal Highland & Agricultural Society Trophy for Formula Ford (12 laps): 1, Stuart Lawson (Hawke DL12), 11m 00.2s, 67.40 mph; 2, George Franchitti (Hawke DL12), 11m 03.1s; 3, Colin Maclean (MRE 73/75) 11m 05.8s; 4, John MacGilvray (Crossle 25F), 11m 07.7s. **Fastest Lap:** MacGilvray, 53.4s, 69.44 mph.

Sports & Special GT (12 laps): 1, Iain McLaren (Chevron B26/31), 10m 00s, 74.16 mph; 2, Tony Charnell (Lola T212), 10m 29.2s; 3, Doug Baillie (Chevron B21), 10m 40.2s; 4, Eddie Labinjoh (Fisher Spyder), 10m 41.4s. **Over 1300cc:** 1, McLaren; 2, Charnell; 3, Baillie. **Fastest lap:** McLaren, 48.6s, 76.30 mph (**new class lap record**). **Up to 1300cc:** 1, Labinjoh; 2, Alistair Macintosh (Mallock U2); 3, Reg Forrester-Smith (Ginetta G4). **Fastest lap:** Labinjoh 52.2, 71.03 mph (**new class lap record**).

Radio Forth Race for Production Saloons (12 laps): 1, Eddie Labinjoh (Alfa Romeo 2000 GTV), 13m 20s; 55.62 mph; 2, Ian Smith (Mazda RX3 Coupe), 13m 22.8s; 3, Ian Stirling (Avenger GT), 13m 25.8s; 4, Roy Knowles (Escort Mexico) 13m 13.4s. **Over £1,699:** 1, Labinjoh; 2, Knowles; 3, Tom Meldrum (Escort Mexico). **Fastest lap:** Andrew Cowan (Vauxhall Magnum) 63.6s, 58.30 mph (**new class lap record**). **Up to £1,699:** 1, Smith; 2, Stirling; 3, Tony Stubbs (Lada 1200). **Fastest lap:** Stirling, 64.4s, 57.58 mph (**new class lap record**).

BP Super Visco Race for Libre Cars (15 laps): 1, Andy Barton (March 73/74B), 12m 10.1s, 76.18 mph; 2, Andrew Jeffrey (Chevron B25), 12m 18.6s; 3, Doug Thomson (Chevron B27), (12m 43.8s); 4, Doug Baillie (Chevron B21), 12m 26.6s (14 laps). **Fastest lap:** Jeffrey, 47.0s 78.89 mph.

Adam Wylie Memorial Trophy Race, Final (15 laps): 1, Eric Smith (1275 Mini GT), 13m 58.6s, 66.32 mph; 2, Jim McClements (BLMC Mini), 14m 08.2s; 3, Ian Forrest (Forrest Imp), 14m 19.0s; 4, Peter Pitman (Chrysler Imp), 14m 31.0s; 5, Jim Pinkerton (Cooper S), 14m 31.2s; 6, Jim Patrick (Colvend Mini), 14m 35.4s. **Over 1300cc:** 1, Frank Gunn (Escort), non finisher and fastest lap 55.0s, 67.42mph, no other entries. **1001-1300cc:** 1, Smith; 2, McClements; 3, Pinkerton. **Fastest lap:** Smith, 54.8s, 67.66 mph. **Up to 1000cc:** 1, Forrest; 2, Pitman; 3, Bill Donald (Hillman Imp). **fastest lap:** Forrest, 55.6s, 66.69 mph.

Knockout Race: 1, Stu Lawson (Hawke DL12); 2, Alistair Macintosh (Mallock); 3, Geoff Mundell (Royale RP16A); 4, David Kerr (Elden Mk 10A).

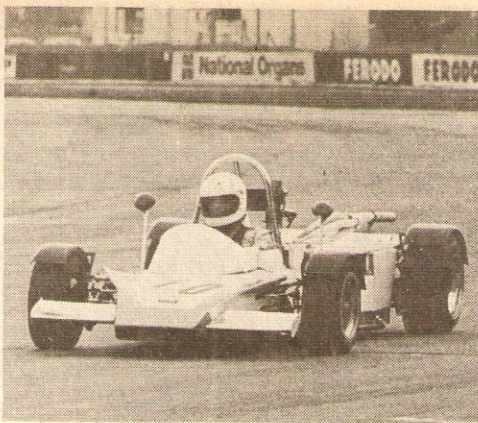
Twenty-five happy years

It is 25 years since the Eight Clubs first ran their annual Silverstone race meeting and the flavour remains very much as it did then. It still provides an opportunity for the would-be racer to indulge in racing road cars without the frenzied competition of Prodsports and Group 1. Mainly the events concentrate on High Speed Trials, scratch and handicap races for all-comers although there were rounds of both the 750 Reliant Formula Championship and the 1300 Formula Championship.

There were three 20 minute High Speed Trials to start-off the proceedings and the targets were such that by far the greatest number who entered qualified for either a first or second class award. First of the scratch races was a comparative walkover for Nick Green who at last turned out in the immaculately prepared ex-Ian Richardson McLaren Elva Mk 1C which looks and sounds just as well as when Ian was wheeling it round in *Libre* races.

The 1300 Formula race was the next scratch race and John Allan started from the middle of the front row in his red and white rear-engined Allan and straight away was joined in battle by pole position man Bob Davis until the latter retired after a few laps to leave John a clear and easy win. Vic Waterhouse's blue and white U2 amalgam struggled mightily with Brian Cocks' cobby Briokay Elva and Phil Lloyd's Nomad Mk 1 in some very close and tense racing for much of the race although they finished in this position followed at length by Mike Roberts' Navoya and Barry Webb's immaculate Delapena.

After the pole position man Graeme Dodd retired on lap 2 when leading, in his Modsports Midget, Sylvia Rouse looked as though she was going to win the next scratch race in her Speckley XK150 but John May pressed her very



John Allen's F1200 ran away with the F1200 race.

hard in his 120 roadster until she was eventually flustered into a brief but sufficient excursion at Becketts. John Coaker had been climbing up the field in his hastily rebuilt Elan but his challenge faded slightly when his bonnet popped up half-way through the race and presumably he could only see where he was going as he came out of corners. Ian Giles' well-driven Plus 8 was third ahead of a quickly-recovered Mrs Rouse and Rod Bolwell's XK140 Coupe got the better of Peter Cabrol's rare and fast Alfa Romeo TZ.

Wily John Giles from Davenport has built the JGS Mk 5 on the same lines as the other four from his garage, utter compactness and lightness with scant use of aerodynamic excrescences. That his theorem works was beyond doubt as he scorched away to an unchallenged win, the diminutive car noticeably faster out of the corners than its rivals. Two following groups quickly emerged, all intent on occupying the same bit of road; and you can get more 750s on a square yard than Formula Fords! When the cement dust blew away so that we could pick them out properly several had already departed from the scraps for one reason or another and Richard Owen was gaining after bettering Rob Wells' dainty Trick Fore, Owen's car having its engine exactly alongside the driver's

rump... I hope it doesn't throw a rod or he'll know about it! Kim Perry scrambled past Wells on the last corner in his DNC after a race-long battle with the tangerine car and took away third place.

The second group battle had dispersed after many thrills, spills and retirements, the first survivor being Rodney Hill's Mystic followed at length by Bob Simpson's Reliant Special, Keith Cooper's Condor and Ian Bates' Reliant Special.

The last scratch race was won at a canter by Ken Coad's 850 Mini with John Lucas' Historic Porsche 356 going extremely well in second place. Barry Thorne's Daimler SP250, solo entry from this marque, worked steadily up the field and got stuck into Mel Clarke's 356C trying to wrest third spot away. He did get past but was retaken on the last corner by the Porsche. Michael Rouse's enormous Mk 7 Jaguar was fifth just ahead of Chris Thorne's Morgan 4/4 with a tremendously varied assortment of Jowett Jupiters, Triumph Spitfires, Porsches and what-have-you completing the field.

ROBIN REW

Scratch Race (7 laps): 1, Nick Green (6.0 McLaren Elva), 7m 0.6s, 94.99 mph; 2, Dave Bettinson (1.6 Lotus 7), 7m 28.4s; 3, Maurice Gates (5.0 TVR Tuscan), 7m 42.0s; 4, Terry Van Der Zee (3.5 Escort V8 S), 7m 43s.

Handicap Race (5 laps): 1, Adrian Bertorelli (1.8 Alfa Romeo Alfetta), 7m 05.4s, 73.39 mph; 2, Ian Giles (3.5 Morgan Plus 8), 7m 08.2s; 3, Paul Barnes (818 cc Honda S800), 7m 08.6s; 4, Peter Cabrol (1.6 Alfa Romeo TZ), 7m 08.8s.

F 1300 Formula (10 laps): 1, John Allen (1.2 Allen Mk 4), 11m 02s, 87.44 mph; 2, Vic Waterhouse (1.2 U2 Mk 8/14), 11m 19.2s; 3, Brian Cocks (1.3 Briokay Elva), 11m 21.6s; 4, Philip Lloyd (1.2 Nomad Mk 1), 11m 26.6s; 5, Mike Roberts (1.3 Navoya Mk 3), 11m 42.4s.

Scratch Race (7 laps): 1, John May (3.8 XK120), 8m 35.6s, 78.59 mph; 2, John Coaker (1.6 Lotus Elan), 8m 39.0s; 3, Ian Giles (3.5 Morgan Plus 8), 8m 45.2s; 4, Sylvia Rouse (3.8 Jaguar XK150), 8m 49.4s.

Handicap Race (5 laps): 1, Frank Eaton (3.4 Jaguar XK150), 7m 59.4s, 65.87 mph; 2, Peter Jackson (2.5 Lancia Aurelia), 8m 00.4s; 3, Frank Woolley (1.5 Jowett Jupiter), 8m 03.0s; 4, Ken Bond (800 cc Honda S800), 8m 03.0s.

Reliant Formula 750 (10 laps): 1, John Giles (750 cc JGS Mk 5), 12m 22.6s, 77.95 mph; 2, Richard Owen (750 cc Arcos 6B), 12m 24.0s; 3, Kim Perry (750 cc DNC Mk III), 12m 33.0s; 4, Rob Wells (750 cc Trick Fore), 12m 33.2s.

Handicap Race (5 laps): 1, Dave Bettinson (1.6 Lotus 7), 6m 17.8s, 86.97 mph; 2, Ian Mason (3.7 Aston Martin DB4), 6m 19s; 3, Simon Watney (3.8 Jaguar E), 6m 19.2s; 4, Rod Bolwell (3.8 Jaguar XK140), 6m 20.0s.

Scratch Race (7 laps): 1, Ken Coad (850 cc Mini), 9m 22.6s, 72.03 mph; 2, John Lucas (1.6 Porsche 356), 9m 32.6s; 3, Mel Clarke (1.6 Porsche 356 cc), 9m 34.4s; 4, Barry Thorne (2.5 Daimler SP250), 9m 35.2s.

No Fastest Laps given.

LONGRIDGE

Orbell equals the record

David Orbell was the undoubted star of Sunday's LAC organized meeting at Longridge, the Stallwood U2 driver not only winning his heat and final in the *Libre* together with the Clubman's race, but also equalling the outright lap record twice. Eike Wellhausen's new E-type led something of a Modsports revival at this circuit, equalling the lap record twice, and David Edge took his Mini to one win and a second place behind Derek Walker's Fiat 850 Coupe.

The *Libre* heats opened the proceedings and David Orbell left no doubt as to his intentions in the first one; once he was past early leader David Aukland (Chevron B18) there was no catching him. Aukland was passed by Chris Hart (Hustler/MTA) before he fell victim to a lost fuel metering pump drive belt.

The second heat was fought out between Joe Applegarth and Warren Booth in Brabham BT23C and Lotus 69 respectively. Both drivers put on a tremendous display finishing in the above order ahead of Alan Stringer's Crossle 16F.

Orbell completely dominated the final equalling the outright circuit record for the second time in the afternoon on the way. Applegarth and Booth continued their earlier tussle with redoubled effort until the Brabham spun at Weighbridge on lap 20 leaving Booth in a secure second place, the only one on the same lap as Orbell at the finish. Chris Hart took fourth place ahead of Stringer who had fought off John Singleton (Piper F3) and David Morgan (Merlyn 20A) along the way.

Mini 7s seem well suited to Longridge but so few turned up that the up to 1000 cc Special saloons were invited to join in their race for a separate prize. This gave David Edge an opportunity to score a convincing win over Bob Trotter who had led for the first two laps. Among the Mini 7s, Paul Ratcliffe's Rallye Equipe car got past Chris Hill and Colin Hesford for a good win, the latter two colliding with a considerable loss of time resulting for Hill. Hesford was passed by Ian

Mittel before the finish and Mittel was credited with fastest lap a full 2.2s below the time originally given to Ratcliffe, a rather large margin.

Eike Wellhausen brought his "new" E-type to Longridge and pitted it against the similar mount of Brian Murphy in the 25-lap Modsports event. These two had a tremendous scrap which eventually went in Wellhausen's favour as Murphy dropped back with a variety of troubles, mostly in the handling department. John Bury easily led the Spridgets' class ahead of the battling trio of Mike Taylor, Iain Wilkinson and Pete Green.

John Kent's Royale RP16 led the Formula Ford race throughout chased at first by Nigel Haywood in his Merlyn 20/24. Alan Stringer (Crossle 16F) and Bill Reece (Alexis 23C) occupied third and fourth with little or no separation between them and moved up a place when Haywood dropped out after spinning away his position at Quarry. David Morgan (Merlyn 20A) kept the door firmly shut on Tony Barley's similar car until lap 23 when Barley squeezed by into fourth place and immediately pulled out a comfortable gap.

Despite a lack of brakes and a spin or two on the way, Derek Walker's Flowflex Components' Fiat 850 Coupe seemed to have no trouble in winning the 1000 cc Special Saloon race from David Edge's Mini although the latter sounded far from healthy towards the end. Gerry Taylor worked his way up to fourth place behind Peter Keating's Imp after his Anglia had had to be push started from the grid.

The Clubmans event counted towards the Northern Clubmans Champagne Championship and the current leader, Tim Wood (Magnum C75A — appropriately named for the series) started his first Longridge race from the third row but got by Mal Youde's Hustler/MTA to take third place by the end. Ahead of him however was the small matter of David Orbell whose

Stallwood U2 rocketed off the line and was never headed although Ray Edge (U2 Mk 17) made great efforts and stayed within six seconds of the leader.

John Myerscough (Escort) profited from Brian Whiting's misfortunes in the over 1000 cc Special Saloon race as the latter's Escort refused to budge out of fifth gear. However, Myerscough's lead came under attack from Brian Walker's Escort, and Ken Tomlinson (Mini, 1300) was always in attendance waiting for these two to fall by the wayside. Myerscough's Escort cried enough at 14 laps with the engine tightening up alarmingly but Walker held on for a well-deserved win ahead of the Rallye Equipe Mini. Whiting, still in fifth gear and with failing brakes, managed to work his way up to third at the finish and also set fastest lap.

PETER McFADYEN

Formula Libre, Heat 1, (15 laps): 1, David Orbell (Stallwood U2), 6m 15.2s, 62.15 mph; 2, Chris Hart (Hustler/MTA), 14 laps; 3, David Morgan (Merlyn-20A), 14 laps. **Fastest lap:** Orbell, 24.2s, 64.25 mph.

Heat 2, (15 laps): 1, Joe Applegarth (Brabham BT23C), 6m 19.6s, 61.43 mph; 2, Warren Booth (Lotus 69), 6m 19.8s; 3, Alan Stringer (Crossle 16F), 14 laps. **Fastest lap:** Booth, 24.2s, 64.25 mph.

Final (25 laps): 1, Orbell, 10m 11.4s, 63.56 mph; 2, Booth, 10m 27.6s; 3, Applegarth, 24 laps. **Fastest lap:** Orbell, 23.6s, 65.87 mph (equals outright record).

Mini 7/Special Saloons up to 1,000cc (25 laps): 1, David Edge (Mini 1000), 12m 20.0s, 52.52 mph; 2, Bob Trotter (Mini 998), 24 laps; 3, Paul Ratcliffe (Mini 850), 23 laps. **Fastest lap:** Edge, 28.8s, 53.98 mph.

Mini 7: 1, Ratcliffe; 2, Ian Mittel; 3, Colin Hesford. **Fastest lap:** Mittel, 29.4s, 52.87 mph.

Modsports (25 laps): 1, Eike Wellhausen (Jaguar E-type), 11m 5.8s, 58.44 mph; 2, Brian Murphy (Jaguar E-type), 11m 31.4s; 3, John Bury (Midget), 24 laps. **Fastest lap:** Over 3,000cc: Wellhausen, 25.8s, 60.25 mph; 1,51-1,300cc: Bury, 27.0, 57.57 mph.

Formula Ford (25 laps): 1, John Kent (Royale RP16), 11m 14.4s, 57.63 mph; 2, Alan Stringer (Crossle 16F), 11m 24.6s; 3, Bill Reece (Alexis 23C), 11m 24.6s. **Fastest lap:** Nigel Haywood (Merlyn 20/24) and Kent, 26.4s, 58.88 mph.

Special Saloons up to 1,000 cc (25 laps): 1, Derek Walker (Fiat 850 coupe), 11m 42.2s, 55.34 mph; 2, David Edge (Mini 1000), 24 laps; 3, Peter Keating (Hillman Imp), 23 laps. **Fastest lap:** Walker, 26.2s, 59.33 mph (Record).

Clubmans (25 laps): 1, David Orbell (Stallwood U2), 10m 14.6s, 63.23 mph; 2, Ray Edge (U2 Mk 17), 10m 20.2s; 3, Tim Wood (Magnum C75A), 24 laps. **Fastest lap:** Orbell, 23.6s, 65.87 mph (equal outright record).

1,600 cc FF-engined cars: 1, Ken Shipley (U2 Mk 11B), 23 laps; 2, Geoff Lambert (U2 Mk 14B), 23 laps; no other starters. **Fastest lap:** Shipley, 26.4s, 58.88 mph.

Special Saloons over 1,000 cc (25 laps): 1, Brian Walker (Escort), 11m 58.0s, 54.13 mph; 2, Ken Tomlinson (Mini), 12m 3.2s; 3, Brian Whiting (Escort), 24 laps. **Fastest lap:** Whiting, 27.2s, 71.15 mph.

Sunday's Lakeland Stages boasts interesting entry

The next round of the BTRDA Gold Star series gets under way this Sunday (May 18th) from Whitehaven Town Hall, where the first car is scheduled to leave at 08.30 (82/971180½). The lunch halt is at the White Heather Hotel, Kirkbride

Gorman (Escort RS); 9, Terry Ka-by/Brian Rainbow (Mini); 10, George Beever/M. Stuart France (Escort RS).

Spectator information is as follows: **SS 1 Rylan Engineering** 82/045115 first car: 08.46. **SS 2**



David Stokes - No. 3 seed.

(75/228½553), where the first car is expected at 10.55, and the finish is at the Westland Hotel, Workington (82/017261½) where the first car should be arriving at 17.06. The top ten entries are as follows: running at '0' because of a late entry are Gordon Batchelor/Ian Carter (Escort RS); 1, Graham Lepley/David Hatt (Escort RS); 2, Alisdair Findlay/David McHarg (Escort RS); 3, David Stokes/Bill Andrews (Escort TC); 4, Alan Arneill/Paul Gilligan (Escort RS); 5, Mike Smith/— (Mexico); 6, Jim MacRae/David Brown (Escort TC); 7, Tony Baines/A. Walker (Escort RS); 8, Chris Wathen/C.



Chris Wathen - great form.

Omega 82/182½258 first car: 09.28. **SS 4 Todds Mills** 82/161314 first car: 10.01. **SS 5 Jeff Graham** 75/228½553 first car: 10.46. **SS 6 Hadrian Insurance** 76/424½813 first car: 13.01. **SS 7 Instyle** 76/504831½ first car: 13.17. Stages 11 and 12 are Omega 2 and Rylan Engineering 2, and the first car is due at the appropriate above references at 15.44 and 16.35 respectively.

Although the organisers have recently lost a stage, there are still about 47 competitive miles in the 200 mile route; all of which are over forestry land except for one airfield which is scheduled as SS 5.

Scottish International The Scotsman aids festivities

The 30th International Scottish Rally has attracted an entry of 165 cars. This was the impressive figure reached when the list closed last week. Major Bob Reid, Director and Secretary of the RSAC, and the rally's Clerk of the Course, said: "This response, from both works teams and private owners; confirms our assessment that shortening the event by one day would be a popular move."

Sponsored by Lombard North Central and Esso Uniflo, and with additional support from White Horse Scotch Whisky, the "Scottish" takes place from Sunday June 1st to Tuesday June 3rd. 44 Forestry Commission special stages are included within the reduced 1,000 mile route.

Heading the entry will be Roger Clark, winner of the rally when it was last held in 1973, and following will be Timo Makinen (Ford); Per Inge-Walfridsson (Lancia Stratos); Billy Coleman (Ford); Andrew Cowan (Vauxhall); Chris Sclater (Datsun); Brian Culcheth (Dolomite Sprint); Will Sparrow (Vauxhall); Adrian Boyd (Colt Lancer); Bill Taylor (Ford); Nigel Rockey and Colin Malkin, John Taylor will also be there of course in 000 96M.

Other exciting entries include Tony Pond in the DOT Opel Ascona at 14, Haugland and Saaristo in Skodas at 18 and 23 respectively, George Hill in the Martins Magnum at 20; Tony Drummond at 17 and Andy Dawson's Datsun at 19. Russell Brookes starts at 16, and Tony Fowkes is just in front of him. Other men to watch include Donald Heggie at 21, Pentti Airikkala in the G2 DTV Magnum at 13, Norwegian, Eric Aaby, at 25; Mike Hibbert, making a return to rallying at 29; and Willie Crawford, venturing out for the second time in his recently rebuilt car at 39. Group 1 should be a fascinating struggle as all the fastest exponents are there including Ian Gemmell, Robin Eyre-Maunsell and Paul Faulkner.

The Scotsman newspaper are naturally enough planning a big splash for the forthcoming bonanza, and on Saturday afternoon, May 24, Radio Clyde will be broadcasting a taped chat show featuring Andrew Cowan and Hugh McNeill. In addition the Scotsman will be publishing a special supplement to the rally on Friday, May 30. Further the paper is sponsoring the first stage of the rally



Walfridsson and Lancia Stratos... a winning combination?

on Sunday, June 1 at Glentress. Radio links courtesy of the Navy will provide one Roger Willis with both the stage times of this and the next stage, Cardrona, with which to fascinate his audience; and provided no one cleans the stage, there will be an undisclosed amount of whisky donated by the Scotsman, for the fastest crew through Glentress. The regularly updated "dial-a-rally" service will operate from Sunday morning to mid-day Wednesday and the telephone number is 031-246 8061. Finally the Scotsman will be entering into the spirit of things at the finish in Aviemore as it is sponsoring the Great International Tea Tray Race with bottles of suitable beverage awaiting the winners. Don't miss it.

Latest points... Donegal entry.. Armstrong out..

Latest Castrol/AUTOSPORT points (after the Welsh and before Donegal) are as follows: Overall, drivers: 1, George Hill 53 points; 2, Tony Fowkes 34; 3, Richard Iliffe 33; 4, Robert James 32; 5, Bob Bean 31; 6, Russell Brookes 29. Co-drivers: 1, Phil Short 53; 2, Bryan Harris 34; 3, Tony McMahon 33; 4, Allan Greenwood 31; 5, John Brown 29. There are no changes in the top Group One positions for both drivers and co-drivers. Ladies points are: Jean Denton 19; Jill Robinson 9. Co-drivers - Dyls Rogers 18; Rosanne Clinton 15.

The next round of the Castrol/AUTOSPORT championship is the Circuit of Donegal in June, and Current leaders of the championship, George Hill/Phil Short in the Martins Magnum coupé, are among the first entries to be received. Also entered so far are Brian Evans/Roger Roderick-Jones in their Express TV Porsche Carrera, and David Palmby will also be across.

Castrol
SPECIAL STAGE CHAMPIONSHIP 1975 WITH AUTOSPORT

York MC, organisers of last year's popular Armstrong Forest Rally, are eagerly searching for a new sponsor for their event since the Armstrong Patents Co Ltd, withdrew their support in view of the unstable economic situation of the motor industry. The rally was well received last year and is again a round of the Castrol/AUTOSPORT championship. It was also voted best event of the Triple 'C' series. Any interested parties wishing to be associated with this fast forest event (80 miles of competitive motoring, scheduled for September 6) should contact Peter Williams at 107 Old Orchard, Haxby, York YO3 8DS. Telephone York 769593, after 6pm.

Andrew Dawson working hard on Ystwyth with the Kleber Datsun last weekend. A prize is available for the most exciting photograph taken of the car on the Welsh.



Toughest Total on record

Organisers of the 1975 TOTAL Oil Southern Cross International Rally, The Australian Sporting Car Club, have sent out entry forms to 300 potential competitors. The entry forms have gone to Japan, England, Sweden, New Zealand, New Caledonia, Finland and Scotland as well as to competitors all over Australia. "I don't think we will have any trouble getting a field of 80 cars," commented John Keran, Executive Chairman of the organising committee. Prize money and trophies for the October rally is \$10,000. Three thousand dollars of this amount has been provided by the township of Port Macquarie, the rally base for the last six years. "Obviously as 'The Cross' grows in status we are going to get more international competitors, but Port Macquarie's contribution has ensured a full field for 1975," Mr Keran said. The Port Macquarie prize money is specifically for privateers.

Entries for the rally open on June 2nd at 9 am. Entry form details can be obtained by contacting the rally office, TOTAL Australia Limited, 168 Walker Street, North Sydney, Telephone (02) 920 1331. For the first

time in a Southern Cross Rally the organisers will "seed" the entire field and nominate the starting order. This will be announced in Sydney on September 12th.

Road Activities Director, Dan White, warns that the 1975 TOTAL Oil Southern Cross will be the roughest and toughest on record. One of the few allowances being made for this is an extension of the late time limit from 120 minutes to 150 minutes. Competitors will be required to cover at least 75 per cent of each night's course instead of the 80 per cent required last year.

Despite the toughness of the rally, Sydney crew Evan Green and John Bryson are really looking forward to the rally start on October 8th, and they will have a works-built Alfetta GT to compete with. The car is currently under preparation by Autodelta, and with backing from Brut, Endrust and Total, the duo will run in the new South Pacific Series which comprises New Zealand's Heatway Rally, the TOTAL Oil Southern Cross and the Caledonian Safari. Bryson and Green are off to Europe soon to drive another works Alfetta Coupe in a round of the ECR.

1000Lakes regs now available

Regulations are now available for the 1000 Lakes which is of course a World rally championship qualifier, as well as part of the Finnish rally championship. The event is to start from Jyvaskyla on August 29th and it will finish there on the 31st after covering approximately 1500 kms. Anyone who wants to enter must send a preliminary intended entry note before the 31st of this month, and the address of the 1000 Lakes rally HQ is the PO Box 205, 40101 Jyvaskyla 10, Finland. The prizes, presentation, and post rally carousing will be undertaken at the Sandpiper Hotel, Jyvaskyla. Sponsorship for this tremendous event comes as usual from Northern State tobacco, who have supported the rally so often in the past.

Yorks forum

A rally forum for Yorkshire enthusiasts takes place next Tuesday (May 20) from 20.00hrs "onwards" at the Benton Park Grammar School, Harrogate Road, Rawdon, near Leeds. Exact location is Map 96 (or 104)/209401. The assembled panel will consist of George Hill as MN Champion; Phil Short for the Martin Group; Jeremy Ferguson for Dunlop; Jack Tordoff for JCT 600 and last, but by no means least, is the "chairman" in the form of the flamboyant and slightly aged Cole-shill whiz-kid, John Foden. Just in case the above mentioned panel aren't enough of an attraction to part you from 25p, three great films are arranged - Castrol '73 Scottish, Ford-educational "Rally Driving" and Marlboro '73 Monte. All the proceeds (we are assured) go to the school charity.

Arthur Jasper recovers well

Long-time Scottish rallying stalwart Arthur Jasper who currently rallies the Bothy Leisure Centre RS1600, underwent a tricky heart operation last Friday. The repairs to Arthur consisted of a heart valve, and the surgery appears to have been quite successful. Arthur had been stuck in the hospital for nearly a month waiting for the operation, and is now recovering in Ward Three of the National Heart Hospital in Shaftsbury Road, London. We are very glad to report that Arthur is progressing very well and he would welcome visitors.

Arthur Jasper - on the mend.



Flight of the Phoenix

The Swindon Phoenix CC have received sponsorship from the Lex Motor Co. of Swindon to run a restricted stage rally over the weekend of Sept. 6/7th. The rally will feature 50 competitive miles within a 130 mile total route. Based on the Swindon Post House, the rally looks most enterprising socially with a party on the Saturday overnight halt, including a beauty contest and a part-two party for Sunday after the final stages. First prize is £100 with £50 for top group one. An entry fee of £25 includes accommodation and grub. Regs will be available by the end of June. Sounds fun.

The Dukeries plans

This year's Dukeries will be sponsored jointly by Esso and the Mansfield and Sutton Observer. It is a qualifier of the BTRDA Gold Star championship, and the event will start and finish in Sutton-in-Ashfield. There will be a much more compact route than in previous years and there will be 80 stage miles in a total route comprising 220 miles, half of which will be on Forestry Commission roads. The only airfield to be used will be Scofton. It is hoped that the entry fee can be held at last year's £21 when the event was an RAC round. Regulations when published will be available from Mrs Karen Marris, 39 Pelham Street, Newark, on receipt of an SAE. The event is scheduled for Sunday, September 28.

● Cirencester MC, organisers of the Arkell Rally, will only be sending regs of their event through Cirencester Park to those who request copies and enclose a 10 + 7 inch envelope with a 10p postage stamp affixed. The regulations will be published on June 7.



Jack Tordoff - returns soon.

Jack Tordoff has informed us of his impending return to rallying. Jack has been out of the game recently - wholly committed with expansion of his motor businesses which now include a vast new Vauxhall centre.

Popular winners in Group 1 on the Welsh were Robin Eyre Maunsell/Neil Wilson in the Chrysler Avenger.



● As Pat Ryan was committed to drive the ST Marina on the Welsh, his Western Mail Team Howells Alligator was taken over for the event by Dennis Cardell and Roger Griffiths. This was the first time that he had driven the Allegro in competition and it marked the international debut of the car.

South Wales witterings

● From what we hear it seems as though Ford may have offered Ari Vatanen a deal. Apparently the young man had hardly got out of his ailing car at Llandow, before the Ford personnel jumped on him. What this deal means at present is unclear, but it is highly likely that we will be seeing more of this talented young gentleman in Britain, as Opel are also very keen.

● The adventures of Bengt Lungstrom and Fred Gallagher continue unabated. The pair had a fascinating Welsh rally. They started the event carrying a spare high ratio differential in the Toyota Celica after they suspected that the low ratio version that was fitted was on its last legs (teeth). They stopped on Eppynt and lost four minutes when the fan belt detached itself and the brakes wouldn't; while on the first stage out from Aberystwyth they rolled one and a half miles into Hafren 1. Co-driver Fred was astonished to witness his driver continue immediately without even pausing to check the damage (the car landed back on its wheels). The Toyota was a sorry sight after this however as it was not fitted with a forward extension to the roll-over bar so that on Fred's side ("my first roll!") the roof was severely compressed. Bengt however continued as though nothing had happened and Fred had a rather draughty ride to the finish.

● Exam commitments have regrettably put paid to Fred's ride on the Scottish with John Haugland. He will however be in this hot seat for the 1000 Lakes and the Austrian Alpine.

● Apparently the fallen tree that claimed the Culcheth Dolomite is still in exactly the same place from which it speared the Triumph on the RAC last year. In the same forest Eric Aaby inverted his Escort approximately 200 yards from the place where Pentti Airikkala went off in the same car on the RAC going in the opposite direction.

● Ian Wilson turned up for the Welsh in yet another Opel, this time it was a Manta fitted with a 2-litre engine running in G2, which Ian described as a "bit of a w...k.r." The reason for this type of transport was simply because the Kadett is not homologated in G2 at present. Service was being provided by DOT. The car proved to have evil handling owing to the fact that the suspension was set too high.

● Llandow, despite its total irrelevance to the rally, still contrived to claim at least two cars which had survived the duration of the Welsh stages. Bertie Fisher's differential expired, and Dan Grewer's car visited the armco with expensive results.

● David Stokes was well placed inside the top twenty at the Aberystwyth halt, and was eagerly looking forward to the night stages. He did not get too far however as a halfshaft broke two miles into Dovey while he was lying 15th overall.

● Dave Jephcott retired early on Saturday morning when the belt tensioner seized on his Broadspeed engine.



Above: Kevin Videan grapples manfully with the heavy and spectacular Datsun 240Z over Ystwyth. Below: Charlie Wood took time off from rebuilding his Gerry Marshall shunted Avenger to take the 1-litre G2 class in his Imp.



● Just as Russell Close was retiring from the rally, so informed sources were indicating that his wife was giving birth to a baby. Apparently the anxious Russell had been on and off telephones throughout the entire event in an attempt to ascertain the latest news.

● Finally the organisers set a low average speed in a laudable attempt to reduce road speeds between stages. This was all very well but as it was illegal to run through the stages at a 40 mph average, queues built up quickly at the start of tests and as it

was not possible to check-in early or late, any loss of road time meant that competitors had no option but to "go like hell" between stages all too often, thereby creating the very situation which the organisers sought to eradicate.

BRIEFLY...

● Among the many drivers looking around for a drive on the Tour of Britain is Roger Platt who would be very interested to hear of any sensible suggestions. He can be contacted during the day on 021-706 9474 and in the evening on 021-706 6351.

● Canadian drivers John Buffum and Bob Hourihan both hope to compete on this year's RAC Rally. They are likely to share the driving.

● Adlards man Peter Watson has entered the Dieppe Rally with the Adlards Escort RS2000.

● Peter Scott, the well-known Irish co-driver, was servicing for Robin Eyre-Maunsell on the Welsh last weekend. Peter, who must know the Circuit of Donegal as well as anyone in the game, does not appear to have sorted out a ride on this pace note event yet, and he would undoubtedly like to hear from anyone who could offer a competitive ride there in June.

● Seventeen-year-old Glen Mitton, sponsored by GLM Developments of Telford, has achieved first place in the midlands heat of the RAC/Vauxhall "Learner Driver of the Year" competition. Glen, with a 22 point lead, goes to the final at Crystal Palace in June.

Nicolas' Alpine wins Limousine

A French National round, the 3rd Ronde Limousine, consisting of six tours of a 40km circuit and run in torrential rain, was won by J-P Nicolas (Alpine A110) from Mas' Carrera and Piot's R17 Proto. Principal retirements included Andruet's Alfetta GT with a holed piston and Darniche with a jammed gearbox which left his Fiat X 1/9 with only second gear. Therier did not start the event as his foot injury from the Safari is not fully recovered.



Nick Seymour took BTDA at the first BTRDA Autocross round.

Sports car revival

The BT&RDA Autocross Championship finally got under way last Sunday when West Essex CC ran the first of the four abreast rounds at Stapleford Tawney in Essex, but for a mere 33 contenders. Thankfully, from the club's point of view, another 81 cars had entered for the two abreast club competition, otherwise it would have been a pathetic day.

Nick Seymour has already established himself among the favourites to win the title in his turbocharged Volnik and he had no trouble in collecting BTDA in 1m 45.5s on his second run.

This year aggregate times from two runs will determine class positions, and this ruling gave Nick Garner his first reverse for a very long time when he was beaten in Class A. Despite having a quicker best run, Garner had to give best to Derek Cleaver in his very rapid machine, who totalled 238.4s for four laps of the 1200 yard circuit (two runs), and beat Garner by exactly a second.

The best class battle surprisingly was among the sports cars which, last year, were very thin on the ground. Rob Gibson hurled his Sprite round to great effect to comfortably hold off the twin challenge of Messrs Dowson and Northall in the Triumph GT 6. Mixing things with this bunch was the impressive Porsche Carrera of Bernard Rodemark, but he put himself out of a good class position by clipping a penalty marker first time round, and this dropped him to fourth. Gibson still had him beaten by a second anyway.

The rest of the classes produced little worthy of report, the new Escort of Dave Fuell finishing some 11s down on Tony Merridale, and Peter Harrold's 2.1 litre VW was miles quicker than Alan Finch's version. For the rest it was hollow class wins and all very disappointing.

Top man, so far as time was concerned, in the two abreast, was Reg Mullenger in his Escort RS 1600, who cracked round in 111.5s to be quickest by some two seconds over Graham Hathaway's big engined Cooper.

Mullenger came from the entry's biggest class with 18 starters and Dimi Marvolopolous (everybody gets his name spelt differently!) and Tony Ford had a real scrap for the class, the former getting the verdict by one-tenth of a second. Among the

small capacity Mini men, Ian Thompson beat Clive Thompson by almost a second and Tony Beesley in the Anglia he shared with brother Roger, was two and a half seconds up on his brother. Best of four sports cars was Robert Upton's Elan, and in the 11-strong 1-litre Mini class, Barry Crump again dominated proceedings by almost four seconds.

Graham Hathaway's second BTDA of 113.3s was never challenged in the class runs for Mike Smith was more than three seconds off the pace, but John Greasley's Imp-Buick was not as quick as some had anticipated and he only returned 115.9s to easily take the specials class.

BTRDA round; BTDA: N. Seymour (Volnik), 213.3s.

Class winners: D. Cleaver (Mini), 238.4; B. Merridale (Escort), 246.6s; R. Gibson (Sprite), 232.2s; P. Harrold (VW), 228.0s; F. Morris (Mini), 234.8s; T. Merridale (Escort), 228.9s; J. Sanders (Mini), 242.6s; N. Bradshaw (Bradbuilt), 241.3s; M. Barnard (Datsun 2402), 250.5s.

Club event; BTDA: R. Mullenger (Escort), 111.5s.

Class winners: I. Thompson (Mini), 118.6s; T. Beesley (Anglia), 118.5s; R. Upton (Elan), 115.1s; R. Avent (Imp), 127.6s; B. Crump (Mini), 118.0s; D. Marvolopolous (Escort), 113.7s; G. Hathaway (Mini), 113.3s; J. Greasley (Imp-Buick), 115.9s; F. Hendy (Escort), 116.8s; D. Davies (Mexico), 130.1s.

Beecroft by 2 penalties

Although they held a 49s lead at petrol and had a faster time on the second of two selectives, Bob Joyce and Doug Heard still did not win last Sunday's Hexham Rally run over a demanding 180-mile route in border country last weekend. They had to be satisfied with second spot, four seconds down on the triumphant Harrogate team of Ron Beecroft and John Millington in their Mexico.

The two crews had a mighty scrap all night in extremely wet conditions at the head of an excellent entry of 90 competing crews. In the first half they were a mere second apart on time after the first selective of four minutes and at petrol Joyce led with 201s to Beecroft's 250s.

The tough navigational aspect of the event proved to be the downfall of Joyce and Heard for despite going quicker than anyone else on the second three minutes selective, they arrived back at the finish to find Beecroft/Millington had pipped

Fancied runners ditched

Bedford AEC started a revival in rallying last weekend by promoting their restricted Leverett Rally over a 130 mile route in Bedfordshire, Bucks and Northants with a field of 53 crews. Two selectives, one in each half, helped sort out the leading contenders and victory finally went to Vince Brierley/Dave Coustik in their Escort Sport who dropped 18m 4s. Early close contenders — they were only three seconds adrift at petrol — Ted Thomas and Geoff Richards fell away a little in the second half in their RS 1600 but were still very comfortable runners-up on 19m 53s.

Navigation was difficult in the first half with the emphasis in the second period being on keeping on time but many crews survived the first half fairly well only to drop time

in the more relaxed second period.

Leaders on the road away from the Bedford start, Keith Bushby and Jake Dowding (Mexico), were expected to do well but their rally ended when they got stuck in a ditch and their consequent retirement covered up what would have been an embarrassing fail for a wrong approach. Another favoured crew, Mike Crockett/Dick Steptoe (Dolomite), were fairly well placed in the first half but they made a mess of the second selective and dropped well down the finishing order.

1. V. Brierley/D. Coustik (Sport), 18m 4s; 2. T. Thomas/G. Richards (RS 1600), 19m 53s; 3. S. Everett/N. Garrett (Fiat 127), 36m 3s; 4. K. Hutton/J. Hill (Avenger Tiger), 40m 25s; 5. A. Martin-Throp/J. Carter (VW), 48m 0s; 6. P. Jones/M. Johnson (Viva), 1F 34m 0s. **Novices:** M. Popper/S. Ianson (Mexico), 4F 48m 16s.

Kleber's team

The Renault 5 team at the Six Hour relay race at Silverstone on Sunday are doing more than just racing, but carrying out tests on Kleber tyres. Every other Renault excepting the Renault 5 is imported into Britain on Kleber tyres, and many Renault 5 drivers are eager to change over to Klebers for the BRSCC Championship.

Back to back tests on which compound to use for the relay race were carried out yesterday (Wednesday) by team members Peter Truscott and Martin Lefreve. Other members of the team are Gethin Jones, Richard Hassell, Dave Hedges and possibly Darrell Lord, if his car is repaired in time after the Brands shunt. They will be going for handicap success and it will be the first time that many of the drivers have driven on Klebers, running under the Team Kleber tyres banner.

Truscott is hoping to do more of the Radio One production series races, he has done a couple so far on Michelins, and may change to Klebers depending on the outcome of Saturday's race.

ADO at Wiscombe?

The third round of the RAC hillclimb championship takes place this weekend at Wiscombe Park in Devon. A full entry is assured, with Alister Douglas-Osborn and Roy Lane being the main contenders having each won a round of the championship so far. However, there's no doubt that Chris Cramer will be trying hard to get on terms. The event is organised by the West Hants and Dorset Car Club and promoted by the Aston Martin Owners Club. Competition runs start at 1 pm.

Debacle

Down in Monaco, three of our British racing club ladies were involved in the Renault 5 LS special race before the Grand Prix. It was fairly action packed, both in practice and race.

In prior private practice, there were several damaged cars, none by our representatives, but the trouble started during practice. Divina Galica went off when an oil line came off and drenched the brakes, having set second fastest time to Marie Claude Beaumont. In the second practice, another oil line came off, which ultimately damaged the engine, and another to hit trouble was Wendy Markey who went off into the barrier, her car being too damaged to race.

In the race, Divina only lasted to the first corner on the streaming track, where she was nudged into a spin and the Armco. Maggie Anderson, who had stayed out of trouble up until then, also fell foul of the wet track and ended up in the Armco, like so many others. Marie Claude Beaumont stayed clear of the trouble and came in an easy winner, although Italian girl Anna Ghambiani set fastest lap in second place.

● Geoff Lees played his joker (now known as his air ticket) at the weekend at Thruxton in the BAF Formula Ford championship round. His win on Sunday rewarded him well with double points, and he now leads the championship easily.

them by four seconds in their Mexico, 581s to 585s.

Gil Graham and Mike Wood brought another Mexico home in third spot on 645s and in a close battle for fourth Norman Sidney and Martin Liddle edged out James Jarding and Ian Irvine by five seconds.

Among the favourites to fall by the wayside, Keith McLeary and Ian Clark (Escort TC) suffered gearbox failure for the fourth time this year, while another TC, that of Clarkson/Weatherburn rolled into the trees in the first half with considerable damage.

1. R. Beecroft/J. Millington (Mexico), 581 penalties; 2. B. Joyce/D. Heard (Escort), 583p; 3. G. Graham/M. Wood (Mexico), 645p; 4. N. Sidney/M. Liddle (Escort TC), 790p; 5. J. Jarding/I. Irvine (RS 1600), 795p; 6. C. Robson/G. Bradford (Avenger), 822p.

Class capacity winners: G. Byles/R. Rutherford (Cooper), 1F 1099p; P. Herron/W. Pinkerton (Escort), 1F 807p; D. Lobley/K. Allinson (Viva GT), 1F 732p; Mr and Mrs Martin (Saab 96), 1F 994p. **Best Hexham:** J. Brunning/I. Robinson (Mexico), 1217p.

McCartney's Baitings BTB

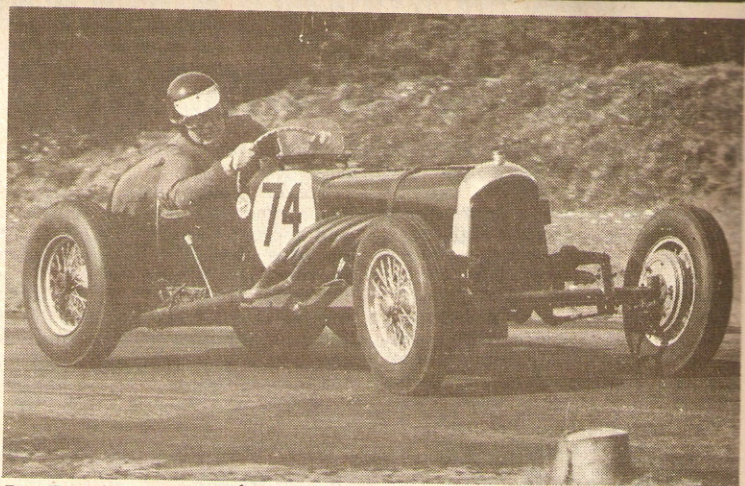
Three lads from Aberdeen who brought two cars down from Rosshire — a round trip of about 400 miles — stole the limelight and collected a couple of class wins at the Baitings Dam hillclimb run by Lancs and Cheshire MC, with Susan Wilding Photographic sponsorship, last Sunday.

John Jack and G. Gray wiped up the one litre modified saloons in a very rapid Imp, then Gray turned his talents to good effect in their Vixen and won the up to 1600 cc racing car class, with Charlie Munroe taking second only three tenths behind him. BTB went predictably to John McCartney in his BRM 153 who did 29.7s to retain the Alpine trophy for a second year. Despite Lack of oppo-

sition, McCartney came within half a second of the hill record but conditions were not in favour of records.

G. Sykes and W. Pearson were only two tenths apart in their quest for honours in the up to 1500 cc standard saloon class, Sykes getting the verdict and the incredible four litre supercharged Capri of the Wainwrights easily won its class with B. Wainwright beating his father on the first runs, the car experiencing piston trouble second time around.

BTB: J. McCartney (BRM P153), 29.7s.
Class winners: R. Greenwood (Cooper), 32.2s; G. Sykes (Cooper), 35.0s; B. Shaw (Viva), 35.6s; J. Jack (Imp), 31.1s; B. Wainwright (Supercharged Capri), 32.9s; M. Merrills (Midget), 32.3s; G. Wood (Elan), 30.4s; A. Futers (Mallock U2), 31.8s; G. Gray (Vixen), 31.1s; P. Fay (Morgan plus 8), 34s; R. Yarwood (RS2000), 33.8s; C. Wild (Capri), 34.3s.



Ron Footitt set a new vintage record in his Cognac Special at Curborough at the weekend.

Sperex support ladies

Sperex Sales of Wembley, who have been involved in drag racing for many years are to sponsor a championship within the British Women Racing Drivers Club. It will be called the Sperex VHT championship and is on a points scoring basis open to all members of the club.

Points will be awarded according to finishing positions in rounds of any racing championships, and monetary prizes and trophies will be awarded to the four competitors with the highest points at the end of the season. In addition, Sperex have donated a sum of money to the club. This is very largely due to Sperex' managing director Bob Dewar, who used to race a Lotus Elite some years ago. He recently commented: "For many years I have been an ardent supporter of both racing and women, and our arrangement with the British Women Racing Drivers Club seems an ideal way of combining the two!"

R. L. Archer

We regret to announce the death of R. L. (Bob) Archer, organiser of events for the past ten years of the events run by the Motor Cycling Club, Britain's oldest sporting club for motor cycles and cars. R. L. Archer was responsible for such famous events as the Lands End Trial, the Edinburgh and the Exeter trials, as well as the annual joint bike and car meeting at Silverstone. He was also active in East Anglian motor sport and will be sadly missed by all those who knew him.

All correspondence meanwhile, should be addressed to Vernon Lovett at Cherry Tree, Dodds Lane, Chalfont St Giles, Bucks HP8 4EL.

● Geoff Lees' Minister engine which was sealed in his D. J. Bond FF Royale some weeks ago, has now been stripped and found to be legal.

● In private practice before the Valkenswaard rallycross, John Taylor was able to lap his new RS1800 one second quicker than his RS1600 round the course. However, his RS1600 was sufficiently fast to vanquish all rivals in the event itself.

Wet causes losses

Very wet conditions early on meant heavy loss of marks in the morning runs last Sunday when North Midland MC ran their production car trial at Rowlee Farm, Bamford, Derbyshire. However, officials modified the 12 sections for the afternoon rounds and everyone was much happier.

Overall winner, in an RS2000, was Alan Eadon who dropped 206 marks and he had a fight on his hands before beating John Potter (Stiletto). Two close battles were those amongst Minis were Ian Waddington's Clubman beat George Har-

rison's 1275 GT by two marks, and in the sports cars where hillclimber Chris Seaman collected the class in his girlfriend's Midget by six marks from John Pape. In the rear engine class where Potter finished 70 marks up on Steve Noble (Fiat 500). Tommy Wild turned up with a Porsche Carrera and was by no means disgraced.

Overall: A. Eadon (RS2000), 206 marks lost.
Class winners: I. Waddington (Clubman) 144 marks; R. Mount (Datsun Sunny), 292 marks; C. Seaman (Midget), 204 marks; J. Potter (Stiletto), 160 marks. **Ladies:** Mrs Pat Kenyon (Sprite), 257 marks.

Celebrities: whisky galore

Inver House Scotch whisky are to increase their involvement with the prize of a case of Scotch at each and every Shellsport Escort race from now until the end of the year, the case being presented to the winner — some prize.

Inver House Distilleries are operators of one of the largest modern distilleries in Scotland at Airdrie, and produce a range of spirits such as Inver House rare Scotch Whisky, McArthur's select Scotch Whisky, Coldstream gin and Kulov Vodka.

There are still some fifteen races left this year, at Brands Hatch, Mallory Park, Oulton Park and

Snetterton, for a wide selection of celebrity drivers including pop stars at Mallory Park this weekend, disc jockeys, sportsmen, journalists and women racing drivers.

Inver House's involvement doesn't rest with the Shellsport celebrity race, but will be extended to the Shellsport F5000 championship, as well as support for the Penthouse team in G1. It should certainly show who's interested in winning races in Shellsport cars, some added incentive. What price the idea of certain saloon drivers in drag for the women racing driver's races!

Taylor wins in Holland

Driving his Haynes of Maidstone backed RS1600-Ford, John Taylor headed an impressive 1-2-6 at Valkenswaard in Holland ten days ago. The British team, sponsored by the Dutch magazine *New Review* won the team award, and might have easily taken a one-two-three had Tom Airey's steering rack not jammed on his last run and cost him three places.

Second to Taylor was the other Airey Mini of Midhurst's Mick Bird who headed many of the more powerful cars such as Caes Teurling's VW-Porsche, which finished third.

Mike Harrison beats Brown

With 42 sections there was plenty of action for the 25 competitors in last Sunday's production car trial run by Monarch AC at Rodge Hill, near Martley. Outright winner was Mike Harrison from nearby Dudley, who dropped 30 marks in his Midget to beat his close rival in national championship rounds, Malcolm Brown, by two marks.

Brown, in his Sprite, took the combined conventional saloons/sports class and other class winners were Ken Cottrell (Mini), 63 marks and Mel Tabberer (Simca Rallye) on 37 marks.

Fox ties on Snowdrop

Driving the ex-George Hill Viva, Dave Fox and Allan Hill from Harrogate won the Airedale and Pennine MC Snowdrop rally over a 200 mile route in the Border country last weekend. One of only two crews to clean a sixteen mile selective, Fox and Hill won an exciting battle on furthest/cleanest for they and Geoff Whittaker and Jeff Hignett (Mexico) both dropped 12 minutes on a tough route which was made more difficult by drizzle through most of the night.

Among the experts who failed to live up to their reputations were Ron Shipp and Dave Orrick who collected a fail in each half in their Fireza — otherwise they could well have won the event. The novice crew of J. Stanton and R. Hampson did extremely well to finish sixth in a field of 75.

1. D. Fox/A. Hill (Viva), 12m; 2. G. Whittaker/J. Hignett (Mexico), 12m; 3. K. Watkinson/J. Smith (Escort), 14m 33s; 4. I. Harrison/P. Hainsworth (RS2000), 22m 53s; 5. G. Peel/D. Muff (RS2000), 25m 55s; 6. J. Stanton/R. Hampson (Escort TC), 26m 5s. **Best Airedale and Pennine:** D. Ashford/P. Croft (Escort TC), 33m 52s.

Production regs

Due to difficulties obtaining original tyres fitted to some production cars, the RAC have produced an amendment which will counteract the use of substitute tyres:

"Tyres with a 70 per cent aspect ratio may be substituted for the original. In this case, the following rule will be applied on dimensions. For a 10 per cent decrease in aspect ratio, a 10mm increase in section will be allowed." (Our punctuation.)

Championship positions

BRSCC Penthouse Ford Escort championship positions: 1. Mike Freeman, 31 pts; 2. Nick Weir, 23 pts; 3. Gordon Bruce, and Steve Thompson, 13 pts; 5. Gordon Rigby, 10 pts; 6. Dennis Bradley, 6 pts.

BRSCC Renault Elf championship positions: 1. Neil McGrath 43 pts; 2. Keith Collier, 35 pts; 3. Dave Hedges and Mick Hill, 27 pts; 5. Peter Truscott, 26 pts; 6. Stuart McCudden, 23 pts.

Allied Polymer Group FF2000: 1. Derek Lawrence, 40 pts; 2. Bernard Vermilio, 31 pts; 3. Damien Magee and Ian Taylor, 26 pts; 5. Syd Fox, 12 pts; 6. Jeremy Rossiter, 10 pts.

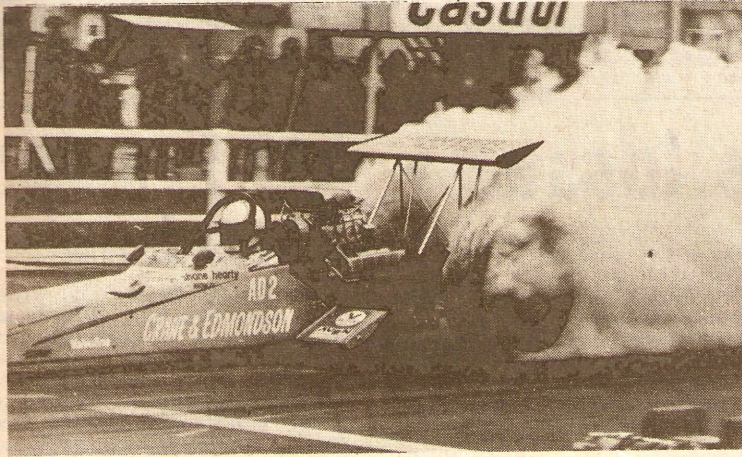
Crane confirms form

Although Santa Pod's meeting of drag racing on Sunday couldn't be termed brilliant under any circumstances — as the crowd figures must prove — there were some high spots. Perhaps of most significance were the two times set by Pete Crane. Confirming his earlier form this year, Crane put in two runs of 6.43s/213 mph and 6.40s/219 mph, with considerably higher terminal speeds than normal. Crane's Hunter Plastics

sponsored rail was the only top fuel contender.

Trevor Young was having his second meeting with Revolution 3 and improved a whole second on his previous best with a 7.3s. Kevin Burrows in the DB rail set up a record for the fastest ever run in an unsupercharged car with an 8.07s at 180 mph although his final run was terminated when the nitro iced up the throttle slides.

Peter Crane blasts off the line to another 6.4s run.



Hunter on his own

Alan Hunter of Liverpool will tonight (Thursday) receive the Jack Potter Memorial Trophy at the prizegiving at the South Shore Blackpool MC headquarters following his decisive win last Sunday on the club's restricted autotest meeting at Warton near Blackpool.

Despite making two mistakes, Hunter, in his Sprite, was in a class on his own on the event, which attracted 33 competitors. He finished the day on 3218 pts to record BTD by more than 200 pts.

In Class 1, for Coopers etc, Bill Rhodes took the class on 3471 pts after a particularly good second half, having been challenged initially by John Howarth, who was forced out with lack of oil pressure at the break. This left B. Parker second on 3557 pts.

After building up a comfortable lead in Class 2 Graham Malcolm (850 Mini) was strongly challenged by Steve Wilson in the second half and saw a lead of 48 pts dwindle to only 17 pts by the close. In the conventional saloons, Peter Swire kept his Opel Kadett ahead of Jeremy Seal's 1100 Escort throughout to beat him by 56 pts with a total of 3730 pts.

BTD: A. Hunter (Sprite), 3218 pts.
BTD (on index): M. Moore (Spitfire), 3447 pts.
Class winners: B. Rhodes (Cooper), 3471 pts; G. Malcolm (Mini), 3620 pts; P. Swire (Kadett), 3730 pts; S. Gardener (Midget), 3429 pts; G. Illingworth (TR 5), 3776 pts. **Novice:** D. Cam (Mini Traveller), 3670 pts. **Best South Shore Blackpool:** L. Cochran (Escort 1300), 3969 pts.

● New competitions secretary of the Bognor Regis Motor club is M. J. Briggs, and he may be contacted care of the RSPCA, Mount Noddy, Earham, Nr Chichester, Sussex.

Maskell's Van Diemen

Driving the ex-Macleod FF2000 Van Diemen for the first time at the weekend was former F3 ace, Barrie Maskell. Following MacLeod's departure from the Ashtune setup, various names have been connected with the car, including Pato Nunez, who was racing one of Ashtune's Formula Fords at Thruxton on Sunday, and Ronald Remeus, who in fact has a totally different car.

Now Maskell is to drive the car, in an effort to prove it competitive where MacLeod could not. However, his debut in the car on Sunday lasted as long as Campbell on lap one where he discovered his old F3 sparring partner Damien Magee, and the resultant coming together eliminated them both.

New Bladon

Hopefully making its debut this weekend will be Rob Cochran's new Bladon BLR7 clubmen's car. Despite being the very latest model to be purchased, there are a couple of interesting old ideas. Take the engine being on its side for instance; that was used on the 1954 Mercedes W195. And the last time a car had pannier tanks for the fuel between the wheels was on the Grand Prix Lancia of the same era. Cochran should be at Aintree on Saturday.

● A good sign at the Valkenswaard rallycross was when some slightly strong nudging took place on one run. The race was stopped on the finishing line and a strong lecture given to the offending drivers. Then they were allowed a rerun, to prove that they could behave.

Cornwell takes on prize

Peter Cornwell, head of Club Equipment, Mitcham, who sponsored the event, walked off with one of his own prizes when he put up the best improvement time at the Southern CC's club regularity rally run on army land near Aldershot. On the five runs over different routes on a figure of eight circuit, he won his class in his Cooper and then went on to record the best improvement of the day (7.1s) to become outright winner from a field of 50.

Second overall after an equally easy class win was Peter Noad in his Audi, who produced a three seconds improvement on the final run.

Biggest class of the day saw 22

Mini variants and an MGC battling for places and Len Davis brought his Clubman GT through to take the class on 84.3s, while D. Brownhill (Mini) on 86.0s and Paul Jordan (MGC) on 86.7s were always in close company.

Malcolm Harvey Ross (Imp) had his class sewn up by 11s, David Hedger (Mini) took his class by eight seconds as did Norman Ward (Firenza) and Peter Cox (Sprite).

Overall: P. Cornwell (Cooper), 7.1s improvement, 93.5s.

Class winners: M. H. Ross (Imp), 133.8s; D. Hedger (Mini), 114.5s; L. Davis (Clubman GT), 84.3s; P. Noad (Audi), 37.8s; N. Ward (Firenza), 32.5s. **Ladies:** Hilary Lansdale (Cooper), 178.2s.

Green wins by 28m

All but two crews missed a very carefully positioned passage control board on last weekend's University of East Anglia Ueareka Rally, otherwise an extremely close finish would have resulted. As it was, winners Bob Green/Brian Ffrench came home in their Escort TC on three minutes to win by a huge margin from Jenny Boughton and Dave Murton, who dropped 28 minutes in their Mini.

The event was over a 200-mile route involving 28 controls all in East Anglia. With only the first two crews cleaning all controls there was a difference of only five minutes between the third and fifth crews. E. Saunderson/M. Taylor were third in their Mexico on 1F 4m, R. Smith/B. Baker were next in a Mini on 1F 5m with W. Boughton and D. Boughton (Cortina) in 1F 9m in fifth spot.

D. Carvell leads

After three rounds of the Association of Midland Motor Clubs sprint championship, the leader, by a small margin, is Dave Carvell. In his Cooper S he has 29.9 pts, just ahead of Rob Turnbull in his Brabham BT 35 on 28.8 pts.

Third is Mike Overton in his Marcos on 27.2 pts with R. Carvell (Cooper) and Neal Johnstone (Cooper), fourth and fifth on 26.2 pts and 25.9 pts. The next round is this weekend at Wroughton.

Marston and Price win again

Winners when it was last held two years ago, Ric Marston and Tom Price, returned in triumph after 180 miles of rallying last weekend after retaining the South Leicestershire Rally run by the Fernie CC. In their Mazda, the Soar Valley lads got through the 60 odd controls dropping 18 minutes to win the event by two minutes from Geoff Protheroe and Stuart Iliffe in their Avenger.

Star performers on an event which kept crews on their toes throughout were the third placed crew of Mick Howkins and Dave Hawley in a Cortina. Novices at the start of the year and doing only their second or third event, they beat several far

Knockhill

The day after Knockhill's first race meeting this weekend sees another rallycross at the Dunfermline course organised by the 750 MC. Leading the field, so we are told, is one George Warren from London driving an Airey Mini. An unlikely combination we feel, but should such a person appear, then he will have competitive problems from Lyndon Fraser in his DTV Firenza and Peter Vaughan's Mini. Others include Ian Smith who shone so well earlier this year, and Jim Dryden's son Ian in a Mini Cooper. The action starts at 2 pm.

Date changes

A number of date changes have been made and announced in the Motor Circuit News bulletin. These include a round of the Lec Refrigeration Clubmen's sports car championship now taking place at Ingliston on July 20 instead of the round at Thruxton on July 6, due to the cancellation of the meeting.

An extra round of the Volkswagen Silver Cup Super Vee championship will take place at Mallory Park on June 29. Races will also be run at Mallory Park on July 27 and at Snetterton on August 25, both replacing Formula Vee races.

But the reverse takes place at Snetterton on September 14, when a Formula Vee round replaces the Super Vee race.

more fancied crews and were, in fact, the only other crew to complete the rally without incurring any fails. They finished on 35m.

In the first half Skelton and Hackett were doing fine in third place in their Marina but broke a rear spring soon after the break while Tony Randle/H. Brewer, who had got off to a slow start but were improving rapidly, rolled their Wartburg early in the post petrol halt.

1. R. Marston/T. Price (Mazda), 18m; 2. G. Protheroe/S. Iliffe (Avenger), 20m; 3. M. Howkins/D. Hawley (Cortina), 35m; 4. A. Rose/S. Pelling (Mexico), 1F 25m; 5. K. Stodd/G. Lucas (RS 2000), 2F 25m; 6. M. West/C. Faulkner (Mexico), 2F 26m.



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