

FULL REPORT OF LE MANS 24 HRS - JODY SCHECKTER

AUTOSPORT

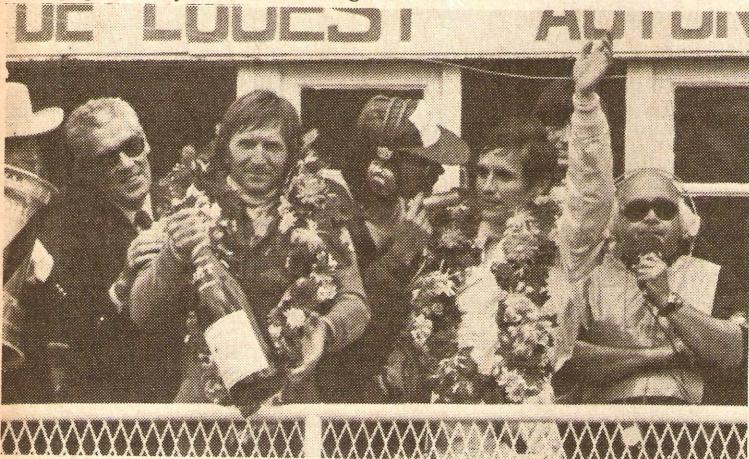
BP F3 championship continues at Snetterton



CONTENTS

- 2 Pit and Paddock
- 8 All Your Weekend Sport
- 10 Le Mans: Bell heads the Gulf stream
- 16 Mosport: Andretti and Redman in closest ever finish
- 20 Salzburgring: Jabouille survives the pace
- 24 Private Ear
- 26 Mallory Park: Crisp Crawford wins
- 27 Snetterton: Nilsson despite the rain
- 29 Vels Parnelli — the way ahead?
- 33 Road Test: Audi 80 GT
- 36 Rally Record
- 38 Purely Personal
- 40 Wroughton: Orgy for seven funny cars
- 42 Special Stage
- 47 Knockhill: Dickson's gamble pays off
- 47 Oulton: Kain's Vintage Seaman
- 49 Lydden: Delta's double win
- 50 Sports Extra

Les vainqueurs: Derek Bell prepares to shower the crowd below with champagne, Jacky Ickx acknowledges the cheers.



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AUTOSPORT, JUNE 19, 1975

EDITORIAL

Formula Fraud was a particularly apt nickname for the world's most successful Formula until recently. It could equally have applied to the majority of Formulae. The name implies that cheating and illegal practices were rampant — they were in a number of Formulae.

That situation has changed dramatically in recent months. The situation became so bad that the RAC promised a clean-up and created the Technical Commission with eight of the country's leading scrutineers. Their powers were expanded and the first four months of this year has seen them do a rapid and efficient job. It's not a pleasant task but they have carried it out with commendable effectiveness and the sport is far better for it.

The Technical Commission's members' expenses were to come from a central RAC fund not, as in the old days, from organising clubs — who showed reluctance to accept scrutineers' reports because it delayed their meetings.

It has been brought to our attention though that the new system, which nobody who believes in the words sport and fair play can criticise, is about to fall down.

An unforeseen problem has arisen because, during the turmoil of the new RAC Motor Sport Council taking over and having to stand on its own financial feet, budget provision for the even newer Technical Commission was overlooked. A working party was set up when the problem was discovered to look into ways of reducing the expenses of the scrutineers, but these were already at a minimum and the scrutineers themselves have invested around £400 a man for their own equipment. Their expenses cannot be reduced if they are to continue to be an effective body. They must remain an effective body, of that there is no doubt. Having done a good job so far it is important that the pressure is kept up — allow it to drop and all hell will break loose.

The problem is an immediate one — if the money is not found within the next few weeks the system cannot continue. In the long term there is no problem — the Motor Sport Council is now settled and have the matter in hand for next year. It will mean a rise in costs, inevitably, for the competitor but this, above any other rise, is justified. If the cost is raised through increased licence or entry fees it can only be for the benefit of all competitors. It is probably only a small majority who cheat and they ruin the fun for the others who either have to follow suit or become disillusioned and give up. It costs money to cheat, a small levy on entry fees of licences to prevent such practices should not be grudged by anyone.

But that is for next year, what has to be safeguarded is the latter half of this season. If the standards are dropped it may take another couple of years to get on top of the situation again. The sum required to keep the system going for this year is £4,000.

It is hard to ask sponsors of the sport to put more money in but to them and everyone who is likely to be involved in bad publicity, engine builders, entrants etc, if a cheating scandal is exposed, must go the brunt of the bill. It is serious and something must be done now. Lethargy at this point could be the ruin of motor sport.

Please let AUTOSPORT have indication (not money, yet) of any forthcoming support immediately so that we can present to the RAC a constructive method of overcoming this problem; a way which they will know comes from those people who believe, and will be seen to believe, in fair play.

our cover picture

Formula 3 racing has staged a tremendous revival in Europe this year and the picture shows the leading contenders Conny Andersson, Gunnar Nilsson and Alex Ribeiro. The BP championship continued at Snetterton last weekend.

Photo: Phipps Photographic

F1 mystery: Magee in Hesketh, Jones' Hill?

A story in Tuesday's *Belfast News-Letter* reported that Tony Brown had purchased the Formula 1 Hesketh which Harry Stiller has been running for Alan Jones so far this year under the banner of Rob Walker Garages/Custom Made Racing. The article basically said that Brown intended running the car for his protegee Damien Magee (presumably with Brabham's permission) at the Dutch Grand Prix this coming weekend, providing sponsorship arrangements could be finalised. This would be known by Tuesday evening.

We spoke to "Monkey" Brown on Monday, who wasn't prepared to comment on the subject and suggested we spoke to Harry Stiller. Harry admitted on Monday afternoon that Brown had made an offer for the car, but Stiller had courteously turned it down.

We then asked Stiller about the stories that had spread like wildfire over the weekend, saying that he was pulling out of Grand Prix racing. Stiller was quick to deny such stories and adamantly said that he was basically having a reorganisation as he wasn't too happy with the way things were going.

Further suggestions that Alan Jones would drive the second Hesketh under the works team banner in Holland were discounted by Bubbles Horsley on Monday and further ferreting revealed Jones' name mentioned in connection with Graham Hill and the second Embassy Hill.

"Sorry Damien if I find a buyer during the race I'll just have to call you in and deliver the car." Arch wheeler dealer Monkey Brown (left), a major figure in current happenings, talks to fellow Irishman Damien Magee



Ian Scheckter stays

Frank Williams told us on Monday that Ian Scheckter would continue to drive for his team at the Dutch Grand Prix this coming weekend. Scheckter, elder brother of Jody and leader of the SA F1 series, will drive in place of Arturo Merzario who has still to resolve his differences with Frank Williams.

Commenting on whether he'd spoken to Merzario last week,



Alan Jones - offers

When we spoke to Hill on Monday afternoon Graham said that nothing was finalised and, at that stage, they hadn't any positive idea as to who would drive the second car alongside Tony Brise. They were no closer to a decision by lunchtime on Tuesday.

Stiller suggested that we telephone him on Tuesday, but we were unable to locate him.

The politics will probably have been resolved by the time you read this, although the highly intriguing situation was still glowing red-hot when the office typewriter churned to an eventual stop.

F1CA want £160,000

There's a huge uproar about to burst out between race promoters and the Formula One Constructors Association concerning the £160,000 asking price for running a World Championship Grand Prix next year. Following further inquiries to our story in last week's issue, we are assured that £160,000 is the asking price which the race promoters are going to have to find in order to stage a race. We gather that some promoters are already in favour and consequently the F1 Constructors have already guaranteed them their fullest co-operation. When one takes into consideration that countries like South America and South Africa are already spending that much money in order to transport their cars across from Europe, the F1CA obviously feel that it is a viable proposition for everyone else. Naturally there are some race promoters who aren't going to be able to afford to stage their Grand Prix. Quite who they are at this stage we

don't know but during the next few months, we wouldn't be surprised to see several races drop from the calendar.

In many ways, the Constructors would approve of this. One thing it does is to cut their costs down. A 100% increase in "start money" is indeed a tall order. However, most F1CA members feel that as Grand Prix racing is the premier formula, a properly promoted race will recoup that money. It would also mean that circuits who rely on the Grand Prix to subsidise their less profitable events are going to have to think again before planning their calendars.

The fact that the Formula 1 Constructors Association can invoke such a demand on race promoters is a clear indication of just how powerful this body is becoming. They obviously feel that they have a worthwhile package, and worthy of such large financial requests.

Pearson wins a close one

David Pearson managed to pip Richard Petty by little more than a car's length in the latest round of the Grand National NASCAR series held at the Michigan International Speedway last weekend.

The race, entitled the Motorstate 400, was run over 200 laps but started four hours late due to rain. Consequently the first 10 laps were run under the yellow caution flags until the track dried completely.

Cale Yarborough's Valvoline Chevrolet Chevelle took the pole ahead of Donnie Allison's DiGard Chevelle, Pearson's Purolator Mercury and Petty's STP Dodge. The race featured a three-car tussle between Yarborough, Pearson and Petty with Allison becoming sidelined due to a con-rod failure. Yarborough was then penalised a lap for overtaking the pace car under the yellow(!) and this moved him back to an eventual fourth slot.

Pearson and Petty ran all the way to the flag with the Mercury just getting the verdict. Third, although some 20s back, was Dave Marcus (Chevelle) ahead of Yarborough and Darrell Waltrip who had started his Chevelle from the back of the grid after practice dramas. The only other runner of note, Daytona 500 winner Benny Parsons, retired with a blown head gasket.

- Although Ian Grob, co-driver with John Hine in the KGV Chevron B31, is about to take in some Canadian Atlantic races in the next few months, he's expressed a wish to compete in F2 next year.

- Hesketh designer Harvey Postlethwaite has been paying close attention to the latest Lamborghini models. He's not sure whether he'll buy one at present due to the unpredictable re-sale value. Super sleuth strikes!

- Predictably the FIA have already started making date changes to the list we carried in last week's issue. We will inform you as soon as the FIA take the trouble to let us know the revised dates.

Wheatcroft nearly ready

Tom Wheatcroft discounted rumours at Mallory on Sunday that the Wheatcroft R18 was being rebuilt as an F2 car. "The car is being rebuilt to exactly the same Formula Atlantic specification. The only change is to the front suspension to make adjustment easier. The car is only two days away from being ready to run again."

The original car was, of course, written off by Brian Henton in testing just a week after Richard Morgan debuted it. However far from being dismayed Wheatcroft is again intending to call on Henton's experience to help sort the second chassis. There is, however, every chance that the third chassis will be to F2 specification.

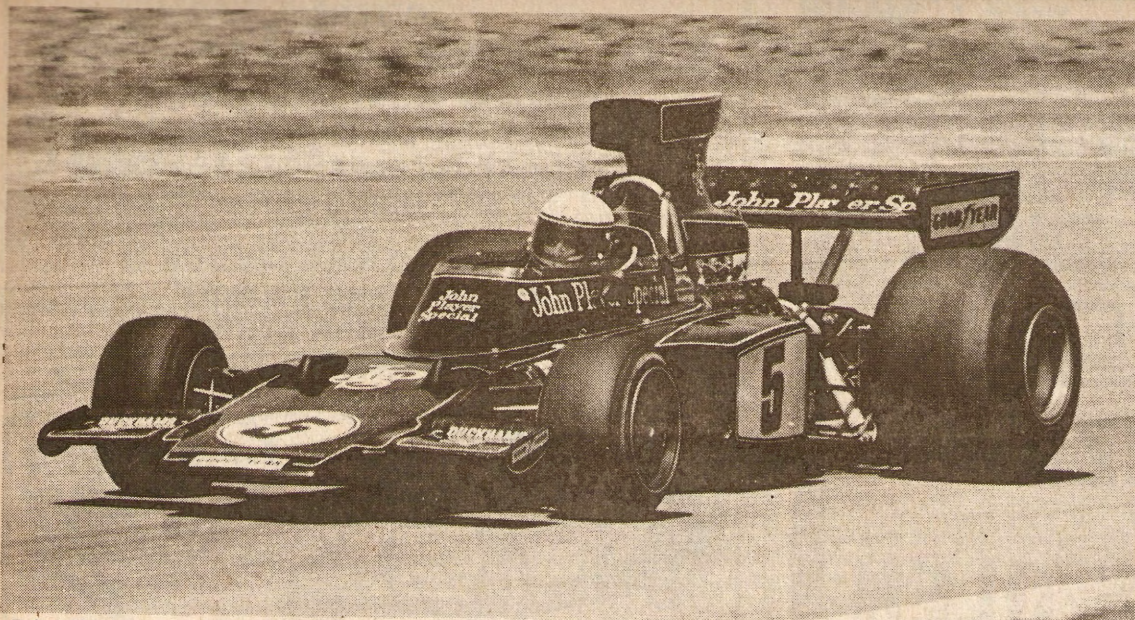
Politics

What is the future of the Le Mans winning Gulf team? Having found the secret of reliability and competitiveness, it would seem the right way was to go straight into the World Championship of Makes series.

But the politics of belonging to an American oil firm are far reaching, and you don't get much higher than a senate committee. Apparently, the man at the top of Gulf is currently answering to a committee regarding undisclosed payments to the Nixon administration, which were omitted from company accounts. So little things like whether he should allow a car to race under the company's name, get rather pushed to the side.

- Besides March Engineering, John Watson's name has also been mentioned in connection with Lotus for next year.

THE AUTOSPORT Editorial Office direct telephone line number changed as of Monday this week to 01-439 9133. The 01-439 4242 switchboard number is still operative but all others are discontinued.



Brian Henton seen having his first test drive in the John Player Special. He was only fractionally slower than Ronnie Peterson although neither driver was really competitive in the old cars.

Pryce quickest in Silverstone testing

Tom Pryce is "on pole" for the John Player Grand Prix of Britain. Well, not quite, but the Welshman's well on the way.

Last Wednesday and Thursday, the Silverstone circuit (venue for this year's national Grand Prix on July 19) played host to two days of Goodyear tyre testing where at least ten current Formula 1 teams took the opportunity of giving their cars an airing on the Grand Prix circuit in preparation for the forthcoming Grand Prix.

The weather was absolutely perfect over the two days and revelling in the conditions was Tom Pryce in the UOP Shadow DN5. Tom was quickest on both days, setting a scintillating lap of 1m 16.2s, 138.28 mph, on the Wednesday and backing it up with a 1m 16.44s the following day. It was the fastest time recorded by an F1 car at Silverstone for a long time. It just beats Ronnie Peterson's pole time for the last GP held at Silverstone in 1973. As to whether it's the quickest ever F1 lap around the Northants circuit is open to opinion. Ken Tyrrell says that Jackie Stewart was lapping in the 16s bracket three years ago. But then there was such a thing as a super sticky qualifying tyre and wings were a little more advantageous.

Second quickest overall was Vittorio Brambilla in the works Beta March 751, the Italian equalling his time of 1m 16.7s set up the previous week. While trying to improve on this during the afternoon, Vittorio slid off while chasing Pryce and dented the monocoque bouncing over a ploughed field on the Stowe infield. It curtailed his activities.

Emerson Fittipaldi was the only other driver to break into the sixteens with his Texaco/Marlboro McLaren, the reigning World Champion recording 1m 16.98s. Then came Jean-Pierre Jarier's UOP Shadow (1m 17.23s), Jacques Laffite's 1975 spec Williams (1m 17.65s) and Jody Scheckter's Elf Tyrrell (1m 17.91s). Laffite's effort was a great filip for Frank's team, the Frenchman recording the time consistently towards the end of Thursday afternoon after initially struggling to

break 1m 20s!

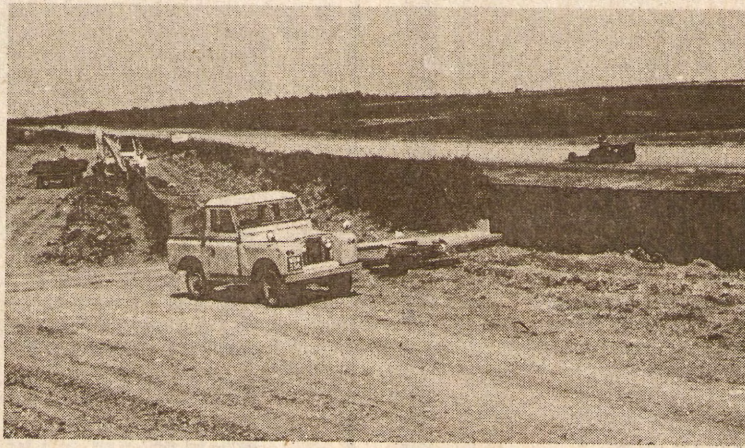
The Tyrrells weren't exactly excelling, although Patrick Depailler's progress was hampered by a blown engine on the Thursday and he only managed 1m 18.44s. Both the Tyrrells were split by Tony Brise's Embassy Hill (1m 18.06s) and then came Ronnie Peterson's Lotus 72 (1m 18.52s), Mark Donohue's Penske (1m 18.53s) and Brian Henton; the latter driving the second JPS 72 as we stated in last week's issue.

Henton spent a lot of time in and out of the pits adjusting to the car, finding it totally different to the

March F1 he'd driven and not quite to his liking. He tried hard, like Ronnie, to break into the eighteens and eventually posted a 1m 18.78s. Completing those using the facilities were John Watson's Surtees (1m 19.23s) and Wilson Fittipaldi's Copersucar (1m 19.86s), a substantial improvement on his efforts back in April for the International Trophy.

Official practising for the John Player GP starts on Thursday, July 17, with further practice periods on Friday, July 18. The 67 lap race is scheduled to start at 2 pm on Saturday, July 19. Be there.

Work in progress at Silverstone last week to modify Club corner in time for the John Player Grand Prix in accordance with CSI wishes.



Kyalami opts out

The king-pin of South African motor racing, Alex Blignaut, was at Le Mans, not trying to sign up teams to visit Kyalami for the nine hours, but rather telling everybody that the race has been cancelled. The organisers wouldn't, it appears, lose a small fortune by holding the race, but more a very large one, so the event now becomes national, and no longer a round of World Championship for Makes.

This means that there are now just

two events left in the championship, Osterreichring and Watkins Glen. The situation is that if Alfa Romeo win in Austria, then they have won the championship. But there's now a strong possibility that there will be two turbo charged Alpines against them, drivers having been named as Jody Scheckter and Patrick Depailler. However, it's still undecided whether first string driver Jean-Pierre Jabouille will go to the Rouen F2 event, or Austria to partner Gerard Larrousse.

"Not quitting says Andretti

Although Jim Dilamarter, the new Managing Director of the Vel's Parnelli Grand Prix team, has taken the trouble to outline his team's plans for the future on page 31 of this week's issue, team driver Mario Andretti told our man in the States last weekend his version of the reshuffle.

Andretti said that: "We are definitely going to finish the season. The reason for all these guys saying we're in big financial trouble is because we let 'em go. We offered



Mario Andretti - 'no trouble.'

(Maurice) Philippe a month by month contract but he refused it. His contract expired on May 1 but we figured he'd come over to Indy to help us out with the Parnelli. Instead he disappeared someplace. Al (Unser) and I have stayed with him through a lot of tough situations in USAC and I figured he owed it to us to help us. He's a good engineer but he's not a racer."

That, it would seem, is it. Please carry on Vel's Parnelli.

New Ensign

"There's a good chance that it'll be ready," said an HB Bewaking spokesman earlier this week. He was referring to the brand new Ensign which Dutchman Roelof Wunderink hopes to debut at his national Grand Prix this coming weekend at Zandvoort. The car has been on the stocks for many months now. It was originally hoped to debut it in April but then, for a variety of reasons, the car became delayed. Mo Nunn, who has overseen the design work on the car, is known to be very excited about it, saying that they've been able to carry out many interesting ideas due to having a generous sponsor like HB Bewaking Alarm Systems.

Wunderink has recovered from the concussion he received in the Zandvoort F5000 race some weeks ago and, providing the car is screwed together in time and there's a 50% chance it will, then he will drive it at the weekend. The older car will be taken over by Gijs van Lennep, who has been waiting in the wings for the last few weeks.

Whizzo's Dolomite

Making a surprise appearance in a Triumph Dolomite Sprint at Mallory Park last Sunday was Barrie Williams. As already reported within these pages, Williams' SO/RAC Championship programme has been greatly reduced because of an enforced financial cut-back on his works-backed Arian-prepared Mazda RX3 and so "Whizzo" was without a drive.

Quite how Barrie managed to organise himself a drive in a Dolomite came about through the columns of AUTOSPORT when Martin Thomas telephoned him last week offering him a car. The Dolomite is in fact an ex-Bill Shaw car which John Hine drove (and modified several times) last year. It's now fitted with a Don Moore-prepared engine and Thomas, a former Camaro driver, has been entering and racing it under the Tensile Structures banner, having now forsaken his projected Renault 17TS in recent SO/RAC rounds.



Barrie Williams — switch

Williams reckoned the engine was about "fifteen horsepower down on the others." Commenting on the difference between the Dolomite and the Mazda, Barrie said he thought the RX3 felt "more like a racing car" but was initially confused "by all those overdrive switches and what have you." Nevertheless, "Whizzo" showed his usual panache and finished second to Andy Rouse's similar car. It is thought that Williams will be released from his Mazda contract to compete in the next SO/RAC round with the Dolomite and that takes place at Snetterton. Despite his second place, Williams wasn't able to add to his points score as the RAC rulings state that a driver can't change his make or car.

Commenting on the proposal that Jock Robertson would drive his SO/RAC RX3, the never-lost-for-words Williams reckoned that it would be highly unlikely due to contractual problems. Shades of F1, eh?

● There was a minor stir when the whispers started about Carlos Pace leaving the Martini Brabham team at the end of the year and joining Ferrari. "Minor" because the Brazilian's name has been linked with the Italian team before. However, the sources suggested that Clay Regazzoni is planning on retirement (we ran that story months ago!) and Pace already has his contract pending. Hmm.

Avon Tour looking good

This year's Avon Motor Tour of Britain is beginning to gather strength as the final closing date for entries draws to a close. Despite the clashing date with the German Grand Prix, which will account for names like James Hunt and Jody Scheckter, and the fact that the Ford Motor Company aren't competing because their new Mk2 Escort isn't homologated (so there'll be no Roger Clark), the Tour still looks like being a great success.

Already there is a stronger international flavour than ever before with entries from France, Holland, Norway and even Russia. Already names like Gordon Spice, Tony Lanfranchi, Bill Gubelmann, Brian Pepper and John Markey are entered while people like Stuart Graham, Andy Rouse, Tom Walkinshaw, Tony Pond and Russell Brookes have shown interest.

This year the event starts at the Post House (Great Barr) Birmingham and travels across to Silverstone

and Cadwell Park, taking in several stages in the East Midlands (possibly around the Dukeries) before moving down to Snetterton for the popular night thrash. Competitors will then travel back up to Birmingham overnight taking in some more stages before moving on up to Oulton Park. More stages will follow before everyone returns to Birmingham for the Saturday night halt. On the final day, its across to Wales (and Eppynt?) in the morning before the final race takes place at Mallory. After that its back to Birmingham for the finish.

Peter Browning, Executive Director of the BRSCC and Clerk of the Course, has just completed a recce of the 1000 mile route. Peter said: "we hope none of the racing types will be discouraged by the inclusion, this year, of more loose surfaced special stages. I can assure all competitors that they are extremely smooth and won't damage the cars — and we have photographs to prove it."

Rapid Vern

Vern Schuppan told our man at Le Mans at the weekend that he wasn't certain whether his services would be required in the Embassy Hill team at Zandvoort this coming weekend. If not, he'll be off to Canada to compete in the third round of the Player's Atlantic series at Gimli.

As we have already reported, Vern will be using his highly modified March 722 with support from Ted Moore at Rapid Movements. Ted, whose freight company backs Matt Spitzler in Atlantic over here, told us last week that by entering Vern, he reckons he's become the first British entrant in the series.

No 2-litres

News which has filtered across the English Channel suggests that there will not be a separate European 2-litre sports car championship at all next year. This is not altogether surprising news, especially when one considers how poorly the series has fared this year. This first round is this weekend and it's the middle of June! It looks as if the 2-litre championship will now become amalgamated with the 3-litre sports prototype category. Some people may welcome this as it will constitute healthier grids. However, one manufacturer is known not to agree with the idea.

Camaro entrants gather

There was a meeting at Mallory Park last Sunday of the majority of RAC/SO Camaro entrants and drivers (present were Messrs Woodman, Graham, Pepper, Olding, Fletcher, Shaw, Speakman, Cowin, Lloyd and Potter) to discuss the proposed plans to exclude the big cars from the British saloon car championship next season.

It was unanimously agreed not to go to any unnecessary expense to persuade the RAC to change their minds (there has been no official

Lella's F1 deal

Because they are about to reduce their Formula 1 testing programme and concentrate on making their Grand Prix car reliable, rather than look for even more speed, it looks as if Lella Lombardi, the current number two to Vittorio Brambilla, will be run by the works' test-car personnel in future. This has come about with the expected re-appearance of Hans Stuck in the "works" team.

● Len Booyen, a young South African driver who has been cutting his teeth on an old F5000 back home, is about to make a trip to Europe. Booyen is expected to compete in at least three (possibly five) Formula Atlantic races driving a Brabham BT40 organised by MRC.

● The organisers at Le Mans, the Automobile Club de L'Ouest, held a conference on the Friday rest day before the race, to gauge, from the press, the way the race should go in the future. The organisers want to increase the qualifying distance from this year's 20 laps, to 23 next year, which should really put out all the competitive prototypes; the press conference broke up in disorder.

● Frank Williams was another gentleman to be seen near the vicinity of the Lamborghini factory late last week. We wonder whether he's after a Urraco as well. Super sleuth strikes twice!

Britain's best in F3?

Britain's fastest Formula 3 driver, Dick Parsons, is about to quit the formula. He's been smitten with that dreadful disease — lack of necessary finance. Parsons has had a very unhappy season so far with his ex-works Modus M1. At the first BP race at Thruxton, he looked set to blow past eventual winner Gunnar Nilsson until his engine broke.

Last Sunday's effort at Snetterton was a "do or die" attempt to try and get a result in an effort to try and earn some finance. Modus lent him a set of old Goodyears for practice as his second hand Firestones were destined for the Ark and Parsons equalled the quickest time Tony Brise has ever done around Snetterton in an F3 car to take up a position on the front row. Unfortunately it rained for the race and Parsons had wet tyres that were more akin to slicks. Consequently he spun off on the first lap trying to stay with race leader Nilsson.

Unless Parsons manages to obtain some support from somewhere, he'll be forced to sit on the sidelines and Britain will have lost yet another promising youngster who could show the Swedes, Brazilians and Americans a thing or two.

Masami quits Europe

Roy Kennedy, the jovial team manager who's been running Masami Kuwashima in F2 and F3 for the last three years, told us earlier this week that it looked very very unlikely that Kuwashima would be returning to Europe to compete in F2 again, certainly this year. Kennedy confessed that he hadn't spoken to Masami for several weeks and in fact had failed to trace his whereabouts.

In view of Kuwashima's European retirement, thought to be due to "business commitments," Kennedy has left Masami Kuwashima Racing. However, he has warned us that he'll be back and has already formulated plans for a very interesting project due to be announced in the next few weeks.

Chinetti snub

That long-time supporter of Le Mans, Luigi Chinetti, may never again be seen at the Sarthe circuit following his argument with the organisers. As usual, the proprietor of the North American Racing Team arrived with a load of gorgeous Ferraris, four in all, including last year's Dino and Boxer, and a specially bodied Daytona.

But after the qualifying row over the Dino, Chinetti was apparently insulted by the organisers, and accordingly withdrew his cars. It was generally felt that this was a typically Italian thing to do, but he was mainly admired for his conviction, and a furious Chinetti vowed that his cars would never run again at Le Mans. Undoubtedly, a sad loss to the race, which many felt was just one more nail in the race's coffin.

Nilsson on top

Rapidly establishing himself as the man to beat in Formula 3 this season is Sweden's Gunnar Nilsson. Despite the antics of his works March team-mate, Nilsson continued to push the message home at Snetterton last Sunday when he scored his fifth F3 victory this year, his third BP qualifier, and has now established a firm lead in the series. Apart from Patrick Neve, who was beset with problems but still finished in the points, Nilsson has a Laffite-like lead over his nearest pursuers.

The leading positions are:

1. Gunnar Nilsson, 35 points; 2. Patrick Neve, 27; 3. Danny Sullivan, 13; 4. Conny Andersson, 12; 5. Alex Ribeiro, 11; 6. Renzo Zorzi, 9; 7. Hervé Regout, 8; 9. Conny Ljungfeldt, Ian Taylor and Ingo Hoffman, 7 pts, etc.

Jim closes in

Although it looked as if this year's John Player Formula Atlantic Championship was fast becoming the property of Tony Brise and the works Modus, last Sunday's win by Jim Crawford and the retirement of Brise puts a slightly different emphasis on this highly controversial formula.

Crawford, whose win was his first finish in the last three races, moves him to within striking distance of Brise. There are four rounds remaining and, besides Crawford, only two other competitors are in with a theoretical chance of overhauling the leader. So now the onus is on Crawford and Chevron. Leading positions are:

1. Tony Brise, 120 points; 2. Jim Crawford, 90; 3. Cyd Williams, 54; 4. Val Musetti, 41; 5. Richard Morgan, 38; 6. Steve Choularton, Peter Wardle and Nick May, 32.

Rouse ahead

Another convincing class win at Mallory Park last Sunday saw Andy Rouse move a little further ahead in this year's Southern Organs/RAC National Touring Car Championship. The Broadspeed Dolomite driver took advantage of Richard Lloyd's defeats by Stuart Graham to increase the gap by a further three points. The leading positions are:

1. Andy Rouse, 67 points; 2. Richard Lloyd, 63; 3. Win Percy, 59; 4. Stuart Graham, 57; 5. Bernard Unett, 47; 6. Gordon Spice, 40; 7. Vince Woodman, 31; 8. Jenny Birrell and Barrie Williams, 26; 10. Les Blackburn, 24.

Lloyd loses

If Richard Lloyd lost his SO/RAC Touring Car lead, then he still manages to retain the premier position in the lucrative Tarmac British Racing Championship. His closest threat comes from Tony Brise whose Grand Prix performances are earning him valuable points. Had it not been for his retirement in the Atlantic race on Sunday, Brise may well have overhauled Lloyd and become the new leader. However, the largest jump is that of Derek Bell who, by winning Le Mans, suddenly leaps into the reckoning. Providing he is able to organise a regular F5000 drive in the near future, Bell could well creep higher up the leader board. The leading positions are:

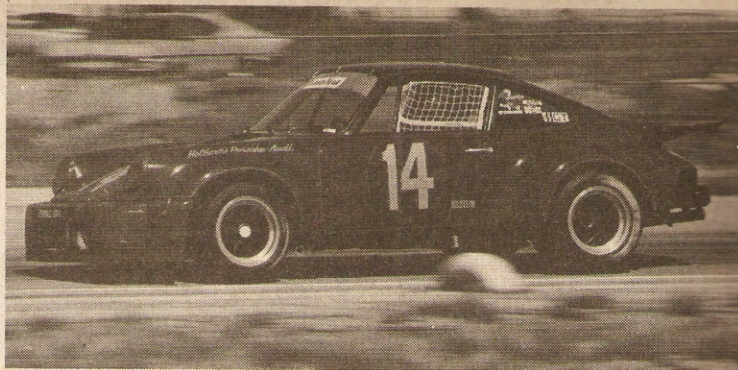
1. Richard Lloyd, 166 points; 2. Tony Brise, 148; 3. Stuart Graham, 144; 4. Andy Rouse, 140; 5. Derek Lawrence, 102; 6. Ian Taylor, 98; 7. Bernard Vermilio and Derek Bell, 95; 9. Jim Crawford, 92; 10. Jeremy Rossiter, 82.

Haywood wins IMSA cracker

Supporting last Sunday's Formula 5000 race at Mosport was a further round in this year's American IMSA GT series and what a cracker it turned out to be. Eventual victory went to Hurley Haywood in his Porsche Carrera, but the former Porsche Can-Am driver only managed to take the lead on the penultimate lap of what turned into a thrilling 40-lap final.

With the clashing fixture at Le Mans drawing away some of the glory-seeking IMSA competitors, it was left to the regular circus to concentrate on battling this one out. There was not a terribly good entry, around 35 cars, and the race was split into two 20-lap qualifying heats plus the final. Current series leader Peter Gregg stole the pole slot in his familiar Brumos Carrera ahead of Al Holbert's similar car (which has won the last two rounds). Brian Redman's works BMW CSL and Carl Schafer's Chevrolet Camaro. These four were all covered by less than a second.

The first heat saw a dice between Redman and Gregg, the Porsche leading initially until Brian towed the sole CSL Coupé by the Carrera on the back straight at the completion of the first lap. That's how it stayed with Redman holding on to win by 0.5s, with Haywood a further 10s down. Fourth was Ludwig



Al Holbert's bid for a hat-trick failed as he couldn't match Haywood's pace.

Heimrath, also in a Carrera.

The second heat started on a slightly damp track following a rain shower, but everyone chose dry tyres. A three-car dice formed between Holbert, Schafer and Mo Carter, whose Camaro was running a Monza GT body and Dunlop tyres. Carter retired with fuel starvation and Schafer spun, dropping to third, letting Holbert beat George Dyer (Carrera) by 5s. Charlie Kemp (Carrera) was fourth despite suffering a puncture on the last lap.

In the final it was Redman who pushed his way to the front chased by Holbert, Gregg, Schafer, Haywood and Heimrath, these six forming a nose-to-tail group during the early laps. The BMW led until lap 13 when the head gasket blew and this put Schafer to the fore, the Camaro having taken Holbert and Gregg. These three began to pull clear of Haywood and Heimrath, but

on lap 17, Holbert stopped with tyre trouble and lost a lap.

The Camaro still led, just, but Haywood was now beginning to pull back the 4s gap toward Gregg. With five laps to go, Gregg hit Schafer under-braking for the hairpin and in turn the Camaro punted a back-marker. This melee allowed Haywood to get right on terms and now all three were virtually locked together. As they came into the pit straight, Haywood banged Gregg up the back, the reigning IMSA champion suddenly swooping off line and screaming into the pits for a check-over. This allowed Haywood to have a final uninterrupted go at Schafer's battered Chevrolet which he did on the penultimate lap to win by 1.5s.

Heimrath finished 3rd, albeit 17s down, with Gregg and Kemp next up. Gregg still leads the series but Haywood is now fractionally behind. Holbert is now third.

Ferrari set for 1-2 in Dutch Grand Prix

Last year, no one could touch Niki Lauda and the Ferrari around the dunes that form the Zandvoort race track, venue of this weekend's Dutch Grand Prix. In fact, both Lauda and team-mate Clay Regazzoni were uncatchable in their scarlet flat-12s as they sped to a classic one-two finish. The chances of them repeating this feat seem relatively high this year as Lauda is currently sweeping everything before him and now heads the championship table. This is largely thanks to three superb Grand Prix victories on the trot (Monaco, Belgium and Sweden) and the young Austrian will be eagerly looking for his fourth, and a place in the record books, this coming Sunday.

Providing everything goes well for

● Claude Le Guezec, of the CSI, said that they had been approached by an entirely new country to run a Grand Prix for them next year. Said country apparently had a big bag of gold from a sponsor, but no decision had been made at that stage.

● Although Oulton Park was scheduled to host the first round of next year's FIA F3 championship, John Webb told us on Sunday that he had lost the date as the CSI said that the new 1.6 mile circuit was too short. There will be an F3 supporting race for the GP next year though and hopefully this will be included in the championship.

Lauda and Ferrari, and judging by pre-race testing there some weeks ago it will, then Niki will be in a unique position in which to equal Jim Clark's five GPs in a row at the French GP. Still, we must wait and see what happens in Holland first.

The UOP Shadows are at last beginning to recapture their phenomenal South American form and both Jean-Pierre Jarier and Tom Pryce are bound to be pushing up hard against the Ferraris. Jarier wasn't that far from winning in Sweden while Pryce's recent speed in testing is bound to bring a smile to Alan Rees' face.

It's becoming increasingly difficult to predict exactly which team will be leading the way at each specific Grand Prix. However, the Martini-Brabham equipe has never been far behind this season. In fact, they've been in front most of the time. Now that Carlos Reutemann's back on top form and Carlos Pace is still fighting hard, the MRD set-up still has to be in with a big chance.

One can never discount Elf Team Tyrrell nor Marlboro-Team Texaco with their two works McLarens. Both Jody Scheckter and Patrick Depailler will handle the familiar blue Elf cars while Emerson Fittipaldi and Jochen Mass take charge of their regular M23s.

Hans Stuck will be on hand in the March Engineering team this weekend, not to drive, but to watch and get reaccustomed with the orga-

nisation he is virtually certain to rejoin in a few weeks' time. The man everyone will be watching, and who'd have ever thought that was possible, is their team leader Vittorio Brambilla. The Italians led the last two Grands Prix and put the Bicester firm right back on the F1 map. Can he win this time? It poses an interesting question. Lella Lombardi drives the second 751 again.

Another interesting question surrounds the Embassy Hill team. New recruit Tony Brise gave the *marque* its first point in Sweden. He's no stranger to Zandvoort, having raced there in his F3 days. Can he continue to perform so admirably and thus create even further hysteria among his sudden (!) crop of English followers? The second car is still open at the time of writing, although Vern Schuppan was a late choice in Sweden.

Only the Roger Penske team will represent the "young Americans" as the Vel's Parnelli team are giving this one a miss in order to compete at a USAC race. Mark Donohue will drive the Citibank Special. Other single car teams are the Matchbox Surtees for John Watson, the Stanley-BRM for Bob Evans, the Hesketh for James Hunt (who should go well here) and Wilson Fittipaldi's Coper-sucar.

John Player Team Lotus will soldier on yet again with ageing type 72s for Ronnie Peterson and Le Mans winner Jacky Ickx. Frank Williams will run two cars, one for Ian Scheckter (substituting for Arturo Merzario) and the other for F2 champion elect Jacques Laffite. The final two-car team is the Ensign equipe whose Dutch sponsors, HB Bewaking, hope to run Roelof Wunderink in Mo Nunn's latest creation and Gijs van Lennep in the older version.

Brands Britannica 2000

The major meeting of the weekend in Britain is the Britannica 2000 2-litre sports car race at Brands Hatch. Following recent cancellations this is the opening round of this year's European 2-litre championship so all the entries will be raring to go. This class of racing has not been seen too much in Britain in recent years but on the Continent it has produced some really spectacular races. The non-championship race in April at Silverstone provided an excellent appetiser for this event, which is being organised by the BARC Headquarters and sponsored by Encyclopaedia Britannica.

These cars have proved their reliability in the long distance classics this year but the astounding thing about them is that they are very fast for their 2000 cc. Lap times round the Brands Grand Prix circuit are expected to be only around two seconds off F1 times.

Entries from Europe were still coming in to the BARC's office this week which included the possibilities of several top Italian cars. However, as we went to press, the Chevron B31s of Ian Grob, John Hine (KVG Racing) and Martin Raymond (Fisons Racing) topped the list. All three are very fast in this class of racing and are very evenly



Guy Edwards - Lola

matched.

The Lola opposition is led by Guy Edwards in the CI Caravans T390. This car has proved initially troublesome, but Guy showed at Silverstone that it was capable of competing on equal terms with the others. Older, well proven, T294s will be in the hands of top competitors Richard Lloyd, Howden Ganley, John Sheldon, Italian ace Cosmo Turizio and Ian Bracey in the Lloyds car.

The March 75S has turned out to be the best ever sports car from the Bicester concern and John Lepp's



John Hine - Chevron

Roger Hire example has proved to be the quickest car in this type of racing this year. Mario Cabral should also be very competitive in his Alroy Racing 75S.

Three European entries account for two types of car not seen in Britain before. From Europe comes the Team Warsteiner-Eurorace entries of ToJs for Jorg Obermoser and Paul Keller. These cars are based on a Jo Marquart Modus design and have the latest in BMW engines. The other interesting entry is the works Cheetah from Switzerland, which will be handled by former F1 driver Reine Wisell.

Other Chevron entries include Ian McLaren (Chevron B26/31), John Cole/Mark Cole (Chevron B23/6), John Calvert, Robin Smith, Tony Charnell and Jorg Zabrowski (Chevron B23s) and Douglas Baillie (Chevron B19/21), while additional Lolas will be in the hands of Derek Worthington and Manrico Zanuso (T294s) and Alan Stubbs will be in the second Alroy March.

One off cars are entered for John Calvert (Huron), Ivor Goodwin (Rawlson), Peter Andrews/John Corfield (Martin), Richard Jenvey (Vogue), Lynden Throne/John Pearson (Aldon) and Gianfranco (Osella).

The race will be run over two 40 lap parts on Sunday, the first starting at 2.30 pm. Practice is on Saturday starting at 9.30 pm. Supporting races include a non-championship Southern Organs Trophy Formula Ford event, a Simoniz Special Saloon championship round and a Shellsport Escort Mexico Invitation race (on the short circuit).

The two day meeting promises plenty of action and good racing. Sunday opens with unofficial practice beginning at 11 am and the fun begins at 1 pm with a special caravan display. The Shellsport event opens the racing at 2 pm.

SILVERSTONE

The biggest club meeting of the weekend is the BRDC championship promotion on Sunday at Silverstone. Once again the seven race programme has a capacity entry, Formula Fords topping the list with no less than 70 cars entered for the chance of Brush Fusegear points. All the top FF men are entered but the battle should be between National FF championship leader Geoff Lees, Silverstone ace Jim Walsh and South African Kenny Gray. Other leading contenders include European kart champion Eddie Cheever, former Brazilian saloon champion Thiago Assis, '73 European FF champion Claude Crespin, South Africans Rad Dougal and Geoff Smailes, Irishmen Eddie Jordan and John Murphy and works Van Dieman driver Matthew Argenti. The drivers will have to go through two heats and final before they claim the booty.

Jonathan Buncombe is an exciting entry in the Esso Uniflo Special Saloon Championship race with the Shellsport 3.4 litre Capri seen

recently in the hands of co-owner Dave Brodie. This should provide a useful challenge to the big three who dominated the Tricentrol round two weeks ago, Ian Richardson (Corvair), Brian Cutting (Escort) and Baillie Russell's Camaro.

The Tricentrol Clubmen's Super-sports is overloaded again with all the usual contenders looking for a way of getting near Frank Sytner's record.

The Jaybrand *Formule Libre* race has its usual pot pourri entry with F2, Atlantic and F5000 cars led by John Wingfield, Ray Mallock and Nick May.

Practice starts at noon while racing begins at 3 pm.

CROFT

Northern fans have another chance to catch up on some of the Southern based championships at Croft this Sunday when the BARC (Y) include rounds of the BAF FF and Britax Production Saloon championships in their seven race programme. These include all the usual contenders like Richard Eyre, Rod Bremner, Tiff

Needell, Rick Morris, local aces Kelvin Hesketh, Mick Starkey and Bruce MacMichael (FFs), Rod Birley, Jock Robertson, Peter Jopp, Simon Kirkby, Tony Lanfranchi, Tony Stubbs and Neville Knight (saloons).

Other races include rounds of the BARC (N) Special Saloon, *Libre*, Clubmen's, Modsports and FF championships.

Racing begins at 2.15 pm.

AINTREE

The VW Silver Cup Formula Super-Vee championship contenders are at Aintree this Saturday. The racing has been really good in this category recently and all the top names are entered including John Morrison, Mike Young and Peter White. The two heats and final FF race includes all the top Irish names as well as the usual Northern competitors. Dave Millington, Norman Hodgson and Jim Evans top the Special Saloon entry while invading the Champagne Clubmen's championship scene will be Geoff Friswell, Frank Sytner and Ireland's David Manley. The meeting also has Mono-

posto and 750 Formula championship events starring all the usual people while Modsports and *Libre* events complete the programme.

Racing stars at 2 pm.

CADWELL PARK

The Nottingham Sport Car Club are in charge at Cadwell Park on Sunday where a non-championship Formula 3 race tops the programme. Entries here include Chris Barnett, Mike Tyrrell, Richard Hawkins, Ian Taylor, Doug Basset, Danny Sullivan and Tony Rouff. All these will be looking for valuable experience prior to the championship round at the circuit next month.

Geoff Friswell is looking for pots again in the Clubmen's race and no doubt has his eye on the outright circuit record for his U2 also.

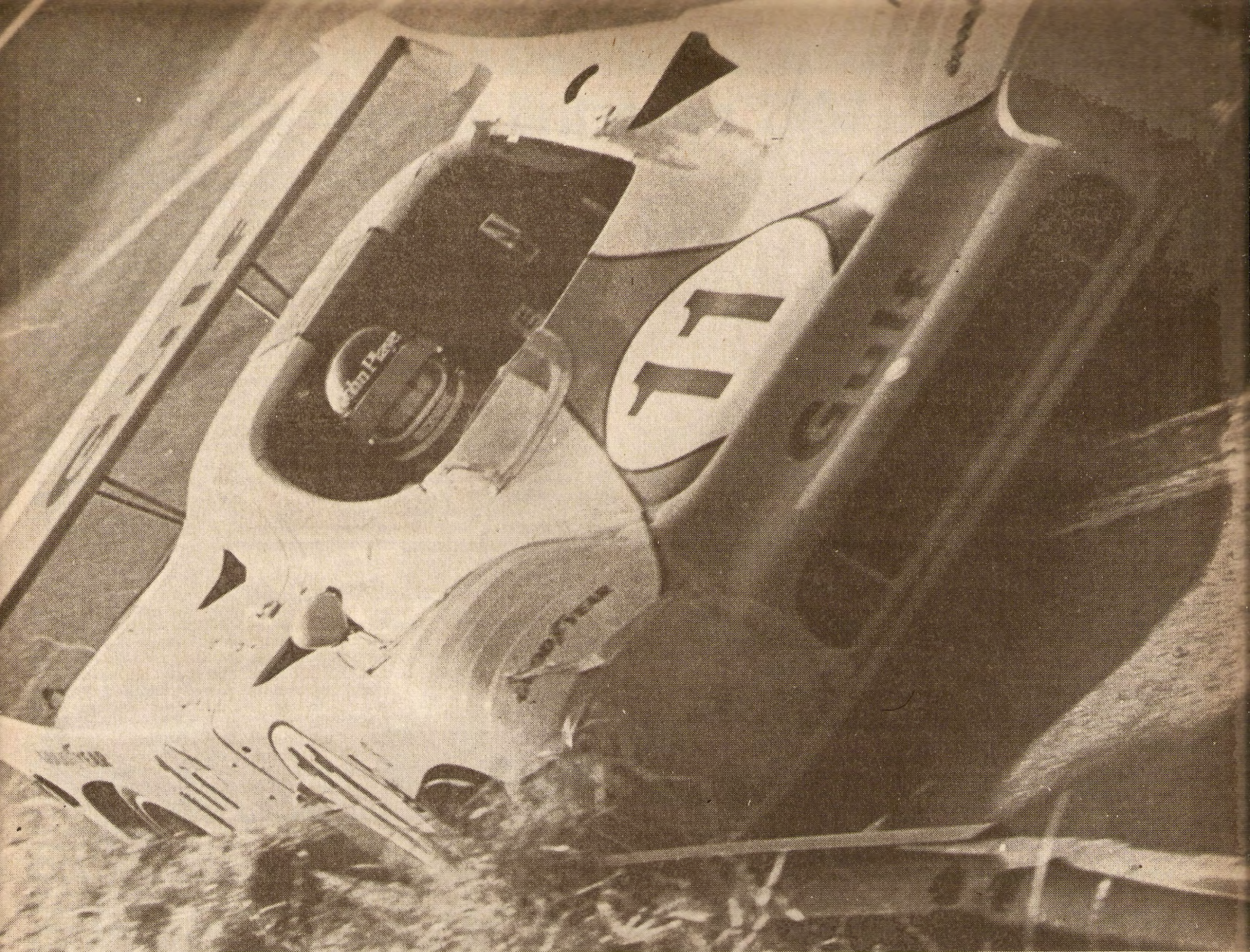
Other races cater for Formula Fords, Formula Vees, F1300s, Modsports, Special Saloons and Miglia Minis. Nearly all the races have got capacity grids for what promises to be a good day's racing.

Racing starts at 1.45 pm.

CATCHPOLE

By Barry Foley





Jacky Ickx clips the guardrail on the way to his excellent victory with Derek Bell in Gulf's GR8.

LE MANS 24 HOURS

Bell heads the Gulf stream

By BOB CONSTANDUROS

Pictures by MOTOFOFO

It has always been called the Vingt Quatre Heures d'Endurance, but this year Le Mans was more of an endurance race than ever, and produced some interesting results. From the middle of the third hour to the end of the race, Derek Bell and Jacky Ickx stroked their car home to win by over a lap at the end of what must have been more of a drive to finish than a race. Their nearest challenger, from the sixth hour, was always a lap behind if not more, and for much of this time, it was their own teammates Vern Schuppan/Jean Pierre Jaussaud in second. Then less than two hours before the finish, the exhaust cracked on the leader's Gulf, but the cushion to the then second placed Ligier of Jean Louis Lafosse/Guy Chasseuil was sufficient, and after his 24 hours a delighted Bell took the flag to head a Cosworth 1-2-3. The surviving Ligier—both the other two had hard luck stories—was delayed by a duff alternator, but was then joined by Schuppan's Gulf delayed with the car pulling to the right, so these two found themselves on the same lap, swapping places for the last four hours of Sunday morning. But a shower of rain on the overcast Sunday soaked the electrics of the Gulf and it was resigned to third. The Porsche 908 of Rheinhold Jost and Mario Casoni had been as high as second, but punctures and a slight collision dropped it to fourth by the end. Behind them came the first of the GT cars, the faultlessly running Carrera of John Fitzpatrick/Gijs van Lennep plus others.

It was, of course, a race of milestones. The first time that the race was not a round of the World Championship of Makes since inception, because of the first economy regulations introduced. The effect of these was of detuned cars and a sub-standard entry list. The result was a smaller crowd, possibly less actual racing, but an interesting thought that the winner's average speed was less than ½ a kph than that of last year, in near identical conditions. A major milestone was that it was John Wyer's fourth win as an entrant in a career that spans Aston Martins, GT40s and the Gulf, and it was a triumph for this British based team headed by John Horsman who came to conquer, and resoundingly succeeded.

ENTRY AND PRACTICE

Le Mans, the long distance race of many years' standing, was a somewhat different kettle of fish in 1975. The French organisers, the Automobile Club d'Ouest had decided to make their own regulations for 1975 regarding fuel consumption and their ideas caused the CSI to exclude them from the World Championship of Makes. This

naturally, had a rather detrimental affect on the entry, even though some of the major participants in sports car racing decided that Le Mans is still Le Mans, that to win this 24 hour "Race" of endurance was to send the world a strong message, and for this season, Le Mans still held some interest.

But back to those regulations again. They referred to a fuel economy measure which

required the cars to do 20 laps without refuelling whereas last year, the Matras did around 15 laps per stop, and the Gulfs one more. Thus, a considerable improvement had to be found among the G5 prototypes, and there were some problems down among the Ferraris in the G4 classes.

To qualify, cars had to be seen to do those 20 laps to prove that they were going to do the laps in the race, and thus each car had to well over an hour's racing to qualify, and then do a quick time to get on the grid. With the lack of entry, and this quite hard qualifying effort, many of the top entries really cut down their practice sessions and as the qualifying had to be done in the dark, one often found very few cars on the track early in the day.

Heading the grid, but not necessarily the entry, as far as the French were concerned, were the two specially built Gulf GR8s, powered by their own, and considerably detuned, 3.0 DFVs. For the purposes of fuel economy, and reliability the drivers were only using 8200 to 8400 revs, which compared with last year's 10,400. The new cars, with lengthened wheelbase from last year, but using the same Len Baily designed suspension, had a complete new wind tunnel tested bodyshape along the lines of the Alpine, formulated by team manager John Horsman, and the cars were to run at Le Mans only. The new bodywork, in fact, was so successful, that it lessened the drag co-efficiency from 0.53 to 0.35 and together with narrower tyres, the cars lost very little time in top speed on the Mulsanné straight. To confirm the improvements, Jean Pierre Jaussaud, who was to drive one car with Vern Schuppan, said they felt as nice, and handled as well as the Matras that he drove the previous year. But it was the sister car of Jacky Ickx/Derek Bell which took pole position with a time of 3m 49.4s, Ickx having set the time. This was set on Wednesday evening, and the team didn't bother to bring the car at all on

Thursday. But the other car had a valve spring cap disintegrate in the engine, an apparently rare occurrence, so after the engine was changed, they ran the car on Thursday to try it out, and then encountered a slight brake problem. The disc was picking up residue from the pads, but a change of pad remedied things and all was well. Jaussaud set a time of 3m 51.8s.

The next row held the first of the three car Ligier team, sponsored of course, by Gitanes, who were much in evidence as usual. With no Matras around this year, the team was the focus of much French attention. The cars have been running in their DFV trim throughout the year, so they were well tested, and with former Matra team manager, Gerard Ducarouge in charge, things were well organised, and only the two DFV cars appeared on Thursday. The Ford cars were revving up to 9000 rpm, with the engines producing a measly 380 bhp due to their economy tuning. It was the Jean Louis Lafosse/Guy Chasseuil car which sat on the second row, Lafosse setting the 3m 53.4s.

Beside the Ligier, was Rheinhold Jost's well known Porsche 908/3, Mario Casoni and Jurgen Barth were to help him out in the driving seat. The Porsche, despite being privately entered, had a large staff of Porsche personnel, most of them on holiday, but taking great interest in the proceedings. A new engine came from Germany for them on the Friday evening, after their previous race engine had been overrevved and it was thought better to have it changed. Casoni set their 3m 55.1s, benefiting from a long CanAm tail section.

The third row held the second Ligier with DFV power, that of Henri Pescarolo/Francois Migault, in which Migault set a 3m 57.4s. Beside him was the DFV powered Lola T284 of Heinz Schultess/Herve Bayard on 3m 59.9s. The car had no problems during practice, and it was Bayard who set their time.

Row four was headed by Alain de Cadenet's Lola T380, again with a 3.0 DFV detuned by John Nicholson. De Cadenet had forsaken his own named car for this event, but found, much to his disgust, that the new car was lacking nearly 15 mph in top line speed. There were no Lola personnel in attendance, and though the team tried a number of adjustments, they went back to the original spec, but had to do one or two mods on the all enveloping engine cover to release hot air. Goodyear's Keith Greene was in charge of the team at Ruaduin and it was Chris Craft who set their 4m 2.7s. Alain de Cadenet was named second driver with sports car expert Guy Edwards named as the reserve. With a large Union Jack on the rear wing, it looked as though the team were sponsored by Britain but among the various names helping out were Duckhams and Tic Tac mints, the latter thanks to Guy Edwards.

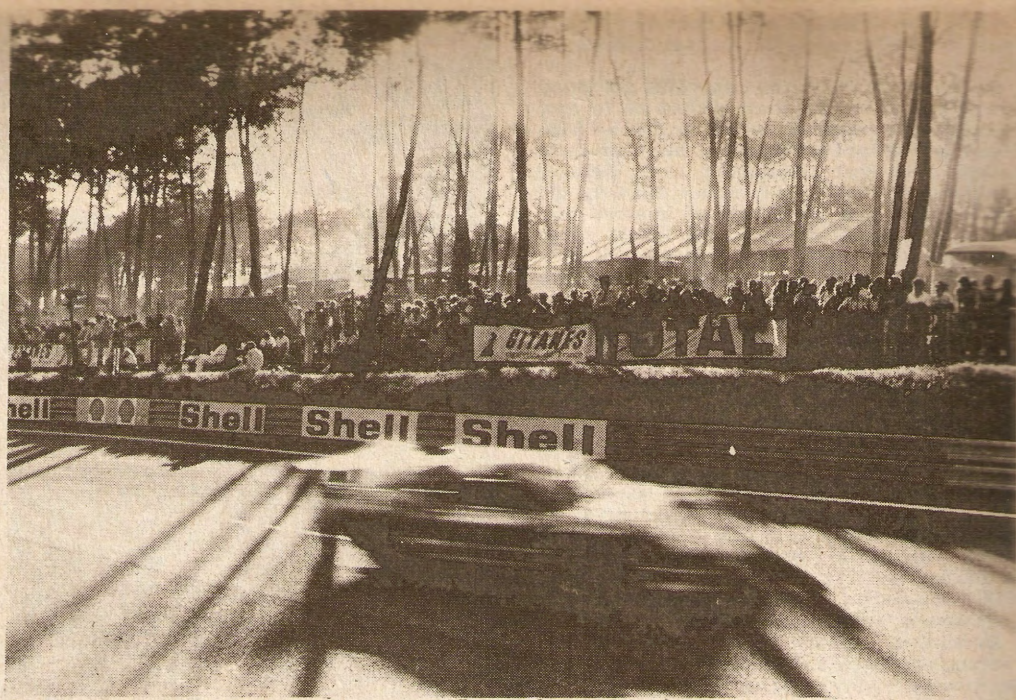
With them was the first of the 2 litre sports cars, the 2.0 Alpine Renault of Lella Lombardi and Marie-Claude Beaumont. However, Gerard Larrousse had a hand in the proceedings before adjourning to Austria's F2 event, for it was generally said to be he who set the 4m 2.9s although it was attributed to "Beaumont." With many events run by the car already, it wasn't surprising to hear that they ran without problems, using a long tail for the circuit.

Row five held the third Ligier, that of the two Jean-Pierres Beltoise and Jarier. This was fitted as last year's cars were, with the three litre Maserati engine, and both Jean-Pierre's elected to drive this car, as they felt that with the slower speed and previous form, they had a good chance of finishing well up. The Ligier was a late entry on the lists as it had been thought that they wouldn't be able to enter three cars. As such, it was fairly standard.

Alongside the Ligier was the first of the Group 2 cars, the paint adorned BMW CSL to be driven by Herve Poulain/Sam Posey. Poulain is an art fan, and when this IMSA contesting spare car was painted in yellow, orange and red by artist Alexander Calder, he fixed up the drive and BMW arranged Sam Posey to co-drive. Although it was entered by Poulain, Jochen Neerpasch was much in evidence, and to complete the team, the well known veteran Jean Guichet was named as reserve. Posey set the 4m 6s, but Guichet wasn't far behind.

Two two litre cars came next, the ROC Lola T294s of Laurent Ferrier/Xavier Lapeyre and Pierre-Marie Painvin, and France Hummel. Ferrier set their first time of 4m 8s, with Lapeyre setting the 4m 12.9s for the other car. Practice wasn't a particularly happy affair, as the heat affected the often hot Simca engines, and the two cars plus the third team member, had a troublesome time.

Alongside Christian's Poirot's Porsche 908 on row seven was the first of the GT cars, that of



The second placed Ligier is a blue against the tall shadows of the early evening on Saturday. Jean Louis Lafosse and Guy Chasseuil drove.

Claude Ballot-Lena/Jacques Bienvue, in, not surprisingly a Porsche Carrera. The 4m16s set by Ballot-Lena was just 0.7s quicker than the Tebernum Carrera of Clemens Schickentanz/Hartwig Bertrams. This, in turn, had the Claude Haldi/Juan Fernandez Carrera a row down, which Fernandez put into the Armco on the Thursday, but which reappeared for the race. Alongside them was the first of the Ferraris, entered by NART for Carlo Facetti and Ronnie Bucknum to drive.

Another row back was the Lola-Richardson T294 of Nigel Clarkson/Derek Worthington which had a BDA fitted. A veritable cast of stars were in attendance including Geoff Richardson, with former Lola man Patrick Head helping out, and those sons of famous fathers, Adrian Hamilton and Stuart Rolt. Prince Michael of Kent even manned the pumps during the night. Apart from a misfiring practice engine, the car ran well.

Sharing this row was the first of the strong Porsche Carrera team entered by Georg Loos, this one being the Carrera of John Fitzpatrick/Gijs van Lennep. The other cars were driven by Toine Hezemans/Manfred Schurti and Tim Schenken/Howden Ganley, with George Loos joining in when he was needed. Causing much amusement were the pit signals, including a hammer and much hand waving. This was to tell Hezemans that he was going too fast for qualifying, and he was promptly reprimanded . . . until it was found that the time given was someone else's.

Another British based entry was among these, the 2.0 March-Cosworth 75S for Richard and Mike Knight of Winfield racing school fame, sharing with Christian Mons. However, their supposedly demon Cosworth has misfitting heads, and the car has to have a bitza engine built up. After more Porsches and some more G2 cars, came the Porsche Carrera of Nick Faure/John Cooper/Jean "Beurlys" sponsored by Harley Davidson and Swinford Motors. As with many of the Porsches, this one had few problems and sat on the fifteenth

row.

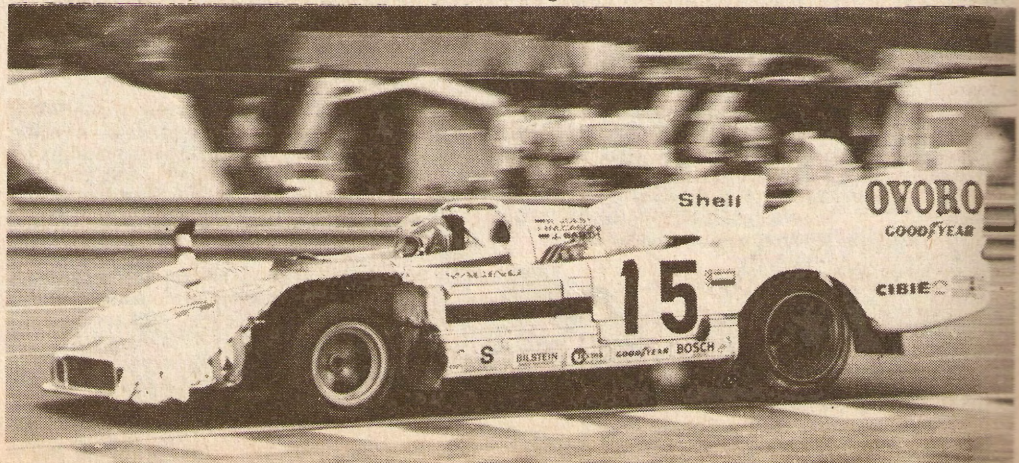
The rest of the grid was largely made up of more G2 cars, some slow 2 litres cars and yet more Porsches. Among these was a sprinkling of Ferraris, including the Daytona which Englishman Richard Bond was expecting to drive, but found the drive sold from under him. NART had some more cars too, the Boxer run last year, a Dino (which was to cause problems) and a special Michelotti bodied Daytona. Drivers included Ronnie Bucknum, Lucien Guitteny and Jacky Haran.

Sigma appeared again, this time the low sports car being powered by a turbo charged Toyota engine, but the car, with Japanese drivers, didn't qualify initially, but things were to happen which got it in. What happened was that the organisers told NART that on Thursday night, their Dino had qualified. Come Friday, it didn't appear on the lists. Why? It hadn't qualified. Yes it had, said patron Luigi Chinetti. No, yes, no, it went on all day. Saturday came and Chinetti had another go and this time the organisers got rude, and Chinetti, simply withdrew the lot, letting in three reserve cars at the last minute and making Le Mans very expensive and rather unenjoyable for NART, long time entrants at Le Mans.

RACE

Saturday was another really glorious day, even clearer than the previous scorchers, but something or other was keeping the crowds away, for there wasn't the traffic nor the dust that the vast number of people normally cause. But it would seem that something would overheat — even the driver — in such hot conditions but there were no such complaints when the race got under way. As four o'clock approached, so the cars lined up for their slow rolling lap and immediately there was a problem, for the Schultess/Bayard Lola wouldn't start, and only after the starter had been attended to did the Lola set off, already five minutes behind

Battle scarred but fourth, Jost/Casoni/Barth had no engine troubles in the Can Am tailed 908 Porsche.



the rest. One of the late entry Porsche Carreras was in the pits for nearly half an hour before it set off.

But up at the front, the two Gulfs got away cleanly as the minute hand clicked on to four o'clock, and at the end of the first lap, Bell led from Schuppan, followed by Pescarolo, then team-mate Lafosse, Jost, Posey, Beaumont, Craft, Beltoise and then a gap to the G4 Porsches. But what did one lap matter in the couple of hundred that would be covered? As the Gulfs slowly pulled away from the Porsche now, early pit visitors in those first couple of laps were the Clarkson Lola with gear selection problems — there are eight rose joints involved — and also the Posey BMW, this latter because the tank was full and a valve had jammed which should let in air, and promptly caused fuel starvation. It took a lap to fix.

By lap three, with the order now Schuppan, Bell, Jost, the Ballot Lena Porsche had a quick visit to the pits, losing the G4 dice which was now headed by Schickentanz from Fitzpatrick, and a whole host of Carreras snapping away just behind. The lappery, amazingly, had begun already and by lap five, there were only seven cars anywhere near in touch, with Beltoise already taking things easy and losing touch with Beaumont's Alpine. Two ROC Lolas had pitted with electrical problems, as they were to for many laps to come.

By lap nine, just forty minutes after the start of the race, there were a mere eight cars on the same lap; how the mighty event has fallen. One of these, Lafosse's Ligier made it seven by pitting, for the red electrical warning light had come on, and while the mechanics checked the complete system, he fell a lap in the six minutes, and it was discovered to be just a faulty light anyway.

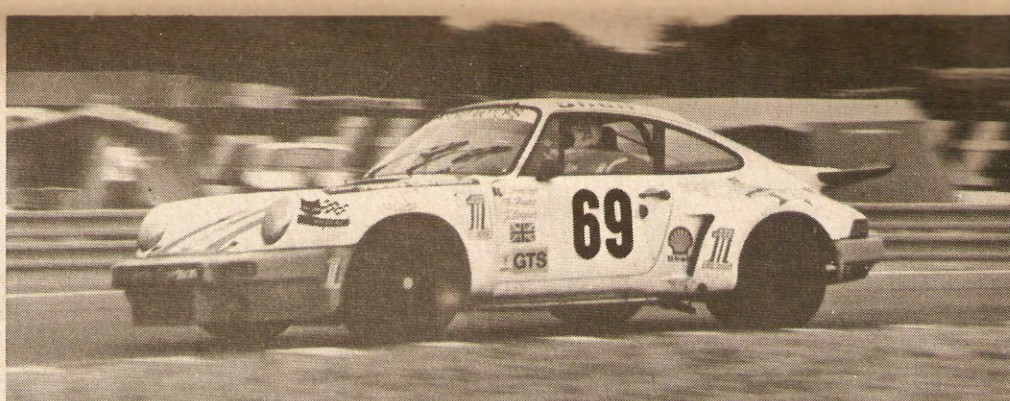
After one hour then, the two Gulfs were out in front, followed by Jost's Porsche, Craft in the de Cadenet Lola, the Pescarolo Ligier, Beaumont's Alpine and Beltoise's Ligier, the rest were already a lap down. Fitzpatrick had control of the G4 class but only by 1.2s from Schickentanz, and Schurti had already dropped back with a puncture. The leading cars at that hourly stage had covered one less lap than last year's.

The G3 Carrera of last year's GT winner, Cyril Grandet and Bob Wollek had to come in early after an 'off' and a puncture, but after fifteen minutes, it was time for the first pit stops, and very soon the pit area was alive with cars. Bell, Jost and Craft, covered by a couple of seconds, all came in together, but a late one to come in was Beaumont's Alpine. In fact she never made it, for as she rounded Mulsanne, the engine coughed and died. At first it was thought that she'd tried to do too many laps, but when it was analysed later, in fact part of a rubber seal in the tank had disintegrated causing the fuel pump to block and her race was over. Bayard, who had never got anywhere near his rightful position was another to stop after the rear radius arm pulled out, and his effort was over.

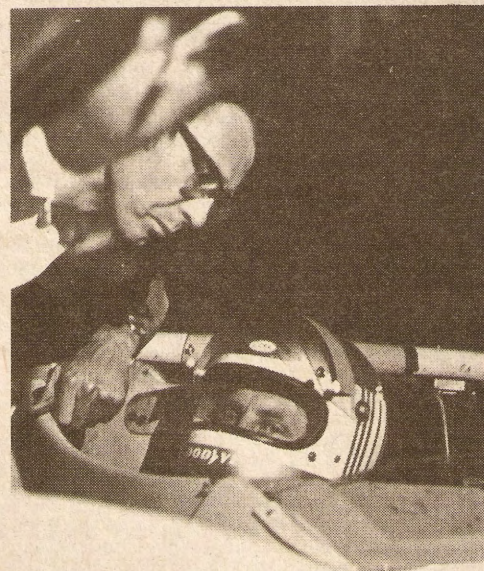
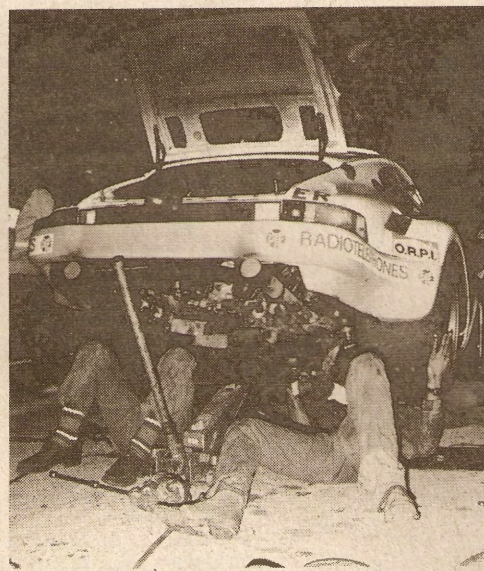
So at the end of the second hour, the two Gulfs still led, now with Bell in front, by a mere 2.1s. Schuppan reported the car jumping out of second from an early stage, but the gear could be held, or just abandoned in favour of third in places. De Cadenet now followed the Gulfs, just in front of Jost and Casoni, and these were the only ones on the same lap. The Pescarolo/Migault Ligier was one lap down, the other two Ligiers two down along with Posey's BMW, now charging along. The Christian Poirot Porsche was next, with Schickentanz leading the GTs by 11s now from Fitzpatrick/van Lennep.

Just after the two hour mark, Beltoise's Ligier

Above, an anxious Vern Schuppan talks to team manager John Horsman (with glasses). Schuppan and Jean-Pierre Jaussaud finished third. Below, a day in the life of the Alain De Cadenet Lola, as he spins into the guardrail. After many problems, De Cadenet and Chris Craft finished fifteenth, setting fastest lap.



Nick Faure/John Cooper and Jean "Beurlys" had a trouble free run in Beurly's Carrera, but (below), a number of Carreras needed new engines during the race.



hit brake trouble with a pipe coming loose and rubbing the wheel. In fact the problem was so severe that he had to be caught by his mechanics when he came into the pits. The stop cost him 12m. The Japanese Sigma team were in trouble, after running a creditable fifteenth, for they were due for another rebuilding stint as last year when the oil pump fell off and the engine needed new bearings. But after a two hour job, the car still wasn't healthy enough to continue, and they retired. Before the end of this third hour, Beltoise was in the news again, for having just got by Harry Jones of Florida in his Daytona, he found Jones nudging him just before the Ford chicane, and in this lefthander, the car was turned off the track into the barrier, and that was that.

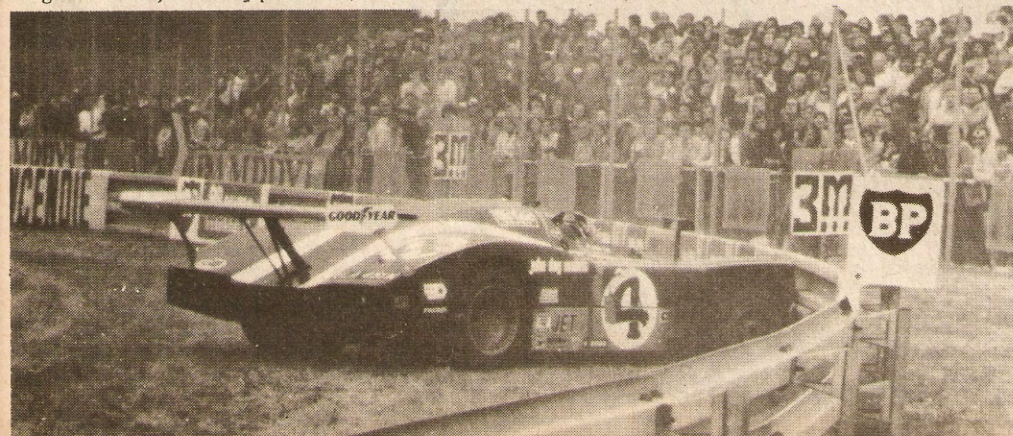
So in the third hour, it was still the Gulfs out in front with now just the Porsche 908 for company on the same lap, followed by the two remaining Ligiers, Posey's CSL and then the first of the GTs, the Fitzpatrick car leading Schickentanz. De Cadenet was sitting in the pits having his exhaust rewelded at this stage, an operation which dropped him to twelfth as it took 46 minutes. Vibration had caused it to crack right up by the manifold.

Then it was the turn of the GTs to have their problems. As the sun began at last to cool, Toine Hezemans pitted his Gelo Porsche with a dropped valve, and a few minutes later, it was Schickentanz who had his motor blow up. Schickentanz had a rod through the bottom of the engine, but Hezemans had a new motor fitted. In the two litre class, by the end of the fourth hour, a good class dice had developed between two of the ROC Lolas, still popping and banging, and Nigel Clarkson's Lola, now back on song. But the Knights in the Alroy Racing March weren't having such fun, pitting with alternator problems.

At the eight hour then, Gulfs still led, faultlessly, then the 908 again, the Ligiers, Posey's BMW and now Fitzpatrick in the Carrera with van Lennep. Next up was the Faure/Cooper Porsche, a good effort, partially caused by more problems with Hezemans, having his engine changed and then having a wheel collapse on him at Indianapolis, heralding retirement. Schenken had been having trouble with third gear in his Gelo Porsche, and before this fourth hour had ended, he was in the pits having a new gearbox fitted. It was all go for the Gelo team, although Ganley didn't look too excited by it all. The operation took 45 minutes. Ballot Lena, meanwhile, had a brace of punctures, but the order at the head of the chart looked the same at nine o'clock, except that Posey's BMW had had the transmission broken out on the circuit, and he was out, making the G2 entry very sparse.

Apart from Schenken having more trouble in his Porsche, still with the gears, there was little to report in the fifth hour, but moving on to the sixth, the picture was different. Jaussaud had come in with the second placed Gulf misfiring, and to cure this, the team changed the black box and alternator in a 25 minute stop, during which they changed the pads as well. This dropped the Gulf down to fifth behind the Porsche and two Ligiers, but still the sister car kept charging on and it seemed that nothing would stop it. Fitz and van Lennep still headed the GTs from Faure and Cooper, who were running well, albeit, two laps behind and being caught by the Kremer Carlos Bollanos/"Billy" car.

Clarkson had an engine problem which dropped him right out of the running, and it seemed cruel justice that two fearfully misfiring cars should be leading the class up to 2.0 litres. But one large drama appeared when the De Cadenet team noticed that the bonnet had come off the rear. De Cadenet hadn't in fact noticed what had hap-



pened, except that the car wouldn't pull on the straight, and after receiving a signal to pit, duly came in to have another one fitted, a lengthy job. But more dramatic than that was poor Francois Migault who found the residue in the road on Mulsanne, and duly thumped it, ruining the front of the car, and requiring considerable patching, this taking 42m, which dropped him down to eleventh by the seventh hour. De Cadenet and Craft were even further back now, in thirtieth position.

In the GT class, by midnight with eight hours gone, Faure and Cooper had lost their second in class to the Kremer Carrera, but the Gelo car was still charging on, now lying fifth overall in front of the Poirot 908 which was running like all the 908s used to. De Cadenet was still having its rear engine cover properly fixed to prevent the previous accident happening again, losing another eight minutes.

With Frenchmen beginning to take to their sleeping bags under the trees and in the car parks, little took place in the next couple of hours; but the Migault/Pescarolo Ligier was in trouble with the alternator and the bonnet, having two long stops of 19m and 36m, which dropped the Ligier down the leader board, while at the same time, the Jost/Casoni/Barth Porsche had a coming together with a slower car at Mulsanne which took away the lights at around two in the morning. Rebuilding the bodywork took 22 minutes, all of which allowed the second Gulf to catch up. Bell and Ickx were on 159 laps, six more than the sister car, which was now on the same lap as the Ligier with the Porsche, three more laps behind.

Thus, at half distance, it was a Gulf one-two in the lead, then the Lafosse/Chasseuil Ligier, which had run well despite its early problems, and the Porsche 908 still, despite its stop. Then came the Carrera GTs, still with the Gelo car leading the Kremer car by some two laps.

Just into the second half of the race, with dawn just breaking at four, came news of another puncture, this time to Pescarolo, who was admittedly well down but the puncture must have been nasty on the Mulsanne straight, and the car never reappeared. At this stage, there were 37 cars still running, eighteen having retired. The dawn saw a welcome respite from the heat of the previous day, for there were clouds in the sky, and in fact the morning became overcast and cool.

The half way mark also had a further effect on proceedings in the Gelo camp, in that the Schenken/Ganley car was withdrawn as it wouldn't be classified because it hadn't completed 70 per cent of the class leader's distance at this stage. This heralded a change of policy for the winning car, and now as well as the regular drivers, Schurti and Hezemans would drive it for Porsche cup points.

By the end of the thirteenth hour, the positions were much the same as before, although De Cadenet was still fixing his bodywork, this delaying him another 25 minutes, although this British effort was now in nineteenth place.

In the two litre class, there was an interesting change, not in position but the fact that at least



John Fitzpatrick was number one driver with Gijs van Lennep in the Loos Porsche which finished a creditable and reliable fifth. Here he leads more Carreras.

one of the ROC cars was now running really well, although there were other problems. The Knights in the March were having a really bad time, with non-starting, misfiring, and next door, Clarkson was getting a niggly of a misfire, and lost time having brake pads changed, which dropped them out of the running. And before six o'clock, the Jost Porsche suffered a puncture on the straight, normally a car destroying act, but Jost struggled back, fitted a new wheel, and set off immediately, without losing any places, for he was two laps ahead of the next car, the Carrera of Fitzpatrick in fifth.

On the dot of six, Jaussaud arrived in the second placed Gulf complaining of a vibration in the car at the back, but was quickly sent on his way again, coming in again a quarter of an hour later. This time the rear suspension was checked in four minutes and out he went again.

But all this left the second placed Gulf and the surviving Ligier on the same lap after 15 hours of racing at seven o'clock, with the Ligier two minutes ahead. Meanwhile, Billy Whizz (alias Derek Worthington) was having his complete engine changed, which was to lose him 1hr 40m, for the engine had lost all compression in one cylinder, and Worthington and Patrick Head and Geoff Richardson worked hard to change the mill.

Just before 8, the Gulf took its second place back again. In fourth place, the 908 Porsche had yet another puncture, this time a rear, but the tyre was changed with the same speed as before and it kept its place. Fitz was four laps behind in the Carrera, followed by Bollanos "Billy" (2 further laps behind) and Cooper/Faure/Beurlys (one lap behind). But still up front, the Bell/Ickx rode faultlessly on.

Undoubtedly though now, the interest was in

this second place battle, for there was little other racing to watch. At eight o'clock, it was a Gulf one-two, but the Ligier was a mere 1m 15.1s behind Jaussaud and Schuppan. But then Schuppan brought the car into the pits for different wheels to be fitted to try and rid the vibration, and so the Ligier was in second at nine. At ten it was the Gulf, by less than 8s. At eleven, it was the Ligier in second again, for while the Gulf's handling would improve, it would then deteriorate again, and need more time in the pits. It was all brewing up to a good finish.

De Cadenet, with all his problems was in eighteenth place. While the car was singing along, lapping around the 3m 56s mark, it had to have the brakes repadded, and when this happened, half the rear suspension all but dropped out, it was so cracked and the stop dropped them even further back. Then at 11.25, De Cadenet came into the chicane before the pits, tried to get third gear, it slipped out, and in the ensuing moments, round went the Lola, gently kissing the barrier. More delay.

But again, all eyes were on the second placed battle. Schuppan pitted at 11.50, the Ligier at 12 and the Gulf, which had just led the Ligier fractionally before the stop, came out in the lead. But 20 minutes later, rain. In they came, one by one, for intermediates, the odd spin lower down, but nothing to worry either the leaders, nor the second placed battle. But the rain did have disastrous effects on the Gulf of Schuppan, for it got sicker and sicker. Water in the electrics was diagnosed, and the resulting pit stop annulled the battle, leaving the Ligier of Chasseuil and Lafosse to an easy second place, which couldn't be overcome without some sort of problems arising.

But the problems were not with the second Gulf, once it had been dried out, but the smooth running Gulf of Bell and Ickx. Having run perfectly and at an average speed above that of last year's unrestricted winner, the exhaust cracked in the penultimate hour. They had four laps advantage, but this was whittled down to two by the time the new system was fitted. While this was going on, the Bollanos/"Billy" Porsche finally came in for an astonishingly quick engine change by the Kremer team at 2.30, for the car had been going slower, and the Faure/Cooper/Beurlys car had in fact overhauled it for sixth spot. After twenty minutes in the pits, the Porsche went out to a deserved ovation from the crowd.

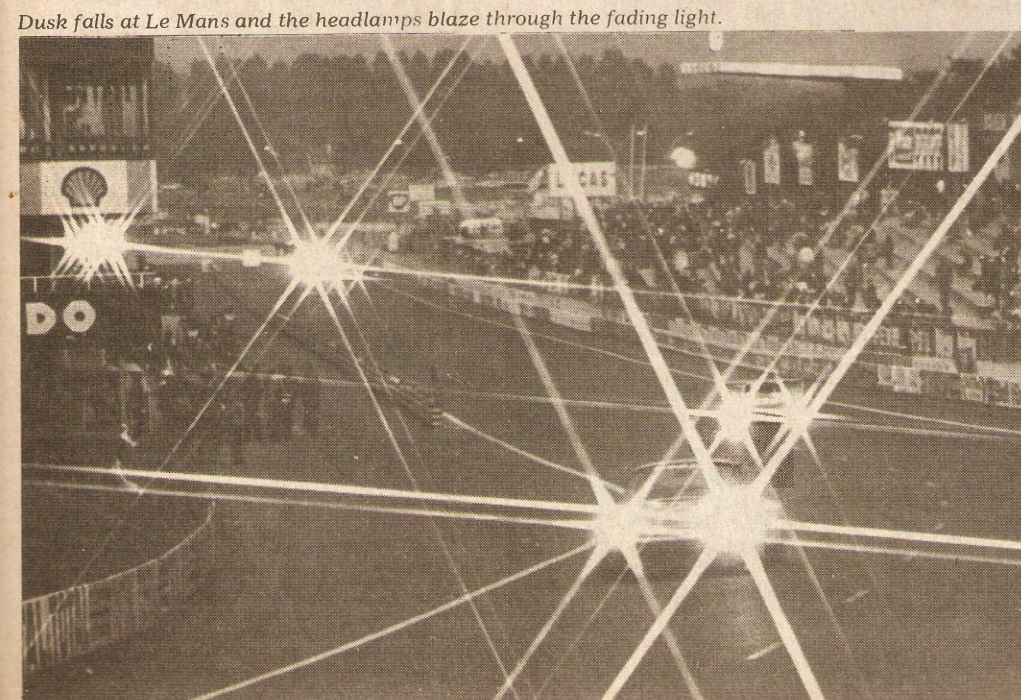
So now it was just a run to the finish. There were still 31 cars on the track, a fantastic number, at the head of which, the Gulf and Ligier swapped places for the Gulf to finish the 24 hours one lap ahead of the Ligier, for during the pit stop, the Ligier had caught right up, and once back on track, Lafosse unlapped himself once before the finish. The second Gulf was five laps down, before the smooth running Porsche of Jost/Casoni/Barth. The first of the GTs was fifth, the Fitzpatrick/van Lennep Carrera in which Hezemans, Schurti and of course, Loos himself had driven. It had run without problem apart from a cracked tailpipe which had been quickly repaired. The Belgian owned, British/Belgian driven Porsche finished a creditable sixth.

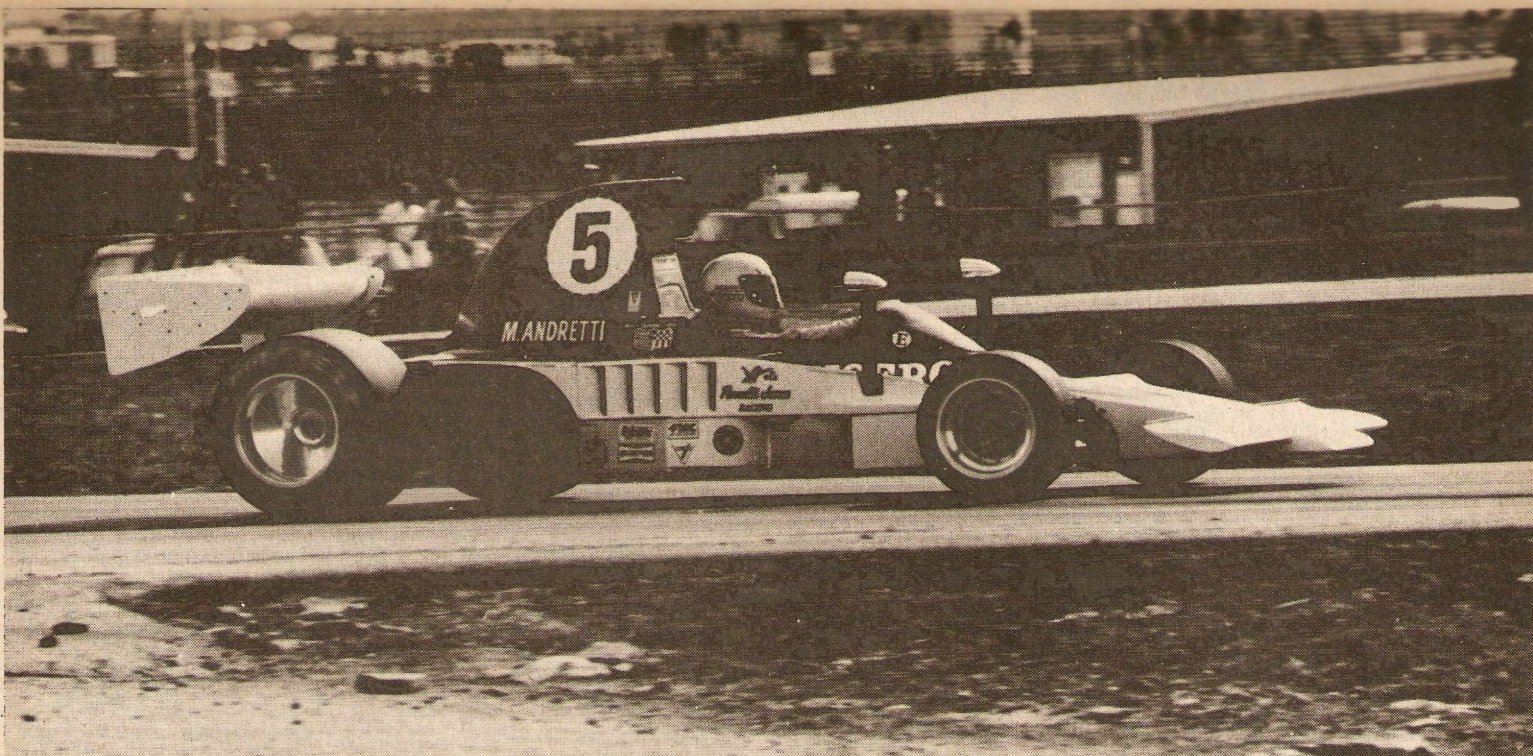
On the two litre side, the rather dated looking Moynet survived through reliability to finish first, albeit in twenty-second position driven by Christine Dacremont, Michelle Mouton and Marianne Hoepfner. Both the English 2 litres finished, the Lola in thirtieth and the March thirty-first, both having had new engines, and the Alroy March having to sort out tyres and a fuel leak at the end. Perhaps a notable finisher was a de Tomaso Pantera, which makes English F5000 preparation look a bit sick.

43rd Vingt Quarter Heures du Mans Le Mans, June 14/15

1. Derek Bell/Jacky Ickx* (3.0 Gulf-Ford DFV GR8), 336 laps, 191.482 kph;
2. Jean-Louis Lafosse/Guy Chasseuil (3.0 Ligier-Ford DFV JS2), 335 laps, 190.558 kph;
3. Vern Schuppan/Jean-Pierre Jaussaud (3.0 Gulf-Ford DFV GR8), 330 laps, 187.703 kph;
4. Rheinhold Jost/Mario Casoni/Jurgen Barth (3.0 Porsche 908/3), 325 laps;
5. John Fitzpatrick/Gijs van Lennep/Manfred Schurti/Toine Hezemans/Georg Loos* (3.0 Porsche Carrera RSR), 315 laps, 179.499 kph;
6. Nick Faure/John Cooper/"Beurlys" (3.0 Porsche Carrera RSR), 311 laps;
7. Henri Cachia/Jacques Borrás/Denis Rua (3.0 Porsche Carrera RSR), 309 laps;
8. Claude Ballot-Lena/Jacques Bigarnette (3.0 Porsche Carrera RSR), 304 laps;
9. Carlos Bollanos/"Billy" (3.0 Porsche Carrera RSR), 304 laps;
10. Edgar Straehl/Christian Beez* (2.7 Porsche Carrera), 295 laps;
11. Charlotte Verney/Yvette Fontaine/Christine Tarnaud (3.0 Porsche 911), 294 laps;
12. Cyrille Grandet/Bob Wollek (3.0 Porsche Carrera), 293 laps;
13. Jean Claude Andruet/Teddy Pilette/Hughes de Fierlandt (4.4 Ferrari Daytona), 293 laps;
14. Marcel Mignot/Harry Jones/Phillipe Gurdjian (4.4 Ferrari Daytona), 293 laps;
15. Alain de Cadenet/Chris Craft (3.0 De Cadenet Lola-Ford DFV T380), 291 laps.

Class winners





Mario Andretti drove a flawless race to take a narrow victory from Brian Redman after a race-long duel that thrilled the crowd.

MOSPORT F5000

Andretti and Redman duel produces closest ever finish

By GORDON KIRBY

Mario Andretti and Brian Redman fought a classic duel at Mosport last weekend. Andretti led the way while Redman slotted hard behind him from the outside of the front row. For the next 40 laps the two Lolas remained there. Mario never wavering in his control of the leading place while Brian similarly never wavered in his relentless pursuit. They finally flashed beneath the chequered flag just like that. Six tenths of a second apart, a full lap clear of the rest of the field. It was the closest finish in the history of F5000 and the first time that Andretti and Redman, the two men who have become the kings of the class, have battled their way nose to tail from start to finish.

The rest of the field were neatly in the shadow of the leaders' giant dice . . . As Andretti and Redman vanished from his sight, Warwick Brown established his Talon firmly in third place fending off an initial attack from Bobby Unser and a last minute charge from David Hobbs so that he held the position to the end despite a host of minor troubles. Jackie Oliver again started his Shadow from the back of the grid but before he could work his way through the midfield a tyre exploded beneath him so that although he lost two laps to the leaders, Ollie rushed back out and pushed the DN6 up to sixth place establishing the race's second fastest lap and again showing the Shadow's considerable potential.

Otherwise this was a strangely undefined race. Practice was ruined by squalls of heavy rain but even before that happened things were stopped on three separate occasions because of accidents. In one of these Redman was knocked in the catch fence by a notoriously inept back marker and in another Al Unser wrote off his Viceroy Lola T332. As it was then there was precious little clear practice time so that most of the field were left scratching to find a proper set-up even by the morning of the race.

ENTRY AND PRACTICE

For the second round of the USAC/SCCA F5000 championship the teams moved north to Canada and the rolling sandy hills of Mosport Park. Here they were being presented with a vastly different challenge than that two weeks earlier. The twisty Mosport circuit is one which leaves little room for error and even less to pass an equally matched competitor. A portion of the circuit has been resurfaced recently but much of the road is just as it was when the course was laid out 15 years ago. Subsequently there are many sections which are polished smooth and are slippery even at the best of times. This problem in conjunction with the circuit's busy, undulating manner tends to make Mosport a difficult circuit to both learn and judge.

Mosport Park is also one of North America's most successful venues and as if to underline this, the organisers and their F5000 and Grand Prix sponsors, Labatts (of beer fame), staged a week of open practice previous to the event. Not unsurprisingly few teams bothered to come until the latter part of the week but by Thursday all the major runners (save All American Racers) were at the track, there was to follow only one day of official practice that divided into four 45m

sessions on Friday. Saturday was to be an off day given over to Formula Fords and a round of the IMSA Camel GT series. Although the first three days of the week were fine and sunny, Thursday dawned misty and damp. It wasn't until early afternoon that the mist was suddenly blown away, just about the time that everyone was thinking of going back to their motels. Redman was the first man to go out, not in his F5000 machine but in the BMW which he would drive in the IMSA race. Brian drove around and around without another car taking to the track, the BMW throwing its shrill exhaust note out across the hills and helping to dry out the damp course.

The F5000 champion stopped after half an hour and climbed into his Lola T400. As the harsher, more explosive reverberations of V8 Chevrolet broke the air, so Redman and the Chaparral team again attacked the elusive problems of the T400 chassis. Mario Andretti got down to dialling in his older T332 as quickly as possible. By the end of the day Mario was already under his old time of last year, by nearly half a second in fact, with a best of 1m 14.5s. David Hobbs was second quickest that day in 1m 15.8s, while Redman, Al Unser and Warwick Brown were all around-1m 16 flat mark. Jackie Oliver didn't go out having done a lot of laps the previous day and winding up in the low

15s.

The morning of official practice was an overcast one and it was cooled by a brisk wind that brought the occasional spital of rain. Not long after the start of the day's first session practice was brought to a stop when Danny Ongais went off at the same long, right hander which last year ended Niki Lauda's world championship hopes. Ongais had been out earlier in the week with his Lola T332, working quickly down to the sub 1m 17s bracket but engine troubles on the following day prevented him from getting out on Friday. He had done only a dozen laps before going straight on for some inexplicable reason, at the third turn. The Lola slid heavily into the guardrails, the front of the monocoque collapsing around Ongais' feet, trapping him in the car for about 15 minutes. He was taken to hospital in a semi-conscious state and although it seemed at first that he had broken a leg, X-rays proved his bones to be undamaged. Ongais remained in hospital throughout the weekend unable to recall anything about his accident. His memory stopped when he arrived at the track that morning.

After the sadly bent Lola was brought in, the IMSA GT cars went out for their first session and slowly the sun began to poke its way through the clouds. When the F5000 cars came out for their second session the temperature was climbing so that soon tyres were generating sufficient heat for the better drivers to begin pushing hard with their torquey, difficult machines. For a few laps, Andretti and Redman rattled around together until Mario suddenly slowed down for a few moments and let Brian go. Just a few laps later, Redman, trying very hard, came upon Dan Furey who, as he was last year, is entering himself in F5000 races in the ex-Donohue Lola-AMC T330.

Brian caught the older Lola just before the end of the climbing back straight, followed the much slower car through the fast, fourth gear curve that follows, and began to dart about closely in Furey's air. As they braked into the tightening third gear left hander that forms the middle curve in Mosport's end of lap Esses, Furey ran wide out of this turn so that Redman ducked inside thereby assuming the outside line into the second gear right hander leading onto the pit straight. The Hass/Hall Lola was nosing ahead and just beginning to turn when Furey suddenly turned left into it, pushing Redman sideways off the road and swirling into the catch fencing. Brian was trapped in the car for a few moments, the catch fencing pinning his helmet. He was finally extricated just as the Chaparral team rushed over to inspect their apparently superficially damaged car. A justifiably upset Redman delivered a few crisp words to Furey who was allowed to carry on and, sure enough, to cause a few more incidents. . . .

As practice resumed, Jim Hall brought out his T400 and put away the T332 so that it could be properly checked that evening. But Redman didn't get a chance to get out in the rising rate chassis before the red flag came out yet again when five cars spun together in the middle of the Esses.

Jackie Oliver had been leading a train of cars when suddenly the Shadow snapped away from him. Ollie managed to keep away from the kerbs but Jon Woodner, who was directly behind, also spun, bumping over the outside kerbing, and wiping its nose off the guardrail just as David Hobbs came barreling through them and also spun! A few ticks later Evan Noyes shot backwards into the guardrail just beyond Woodner and while Noyes and Woodner stayed there, Al Unser came upon the scene, braked and went straight off into the rail! By this time yellow and red flags were out everywhere and the other cars trickled around the carnage and into the pits.

None of the spinners were entirely sure what had happened but they all reported that the road became suddenly very slick. It turned out that someone, nobody ever discovered just who, had dropped a load of fuel in the middle of the track just before Oliver came through. Although he and Hobbs were able to escape without any damage the other three were not so lucky. Of those, Woodner was comparatively fortunate to suffer only a shattered nose and a broken wheel, while Noyes bent his Lola extensively enough to have to hack up another. Unser comprehensively wrote off his Lola. Both men were unhurt and Al was suddenly forced to prepare himself to grapple with the Viceroy spare car, this a Lola T400.

That effectively was the end of the day for everybody. Shortly after it began to rain and during the third session only Redman went out, right at the very end, for his first laps of the day in his T400. The final session was even wetter and the Unser brothers were the only drivers to do any laps, although Warwick Brown did a few slippery tours on slicks just at the outset of the session.

As a result of this abbreviated practice there were only two men who were able to achieve what were, to them, satisfactory times. The fastest of all for the second time this year and again by nearly a whole second, was Mario Andretti. In the few laps that he did, Mario broke his own F5000 practice record by a second and a half and came very close to matching Emerson Fittipaldi's F1 practice record. He recorded a rather startling 1m 13.307s with his Viceroy Lola-Falconer T332 and just before practice was red flagged for the third time, he had told his team manager that he thought he could get into the 1m 12s bracket — something which no car has yet managed. Andretti's mechanic reported that he made but one change to the Lola during the morning practice, that to a stiffer rear roll bar.

Second fastest in this distinctly unsatisfactory practice was the UOP Shadow DN6 of Jackie Oliver. On Wednesday Oliver had put in 69 laps around the 2.5 mile circuit and after a frustrating morning of little progress he got well into the 1m 15s bracket after the team changed the car about. The changes included the first proper test of a narrower track rear suspension and a general softening of the whole car. Jackie was very pleased with the DN16, reporting that it responded very well to whatever he asked of it and suggesting that once he got rid of a touch of understeer he could get down to a low 14.

On Friday Oliver did just that, with a best of 14.199s which left him amply satisfied until he heard that Andretti had gone nearly a second faster. Perhaps a little more dry practice would have been the Shadow in that 13s bracket as well.

The rest of the field were caught out and in most cases badly caught out, by the abrupt change in the weather. Warwick Brown was third quickest with the Talon-Malloy MRA in a 1m 15.624s. The Australian again trying very hard and impressing everyone with his bravery and reflexes. Warwick felt there was quite a bit more time to be had from the car for in trying to work out the Talon's understeer he had disconnected its front roll bar, "which I normally wouldn't do." He and his little team were also looking forward to having a new, revised Talon for the next round at Watkins Glen.

In spite of managing very few laps in the Chaparral T332 before his shunt at the hands of that slow car. Brian Redman wound up fourth (1m15.668s). He refused to speculate as to how much faster he might have gone, although he did say that the car was just beginning to feel well balanced at the time of his accident. The damage to the car however proved to be more extensive than was originally thought, for as well as having a broken nose and creased monocoque, the T332 needed one new front spindle and roll bar and new rear shock absorbers. The Chaparral mechanics were unable to obtain the proper shockers, despite trying to borrow a pair from another team whose T332 has a similarly modified geometry, so they were forced to do something of a bodgy rebuild on Saturday at Eppie Wietzes' workshop.

It looked then as if Redman was in for a difficult time as his altercation with Furey has revived memories of his nasty crash at the hands of another back marker during the race here last year, and when his BMW blew up while he was leading the IMSA race on Saturday, Brian's usual cheery expression took on a rather glum outlook.

Hogan Racing arrived early in the week and were one of the busy teams at Mosport taking a very serious approach to this round which their driver, David Hobbs, had won last year. Hobbs experimented with a lot of combinations to his Lola-McLaren T332 and was disappointed to end up with a best of 1m 15.869s which was no faster than he had managed all week. As David had done the same time on Wednesday with a broken front roll bar and a mule engine it seemed that he could have gone much faster had conditions allowed.

Sixth fastest was an increasingly unhappy Eppie Wietzes. He had done a lot of aerodynamic testing a few weeks earlier and his mechanic had built a very neat biplane wing as a result of this. But he never got the chance to try this or anything else when a series of troubles upset the team's practice even before the rain came. Eppie felt he was making little headway with his McLaren engine Lola T400 and when he managed a best of only 1m 16.607s he became still more glum at the prospects of having a bad race in front of his home crowd.

Again reflecting people's opinions of the T400 was Jon Woodner whose similarly powered Lola returned a best of only 1m 17.947s. Woodner had only been warming himself up when he took the nose off his Interscope Lola in that multiple spin which had effectively ended the day's practice; although team manager Carroll Smith still felt he could sort out the troublesome T400; Woodner himself was beginning to muse about a replacement chassis.

The All American Race team did not arrive until Friday morning, the whole outfit — driver, team manager, and mechanics — showing frayed edges from the strain that comes from running both USAC and F5000 teams out of the same mobile workshop. Bubby Unser managed very few morning laps so that when the rain settled in he had returned a best of only 1m 18.667s with the Jorgensen Eagle. Late in the day Bobby decided to go out on the circuit and drove around in a series of great, spuming broadslides lapping five to six seconds quicker than his brother who was trying to learn about his T400.

An improved performance was put up by Steve Durst who returned a best of 1m 18.763s with the ex-Redman Lola-Chaparral T332 run by Levitt Racing. Durst just pipped BJ Swanson who was again showing great flair on this his first visit to Mosport with the other ex-Redman (this a late season car) Lola-Chaparral T332 (1m 18.275s). Before shunting his Roy Campbell built Lola-Bartz T332 Evan Noyes managed a 1m 19.696s but as Noyes went home it was Roger Bighouse who was actually 11th quickest, lapping in 1m 20.154s, with his ex-Gethin Chevron B24. Tony Dean was 12th fastest (1m 20.101s) with his Chevron-Whitehouse B28, nosing out Horst Kroll who drove his March-Bartz around his home track in 1m 494s.

Al Unser was listed a lowly 17th best with his rain time of 1m 47.371s on his first lap in the Viceroy Lola. Before crashing his T332, Al had managed an impressive lap in 1m 14.861s which would have put him a strong third fastest.

Behind Al Unser there were additional cars which did not record any times on Friday. Heading these was the well modified ex-Barber March-Bartz 73A of John Cannon. Cannon was just beginning to come to grips with the car when something broke under braking for Moss hairpin, and the March went straight on, tearing off a front corner and badly bending the car. The March was taken to a fabrication shop at Toronto airport and Canon was able to bring the rebuilt car back to the circuit on Friday night so that his mechanic was able to spend Saturday rebuilding the March complete with narrow track. John Gunn got into the 1m 16s bracket very quickly on Thursday but his engine blew up and he was unable to change it before the rain came on Friday. USAC man Gerry Karl crashed on Thursday after very few laps and didn't get his Lola T332 repaired until early Sunday morning. There was also a Surtees TS5A and a Lola T300 in the paddock but fortunately neither car started.

The rain finally pushed everybody into Mosport's row of garages on Friday afternoon and they began to while away the time by gravitating to the end of the garage and arguing about a suddenly proposed change of format. The organisers had decided that a field of 20 cars was too slim to be broken into two heats so they took it

upon themselves to post a change to a single heat for all the cars instead of a double heat. But most of the entrants, with the notable exception of the Shadow team, preferred to stay with the two heats. Carl Hass was the most vocal supporter of the majority of the entrants defending that point of view principally from the prospective that the F5000 entrants who did not want Mosport to set a precedent by changing the programme in the midst of a race meeting.

The discussion erupted into a noisy yelling match on a couple of occasions with large dollar bets flying around about one or the other format proving to be the one that would work. It was finally resolved in favour of the entrants, although the organisers got in their lick with an 11th hour announcement that the heats would be lengthened by five laps to 25 laps.

HEATS

Sunday morning was another grey one. Layers of dark clouds flew across the skies during breakfast, sometimes dumping little dollops of rain and so that the track remained damp when the cars came out for their 30 minutes morning warm-up. The heavy weather started to lift just before this so that the road surface was soon drying out. By the end of the session the road was almost entirely dry although temperatures were cool enough that nobody could generate very much rubber melt at all. At least ten cars recorded times in the 1m 18s to 1m 20s bracket which, if anything, showed that the form of practice meant very little to the bulk of the teams.

Redman found his T332 to be a little unpredictable and reported that it was picking up its inside rear wheel at the two second metre curve. The Lola's front tyres also began to grain slightly so that the Chaparral mechanics made some more chassis adjustments before the heat.

Bobby Unser recorded some of the faster times during the warm-up and then had his mechanics do a gear change while Oliver was delayed by a flat battery but did enough laps to determine that he was losing time under initial acceleration out of the Moss hairpin and up the back straight. He felt that it was more because of a lack of torque rather than due to any traction problems. Al Unser's earlier dry laps in the Viceroy T400 were fairly encouraging, the driver reporting that the car felt "300 per cent better" than when I first-drove it at Riverside."

Just 11 cars came out for the first heat, discovering as they took up their place on the false grid that the race was going to be five laps longer than the scheduled 20 laps. This threw the Viceroy team into a bit of a flap as they had to rush back to the garage to add extra fuel to their cars. Andretti was on pole for this heat with Warwick Brown alongside and Hobbs and Woodner on the second row. Al Unser was back on the fifth row beside John Gunn.

Mario dealt easily with all the others in this heat pushing his way clear through the first corner and pulling out two seconds with each of the first few laps. Just before the halfway mark he throttled back and cantered to the end more than half a minute clear of Warwick Brown.

The Tasman champion came under strong pressure from David Hobbs but he was able to hold the Talon in second place despite spraying out water and oil from cracking heads. The nose of Hobbs' blue Lola was soon covered in a thick film of the Talon's excrement but David continued to pressure the red car until suddenly, with just over three laps remaining the Hogan Lola was forced to pull up and rolled to a stop with its fuel tanks dry. The mechanics said they knew the race was for 25 laps and they knew their rate of fuel consumption but they had been told to remove a few gallons just before the start.

John Woodner hung on to Brown and Hobbs for a few laps but then faded back complaining that his T400 wouldn't react to changes in track conditions. Woodner finally crossed the finish line in the pit lane when an inboard U-joint broke on the left side driveshaft. Al Unser worked up well in the Viceroy T400, catching and passing Woodner and slowly reeling in Hobbs. Like Woodner he found the car wasn't giving him much feedback and after a few unresponsive moments he finally dropped a wheel off the road through a downhill left hander and half spun into the dirt. Al collected the car perfectly, never allowing it to come to a complete stop, and accelerating off still ahead of Woodner. But the excursion had thrown up some stones one of which punctured an oil radiator so that Unser pushed on, his eyes fastened to the gauges until the oil pressure finally began to sink drastically. He pulled directly into the pits, but

with no spare engine ready to fit the T400, Unser's difficult race meeting was finished.

The second heat was much better. But it had none of the close racing which had marked the same race at Pocono. Jackie Oliver jumped away into a clear lead from the start, anxious to establish a good result for UOP. Oliver was soon lapping almost as fast as Andretti had in the previous heat but he had Redman hanging on in his mirrors and then, after a few cautious laps of learning about the changes that had been worked on his T332, Brian began to inch up on the Shadow.

But before we could see just how this match might develop Oliver suddenly disappeared when his engine stopped halfway around his ninth lap. Ollie pulled off the road and sat watching while Redman ran on to a comparatively easy win. The Shadow was brought back to the pits where it was discovered that its magneto had packed up.

Redman's bad feelings for Mosport were not improved when he got stuck behind Gerry Karl for half a lap and was put off the road while searching for a way around that driver as they shot up the back straight. Brian lost five or six seconds in this incident which allowed Bobby Unser to bring the leader into his sights. By the end the USAC champion had worked his Eagle to within four seconds of Redman's Lola, having been as far back as 12s at one point. Redman was still unsatisfied with the handling of his car so that the Chaparral mechanics worked even more changes to the chassis prior to the final while Brian went off to have another of his chats with another unwary backmarker.

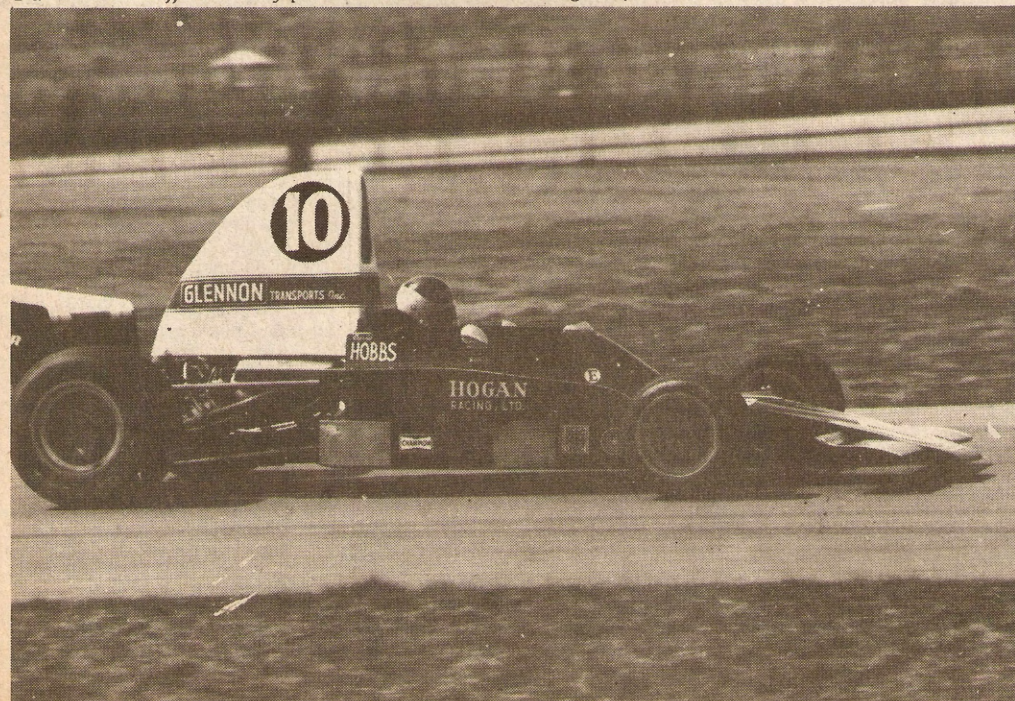
Eppie Wietzes finished third, more than half a minute behind Redman and was thoroughly frustrated with his Lola T400. The car looked unpredictably twitchy through slower corners and was unresponsive through faster turns. Wietzes was at a loss to describe his feelings with his T400.

Into fourth place came B. J. Swanson, again showing some good form and holding his place comfortably clear of John Cannon, who brought his rebuilt March into fifth place within a minute of Redman. Cannon complained that his extensively modified car was understeering everywhere but he thought he could cure it for the final and was obviously pleased with one of his better finishes in a long time. Tony Dean was just being overhauled by Cannon when his overheating Chevron was black flagged whilst spewing water.

FINAL

Eighteen cars came out to take up places for the 40 lap final, the sun now shining strongly and the air warming up to the more familiar temperatures of an American summer. Whether the usual form of a pair of disappointing heats merging into a fine final would again hold true seemed to be of particular interest to spectators, competitors and press alike for just as this meeting last year paired Can Am with F5000, so this year it was the one which paired F5000 with the IMSA Camel GT

David Hobbs suffered many problems but soldiered through to fourth place.



Series. There is, somehow, in North America an almost ruthless paranoid concern with comparing one's own show to another's in an effort at convincing whoever will listen precisely which series, or which organising club is Number One.

Most of the teams however, were far too concerned with their own fortunes to think about the show. That, they rather naturally assumed, should take care of itself. And it did.

Andretti and Redman hammered side by side down into the first turn with Brown and Bobby Unser bunching-up hard behind them. Down through the right hander they charged, Andretti nosing out ahead and Woodner trying his best to hang on to this leading foursome. The white and red Lola lifted over the hills and down into the Moss Hairpin, the blue Hass/Hall Lola hanging on in second place and the rest of the field already spilling apart into little knots.

They scrambled out on to the pit straight that way, Andretti holding about a second of space to Redman with Brown and Unser locked together just clear of Woodner. Wietzes led the next lot while Oliver got past back markers and was working hard at the midfield group.

It took Redman only a few laps to decide that his T332 was as good as it could possibly be and he was soon holding Andretti's small margin at a constant with the Talon of Brown and the Eagle of Unser now dwindling away in their mirrors. Andretti was cracking away at his Lola in his usual F5000 style pushing the car hard up to the edge of the curves and pitching it into the turns in a single, threy chirping lunge. But, for the first time ever, he found Redman locked firmly into place in his mirrors and try as he might Andretti was unable to shake off the pursuer.

By the ninth lap the two Lolas were threading their way through the back markers and although Mario would sometimes pull out some extra space, Brian would soon pull it back again. Very soon they were lapping almost as fast as Andretti's pole time last year, leaving Brown and Unser behind by more than a second lap. Woodner spun away his fifth place after a bare handful of laps so that Wietzes emerged in fifth, clear of a nose to tail fight between B. J. Swanson and David Hobbs. Oliver worked his way smugly up to eighth place but suddenly a rear tyre exploded, and as he hobbled around to the pits, on the rim, he slipped two laps behind Andretti and Redman.

It was then immediately a race between the two men who dominated last year's USAC/SCCA races both of them twitching their way about the circuit in remarkably equally matched, remarkably forceful styles. They remained that way through every single one of the 40 laps, driving aggressively, passed backmarkers time after time, each one looking for a mistake from the other that never came.

There is something which is brutally exhausting in simply watching Formula 5000 machines driven to the ragged edge. They lack the nimble finesse which is so much the mark of a Grand Prix car, instead they use every inch of the road in broad, sweeping manoeuvres, their front tyres squealing out from beneath the coarse roar of their exhaust

note and the drivers' arms visibly straining to maintain the tenuous, understeering balance of all that distorting torque. It is a sight which is rare in motor racing of which Mario Andretti and Brian Redman are the masters at portraying. At Mosport last weekend they did so as never before.

They clawed their way to the end like that lapping Warwick Brown and David Hobbs during the final throes of their battle. As he had for most of the race, Andretti for some reason got past these slower cars (although that is hardly the way to describe the equally bold paths which were being trod by the Talon and the Hogan Lola) with a little more ease. But, as on every previous occasion, Brian was able to draw himself back into whatever small gap Mario could pull out. On his second last lap Redman established the final new F5000 lap record and pitching his way sideways across the finish line in the wake of the Viceroy Lola. A flawless race for both men.

Although overshadowed by the twin performances of Andretti and Redman, Warwick Brown drove a fine race, holding off every attack that Bobby Unser could muster and carrying on alone when Unser dropped a wheel off the road while lapping Dan Furey. Over the last half of the race, Brown was troubled by a notchy throttle so that he relaxed his pace somewhat. This allowed David Hobbs to close right up on the Talon over the final laps after finally getting clear of B. J. Swanson when the youngster made a mistake in traffic and clipped a guardrail. Once he was clear Hobbs was able to increase his pace by 2s a lap so that he easily caught and passed Eppie Wietzes. Hobbs finally brought himself to within half a second of Brown at the flag.

Eppie Wietzes had a thoroughly miserable race. He was unable to come to grips with the leaders and after struggling on with his difficult car, it all went wrong at the very end when his engine finally pumped all its water out through a cracked head so that the blue Lola coasted across the finish line. This was probably the most hard earned fifth place that Eppie Wietzes has ever clung to.

After his stop to change that flat tyre Jackie Oliver went very well, getting back out just ahead of the Brown/Unser dice and pulling clear of them as the fresh tyre scrubbed itself in. Ollie pushed his way to the end at a pace that was almost equal to that of Andretti and Redman. In fact Oliver set the race's second fastest lap one hundredth of a second faster than Andretti's best.

Bobby Unser retired his Eagle with a jammed wishbone due to its inboard bracket compressing around its heim joint when the chassis banged against the kerbing in Bobby's wheel dropping avoidance of Dan Furey. Jon Woodner brought his T400 to a stop when his team manager noticed the top link of his car's left rear suspension — the result of Woodner's guardrail clipping spin on the fifth lap. John Cannon's March dropped from a good place when its battery fell off, while the Lolas of John Gunn and Steve Durst went out with engine failures.

The frenetic pace of the leaders and the increasing problems with backmarkers at this particular race seemed to underline that although the North American F5000 field is much slimmer this year than last, the quality of the competition among the first eight or ten cars is such that there is no longer the need nor the room for those extra cars that tack themselves on at the back of the grid. It would seem that the two heat, plus a final system, will soon be replaced by a single heat and a final for every car that properly qualifies. It should be done no other way.

Labatt's BLUE 5000
40 laps — 97.00 miles
Mosport Park — June 15

USAC/SCCA F5000 series — round 2

- 1, Mario Andretti (Lola-Falconer Chevrolet T332), 50m 39.725s, 116.489 mph;
- 2, Brian Redman (Lola-Chaparral Chevrolet T332), 50m 40.345s;
- 3, Warwick Brown (Talon-Molloy Chevrolet MR1A), 39 laps;
- 4, David Hobbs (Lola-McLaren Chevrolet T332), 39 laps;
- 5, Eppie Wietzes (Lola-McLaren Chevrolet T400), 39 laps;
- 6, Jackie Oliver (Shadow-Shadow Chevrolet DN6), 38 laps;
- 7, Tony Dean (Chevron-Whitehurst Chevrolet B28), 37 laps;
- 8, Jerry Karl (Lola-Bartz Chevrolet T332), 36 laps;
- 9, James Dunkel (Chevron-Smith Chevrolet B24), 36 laps;
- 10, Dan Furey (Lola-AMC T330), 32 laps.

Fastest lap: Redman, on lap 39, 1m 14.149s (F5000 record).

Heat 1 (25 laps): 1, Andretti, 32m 01.393s, 115.182 mph; 2, Brown, 32m 33.564s; 3, Jon Woodner (Lola-McLaren Chevrolet T400), 33m 33.122s; 4, Steve Durst (Lola-Chaparral T332), 24 laps; 5, Hobbs, 21 laps, DNF; 6, Al Unser (Lola-Falconer Chevrolet T400), 18 laps, DNF. Fastest lap: Andretti, 1m 15.789s, 116.788 mph.

Heat 2 (25 laps): 1, Redman, 32m 24.902s, 113.790 mph; 2, Bobby Unser (Eagle-AAR Chevrolet 75), 32m 28.423s; 3, Wietzes, 32m 56.713s; 4, B. J. Swanson (Lola-Chaparral Chevrolet T332), 33m 14.617s; 5, John Cannon (March-Bartz Chevrolet 73A), 33m 21.018s; 6, Dunkel, 23 laps. Fastest lap: Oliver, 1m 15.925s, 116.594 mph.

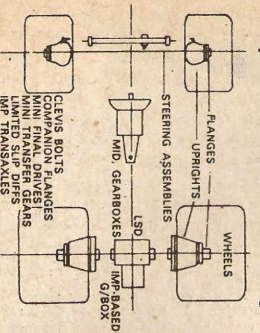
Championship positions after two rounds: 1, Redman, 60 points; 2, Andretti, 36; 3, A. Unser, 24; 4, Oliver, 21; 5, Wietzes, 20; 6, Brown, 16; 7, Hobbs, 12, etc.

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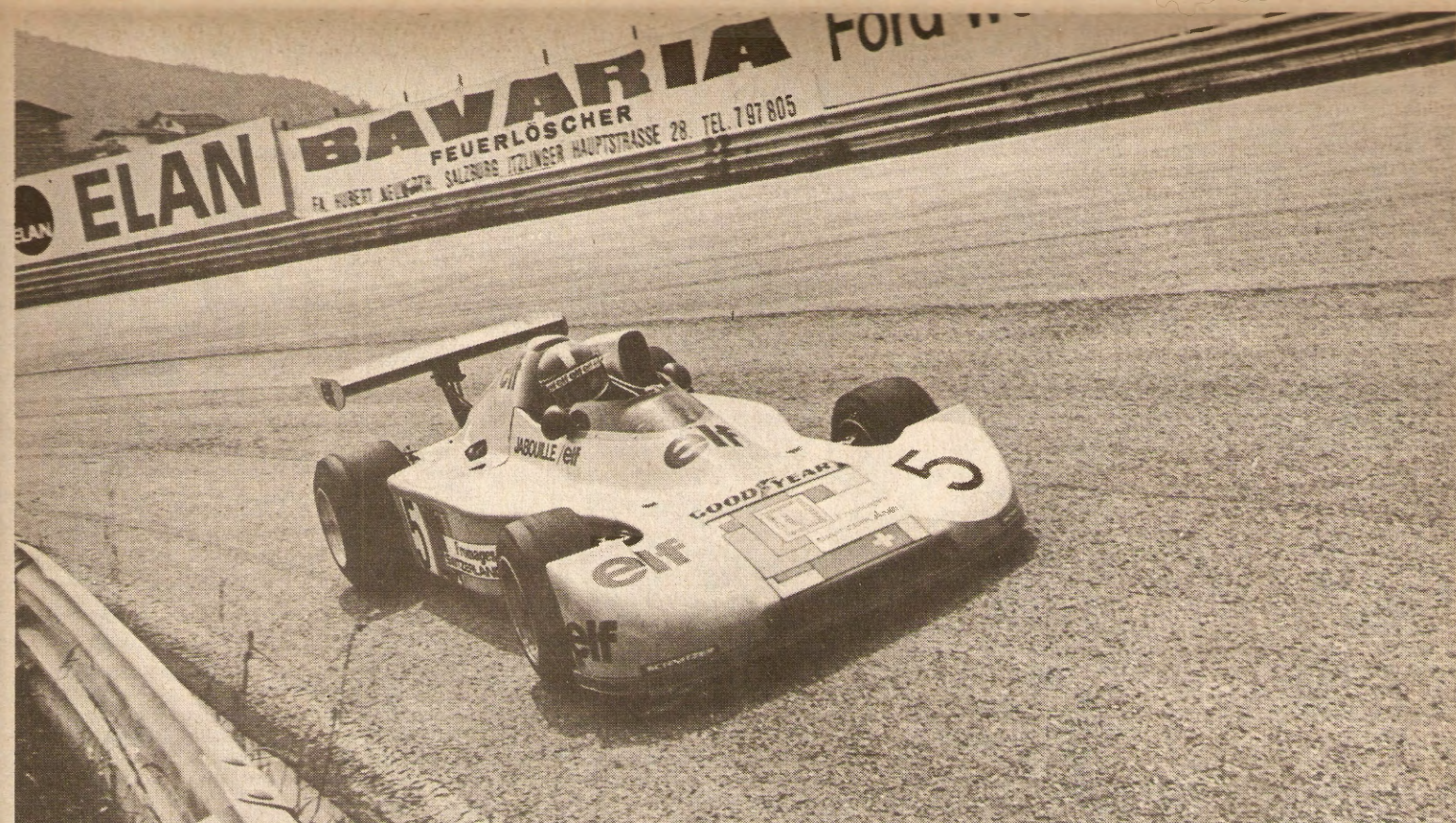
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GOODYEAR



Jabouille goes on his winning way with the slippery Elf after all the early challengers retired.

SALZBURGRING F2

Jabouille lasts the pace

Story and photos by JEFF HUTCHINSON

After setting second quickest practice lap, without the aid of an all important tow around the ultra fast Salzburgring circuit, a confident Jean-Pierre Jabouille said, "Now I am going to win this race." And that's just what he did, his slippery Elf 2 holding off Michel Leclere's works March and points leader Laffite's Martini in a high speed three car dice for the lead in the opening stages of the race, which ended up with just Jabouille at the finish after Laffite and then Leclere dropped out of the fight. Laffite temporarily with a broken ignition rotor arm and Leclere permanently with a fire in the rear two injection trumpets.

Austrian Hans Binder was left a well-earned, but distant, second place having followed the yellow Elf some 23 seconds behind for most of the race, but providing an exciting, if what somewhat contrived, close finish when Jabouille eased off to take the flag at the finish just five seconds clear.

A distant third place went to Gabriel Serblin after his main aggressors Harald Ertl, Patrick Tambay and Brian Henton were all put back with problems, leaving Claude Bourgoignie's Bang and Olufson March to finish a steady fourth and in the points for the second race running.

Jabouille also took fastest lap of the race to underline his win, the second for the Elf-Swiss Cheese team this year, but fortunately for Laffite not by the same driver, so his points lead is still far from being closed.

ENTRY AND PRACTICE

With Hockenheim just one week before it was a big rush for the F2 circus to rebuild engines and ready their cars for the Salzburgring race, even though it is little more than "just down the road."

In all 25 cars arrived, of which 23 were to qualify for the race, so, in fact, the field much the same size as the week before, even if the battle to get in the race was little more than a skirmish. Practice was limited to just two hours, one on Friday and another on Saturday. This might not seem very much, but in a place like the Salzburgring it's plenty.

Even to the newcomer the circuit takes just a few laps to "learn" for with just two high speed straights joined by two tight right hand corners and a couple of left-hand kinks that's it.

About the only people who appreciate this place are the spectators, for there are acres of flower studded grassy slopes above the track on which they can lie in the sun and watch the whole circuit like a Scalextric set laid out below them. At the top of the hills there are thick woods just in case the girlfriend gets more interesting than the racing. The weekend stayed hot and humid throughout, which, by raceday, saw those better organised Austrians with tents dotted about the hills.

For the drivers it's a different story. None enjoyed racing here and few did more laps than were absolutely necessary. The heat meant that most of practice was taken up checking water

temperatures and, in most cases, modifying radiator angles, air inlets and even fitting bigger radiators altogether to keep the gauge at the right working temperature. A close check was kept on tyre wear, most teams playing safe and choosing the hardest compound available, although they still had their doubts as to whether the front left tyres would last the single 55 lap race.

Despite the short time allowed for practice a lot of cars had major mechanical problems adding

Austrian Hans Binder finished second — his best result of the season.



weight to the general feeling that, "It's going to be a long hard race, and if you can be there at the finish the chances are you are going to be in the points."

Some of the problems were simply caused because teams, either through choice or necessity, were running already tired Hockenheim equipment. On the first day Gerard Larrousse had started practice with his Alpine smoking badly and still sounding very rough after a replacement Schnitzer engine was still being built up. He had hoped to sort out the rudimentary settings and qualify with his rough sounding Hockenheim mill, but it lasted only six laps before exploding and laying its oil all over the track.

Flag marshals simply stared at the sight in wonderment, staring even wider eyed when Duilo Truffo appeared ignorant of the situation and side swiped his Osella-BMW FA3 along the barrier; luckily it was repairable for the next day. Behind Truffo, Vittorio Brambilla almost did exactly the same thing, still with no flags, the lack of proper marshalling becoming another major grouching point of the weekend.

Quickest during both days of practice was the March-BMW of Michel Leclere who stole a tow off Jacque Laffite's Martini-Schnitzer Mk16 to set fastest time the first day and then on the very last lap did exactly the same thing on the second day, his best lap being a 1m 10.54s.

Just a fraction slower but happy with his time, "Because I set my time all alone," was the Elf-Schnitzer BMW of Jean-Pierre Jabouille. Unlike his team-mate Larrousse he had no problems during practice and hoped that, for once, his luck would stay that way throughout the race.

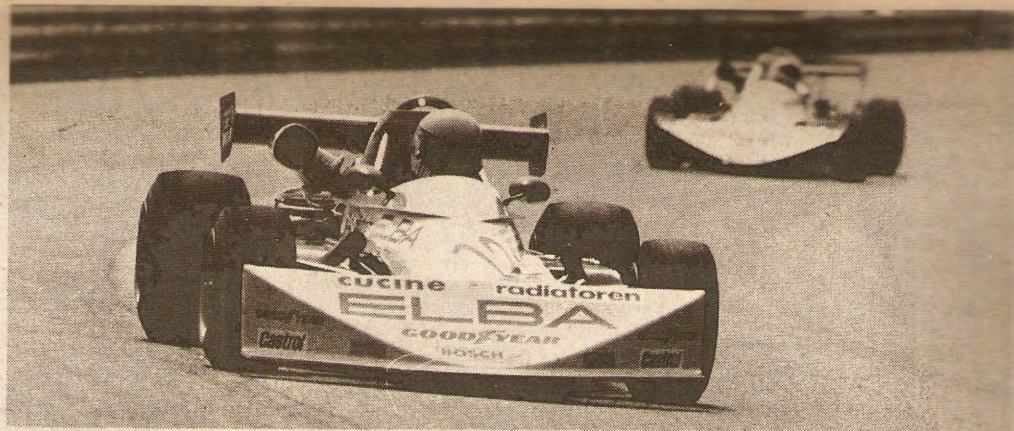
Laffite headed the second row with a time almost half a second slower than the two ahead. "I think maybe the engine is not as powerful as it could be, but in this race I want one that is going to stay together," he said. He was not in the slightest bit worried by starting from the second row of the grid." I could have gone quicker, but at the time I was trying hardest a car was stopped right on the apex of a corner and it was impossible to set a fast time." At the time Laffite got so fired up about the fact that this car (Loris Kessel's which had seized its gearbox) had not been moved out of the way that he parked his car in the pits and then went to have a good slanging match with the organisers. He was also complaining of another car (a Surtees-Hart TS15A of Yugoslavian Franc Jeranic) which was limping around at over two minutes a lap trying to qualify with the gearbox stuck in fourth.

Laffite's answer to the problem was to get changed from driving boots to wellington boots as soon as practice had ended and drive off to a nearby stream where he unpacked a fishing rod and a whole host of flies and things to catch a few Trout.

Next quickest was the Italian Maurizio Flammini, who lapped his older March-BMW 742 in a creditable 1m 11.24s. Vittorio Brambilla, driving Ron Dennis' Project 3 March-Schnitzer BMW 752 was next but only received an engine for the second day of practice like several other cars. During the first day Brambilla shared the team's second similar Scaini battery backed car which was being driven by Sandro Cinotti, Brambilla did a 1m 11.39s in his own car while on the first day he lapped the other car in 1m 12.88s after just a few laps to make sure he qualified. Cinotti did not manage to better 1m 14.7s all weekend and started right at the back of the grid, although to be fair he only drove a few laps of the second day's practice after taking his sick child to a local doctor and turning up just ten minutes before it was all over.

Sharing the third row with Brambilla was Giancarlo Martini keeping up his good recent form with a best of 1m 11.4s.

Heading the fourth row was unpredictable Gabriel Serblin back on form with his Elba-backed March-Trivellato BMW 752 in which he set a 1m 11.51s. Hans Binder, Austria's leading hope, came next with a best of 1m 11.53s in his Schnitzer powered latest March, hurriedly repaired after his accident the previous week. He almost bettered this time on the first day, but a wrong choice of anti-roll bars and a fuel leak on to the rear left brake disc meant only a fractional improvement the second day. He was also without his mentor Helmut Marko at this race, the good Doctor laid up in a Graz hospital with a smashed knee ligament. "Bloody stones," he told me over the phone, "I was out on my new KTM scrambling



Clocking in a distant third came Gabriel Serblin after Ertl, Tombay and Henton were delayed.

bike with Franz Klammer (the down-hill ski champion) when a great stone flew up off his back wheel and smashed me in the knee," he explained. Four days in hospital and four weeks in plaster is the unlucky Marko's latest debt for trying to fight with stones.

Heading the fifth row and thankful to be doing so was the only British runner, Brian Henton, driving his usual Hart-BDA powered March 752. He only got out to practice on Saturday after spending the whole of Friday trying to convince the organisers to let him run. They had not received his entry in time, they said, and they were adamant about not letting him start. Eventually petitions from other drivers, words put in by Dieter Quester and eventually a telex from Jorg Obermoser allowing Brian to take over one of the entries that would not be coming finally got Brian a race. "Without any starting money and possible prize money that would have definitely been it" said Brian, who is running his car on the edge of bankruptcy.

Beside Henton was the similar struggling private entrant Harald Ertl who had managed to get his new Chevron BMW-B27 back into good looking shape after his Hockenheim tangle, although, "We still have had no chance to get the car really sorted out," said Ertl. Here he was quite happy with the way things were going and, like all the rest, just hoped all would last out to the finish.

Heading the middle row of the grid was Patrick Tambay, settling himself in to the March 752-BMW that Stuck had driven in Hockenheim, his own too badly damaged to repair before this race.

Tambay's best was a 1m 11.95s. Beside him came Larrousse, his Swiss Cheese team still without enough time to get his new car ready. Once he had

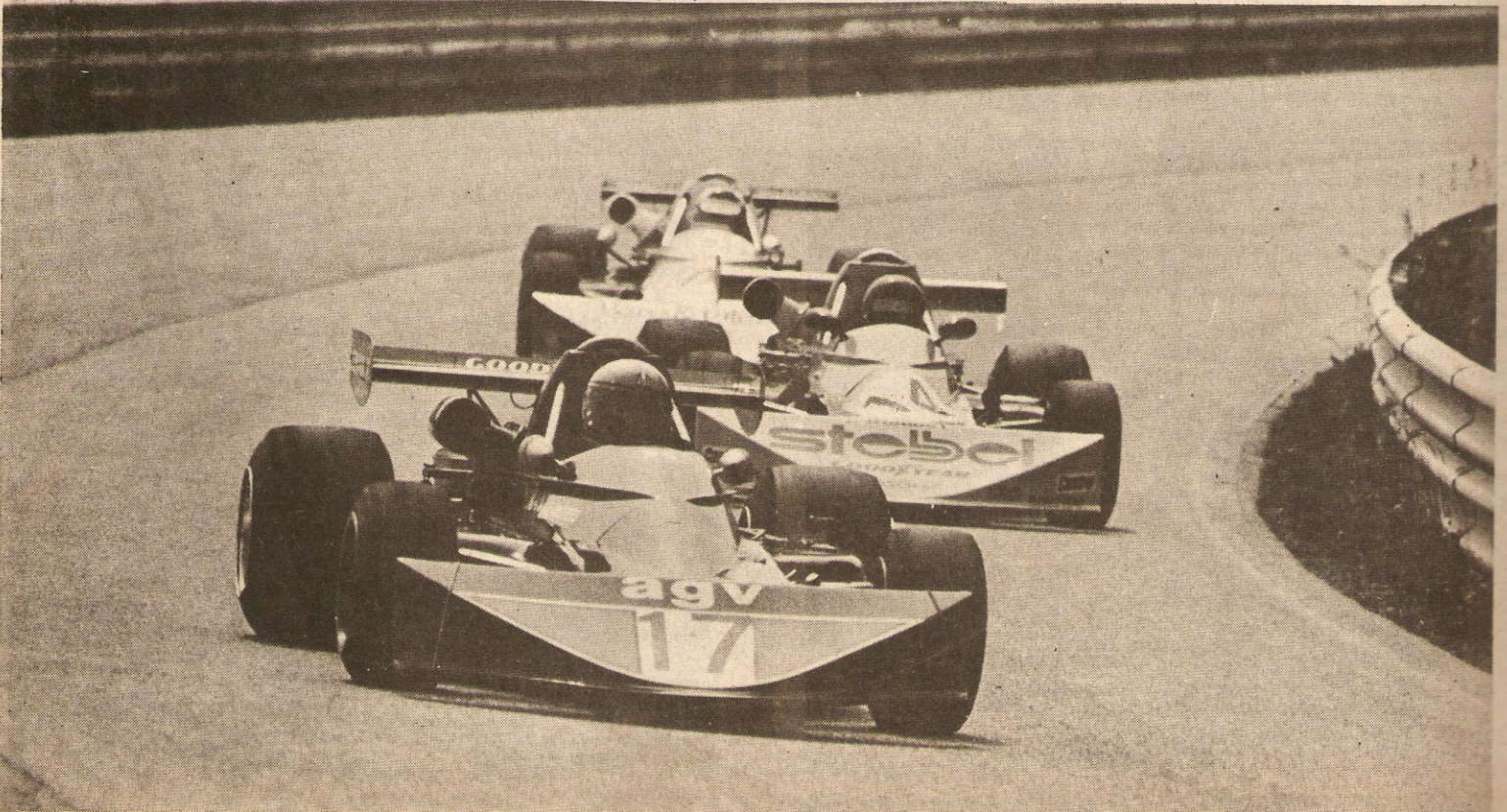
got a replacement fresh engine from Schnitzer his car was going well enough and he set a best of 1m 11.95s.

Claude Bourgoignie put his March-BMW 752 on to the seventh row of the grid with a 1m 12.28s, while his team mate Bernard de Dryver was back on the ninth row after blowing an engine on Saturday. Beside Bourgoignie was Alberto Colombo's March-BMW 752 with a 1m 12.36s followed by Dieter Braun's similar, Warsteiner backed, car with a best of 1m 12.73s.

It was a bad weekend of practice for the Osella team, Giorgio Francia managing a best of only 1m 12.75s with a motor that was down on power and changed before the race. Truffo's second Osella-BMW FA2 was repaired for the second day, but then he only managed two laps before the engine blew up in the biggest possible way. Not surprisingly he was back on the tenth row. The ninth row was shared by Jo Vonlanthen's March-Schnitzer BMW 752 and de Dryver, while heading Truffo on the tenth row was Roland Binder's old type March-BMW 732 with a best of 1m 13.53s. Max Bonin headed the eleventh row with his March-Hart BDA 732, its suspension having been considerably "Boninised" in his Paris workshops. A chronic misfire throughout Saturday was part of the reason behind his slow best time of 1m 13.99s. Chinotti came next while bringing up the back with a best of 1m 16.32s was Gerd Biechtelar from Germany, who managed a best of 1m 16.32s in his Surtees-BMW TS15A.

Non-qualifiers were the Yugoslavian Surtees man and Kessel, whose car only arrived in time for Saturday's practice after being stuck for two days at the border with a broken transporter and then when he did get out the gearbox, which Kessel said they had not had time to revise since the Hockenheim race, broke.

Brian Henton suffered a most unhappy weekend, is seen here in company with Columbo and Bourgoignie.



RACE

Race day was even hotter and closer than the previous two days, most of the teams going out for a brief 20 minutes warm-up session in the morning to check that all was well before the late afternoon start when, hopefully, it would be a little cooler. It would also be a lot more slippery, for the F2 race was following a 500kms ETC race and a Formula Vee race. The prayers for cooler weather must have been too good, for shortly before the scheduled 3pm start, which fortunately would have been late anyway, the sky turned black, the wind reached gale force gusts and a real tropical type rain and hale storm drenched everybody caught more than a few yards from the nearest shelter. It lasted some 20 minutes, but by the time the race actually got under way it was almost three hours late. The drivers refused to start the race until the track was virtually dry which, despite the strong sun seemed to take forever.

The organisers would announce to the waiting 20,000 crowd that the race would start in ten minutes but the drivers had other ideas. Everybody who had a road car at hand rushed around the track to try and help things along but the delays brought jeers from the crowd and according to MRC's Barry Bland, half of them got tired of waiting and started to drift off homewards. Eventually, shortly before 6pm, the cars lined up and were led around for the Indy type rolling start.

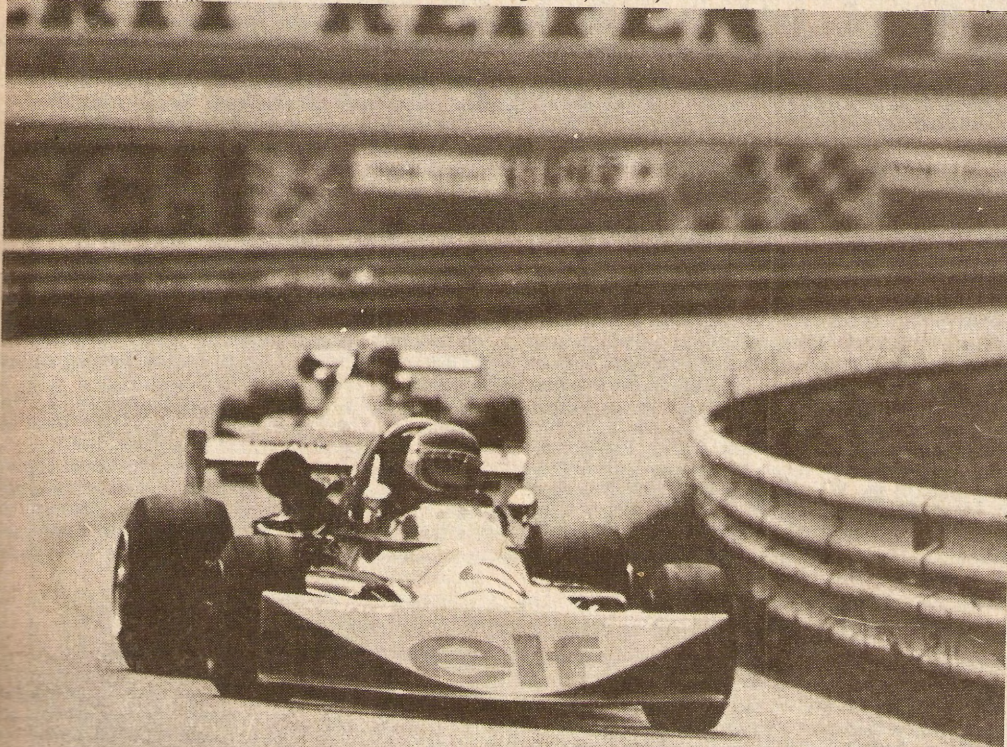
As the pace car pulled off the front three rows merged into one as the cars crossed the start line Jabouille taking the lead with Leclere, Laffite, Hans Binder, Brambilla, Serblin, Tambay, Ertl and the rest all closely bunched behind. For Larrousse the race was already run however when he pulled into the pits at the end of the pace lap, his engine sounding very sick. Despite a check of all the likely causes nothing could be done to get it running properly and after one more slow lap Larrousse was posted as the first retirement. He was followed on lap three by Truffo whose disastrous weekend ended with another blown engine!

As the field settled down it was the Elf, March and Martini setting the pace and opening out a small gap to Binder and Brambilla, who in turn were pulling away from Serblin, Tambay, Ertl, Flammini and Henton making up the next slipstreaming bunch.

Lap four saw Leclere take the lead just ahead of Jabouille and Laffite. But then by lap ten Jabouille was ahead again, the first three cars slowly increasing the gap over the rest.

Early on de Dryver was also in trouble when he

Leclere led in early laps but was sidelined with an engine injection fire.



coasted into the pits with a dead engine, a fiddle with the master switch getting the car back on the track again, but by this time it was a couple of laps down and well out of the fight.

Behind the leading trio Ertl moved up into fourth place on lap 11 but, despite moving ahead, he could not break the tow to Serblin, Tambay and Henton. The latter had moved ahead of Flammini, but lacked the extra horses of the BMWs to do any more than stick close to the three cars ahead. "I could go faster through the corners," said Henton, "but it was so frustrating on the straights when I could not pull by." Bringing up the next bunch was Francia, Martini, Colombo and Bourgoignie.

As the screaming bunches of cars rushed around it was just a matter of time before they started to drop out, but the big surprise came around lap 17 when Jabouille and Leclere stormed into sight with no Laffite. His engine had cut dead shortly before the corner leading into the pit straight. When the Frenchman finally appeared it was by the side of his car pushing it to the pits. Perhaps foolhardily he pushed the car all the way back to the pits through the point where the faster cars were almost clipping the barrier on the entrance to the pit lane, but fortunately all the drivers got the message what was happening as they lapped each time and kept well over as Laffite made it to safety. Once in the pits the mechanics found a broken rotor arm to be the problem and as soon as it was replaced Laffite was back in the fight, too many laps down to score points, "but I was able to complete 50 per cent of the race for the start money," said the crafty Laffite later.

This left Jabouille and Leclere now fighting for the lead, but shortly before half distance Leclere's March started to sound a little rough. Within a couple of laps it sounded very rough and then it was gone, Leclere pulling up at the far end of the circuit with flames belching from two injection trumpets. The fire was put out before any serious damage occurred, the reason for the fire being a suspected drama in the head or the metering system.

At the half way stage Jabouille was sitting pretty, 23 seconds clear of Binder who was showing no signs of getting any closer.

Brambilla was dropping back into the clutches of the four car group behind, his "terrible, terrible, understeer" problems, which started after five laps, being caused by a fractured rear anti-roll bar, although, "I thought it was something wrong with the tyres," said Brambilla. What should have been a fourth and later third place to Ertl at this stage never materialised, for the unlucky Austrian lost a lap shortly before Leclere's retirement when he rushed into the pits with an almost flat rear tyre. He rejoined the race and continued to lap very

quickly right up to the end, which must have made his final lowly eleventh overall place all the more hard to bear.

Jabouille's lead was unchallenged for the last half of the race, the Frenchman holding his 23s advantage all the way up to lap 45, and then, with ten laps to go, it suddenly started to shrink. Was something wrong, or was Jabouille just taking no chances and cruising home to the finish? Binder was pulling in almost 2s a lap during the final laps, but when the flag finally came out Jabouille had just under five seconds in hand to win his first F2 victory of the season and the second for the Swiss cheese team.

"No, no, everything was all right," was the answer he had to give to a hundred enquiring Press men, "I just took things very slow at the end because we were very close to the fuel limit and so I did not take more than 8500 rpm at the end to make sure all would be OK."

It provided a well appreciated close finish for Binder's home crowd, even though it was Jabouille's race all the way.

Brambilla was gradually gobbled up by the second group and then lost all hope of finishing in the points when the ill handling car eventually got away from him at the hairpin and he spun. By the time he got going again he was, like Ertl, well out of the running and finished an eventual twelfth after Ertl went ahead in the final laps.

The group behind Binder was also further reduced when Henton was forced to call at the pits after 38 laps, the nose section of his March having come loose and started to wear itself away on the track. Hurried repairs were made and Henton was back in the race with only just over a lap lost and still a chance of finishing in the much needed money, but then out came a black flag.

Henton stopped, only to have the disorganised officials stare down at the nose to discover that repairs had already been made to the nose section, the trouble having taken three laps to filter down the flag-man's grape-vine.

After a German equivalent of "well carry on then" a frustrated Henton, whose car was also almost clutchless, was left sitting in the pit road crunching around the gearbox for first gear, another lap lost, all for nothing, the chances of Henton ever returning to Salzburg by choice must be about as slim as his luck.

Serblin and Tambay were left battling for third place in the closing stages of the race, but then the second works March was out with just four laps to go when the oil pressure took a dive and Tambay coasted back to the pits with a smoking dead engine leaving Serblin a comfortable run to the finish.

A distant fourth place went to Bourgoignie whose steady "driving to finish" tactics paid off, Francia coming home an eventual fifth, also well back but just managing to hold off fellow Italian Flammini for sixth place.

Martini was another driver to drop out shortly before the finish when his motor blew up while holding off Bourgoignie.

Colombo, Cinotti, Vonlanthen and Roland Binder brought up the next four places a lap behind the leading cars, all finishing without any serious problems but for Vonlanthen who lost second gear early on in the race and then fourth gear towards the end.

Dieter Braun had been running well up with his group of Italians until his forever ill-handling March destroyed a right tyre and forced him to stop for a change, a problem which no amount of adjustment can cure, the forever troublesome right rear tyre syndrome on this car he now puts down to an as yet untraced inherent chassis problem.

So, finally, under a rapidly setting sun, Jabouille got his well deserved winner's garland and those still left scattered around the hillside could finally make their way back home, their long wait having been worth it, was the general feeling; for it was a good if not exciting race, the cooler evening weather helping keep down what would most certainly have been a much higher retirement rate had it been run in the heat of the day.

Preis von Salzburg
Salzburgring — June 15
55 laps

European F2 Championship — round 7

- 1 Jean-Pierre Jabouille (Elf-Schnitzer BMW 2), 1hr 23.48s, 210.67kph;
- 2 Hans Binder (March-Schnitzer BMW 752), 1hr 06m 28.24s;
- 3 Gabrielle Serbin (March-BMW 752), 1hr 06m 45.93s;
- 4 Claude Bourgoignie (March-BMW 752), 1hr 07m 01.46s;
- 5 Giorgio Francia (Osella-BMW PA2), 1hr 07m 29.87s;
- 6 Maurizio Flammini (March-BMW 742), 1hr 07m 29.87s;
- 7 Alberto Colombo (March-BMW 752), 54 laps; 8 Sandro Cinotti (March-Schnitzer BMW 752), 54 laps; 9 Jo Vonlanthen (March-Schnitzer BMW 752), 54 laps; 10 Roland Binder (March-BMW 752), 54 laps.

Fastest lap, Jabouille, 1m 18.93s, 214.57 kph.

PRIVATE EAR



NICK BRITTAN

Jungle-fresh Inca

Alex Dias Ribeiro, the diminutive Brazilian Baptist, is leading a one-man crusade to bring the spectacular shunt back to Formula 3 racing. So far he's done well, choosing his events and his audiences with near theatrical precision. At Monaco in full view of leading F1 team managers he performed a perfect wheel-banging, gate slamming coming together with Tony Brise. In the supporting event at the Swedish GP in front of a similar talent-spotting audience he threw himself at his team-mate Gunnar Nilsson, robbing him of a certain second place and a possible victory.

For this spectacle he received an £80 fine from the race organisers and further distinguished himself by becoming the first recipient of a new trophy presented by this column — the Hugh Janus Award.

The swarthy young Brazilian who drives with the verve of a jungle-fresh Inca pitted to replace a punctured tyre and rejoined the race in third place behind Nilsson and eventual race winner Conny Andersson. With a two lap deficit he had nothing to gain but proceeded to steal the road from Nilsson. A composed Nilsson said after the race, "Doing what he did, even if he'd been on the same lap, would have been unacceptable... and we're supposed to be team-mates."

Ribiero is supposedly an intelligent lad but it would seem that he does his thinking between Monday and Saturday and reserves his Sundays for racing. He is also a devoutly religious man and carries the slogan "Jesus Saves" on his helmet.

It took the combined efforts of Jesus and Robin Herd to prevent Nilsson from removing the helmet with his head in it after the race.

Maybe it's a good job that racing does take place on Sundays — a day on which his sponsor is known to work double time.

Alex Ribeiro — part-time crusader...



A better bet

As the sun began to break through during the wet first half of the Monaco race and it became apparent that a wheel change was going to be necessary Ken Tyrrell and Teddy Meyer found time to place a £50 bet on whose team would make the quickest pit stop. The McLaren team won but Ken managed to have the bet declared null and void. "Emerson knocked over Roger Hill, our chief mechanic — that's cheating."

In order that honour shall be satisfied a replay is being organised at the British Grand Prix for an undisclosed sum of money thought to be not unadjacent to £500.

The plan is that each team will field a crew of six mechanics and the winning crew will split the purse between them. The two cars will line up on the start line, make a pukka racing start and race a lap round to the pit area where all four wheels will be swapped. Then it's another blast off and the first car to cross a timing line under the Motor bridge will collect the money prize.

"The final blast up to the bridge will make sure that Teddy and his crew don't cheat by doing the wheels up finger-tight," observed the money-conscious Elf Team Tyrrell boss.

Tyrrell and his timber yard Elves will be fitting in some after hours practice between now and Brit GP time. Working against a team that can call on the experience of split second Indy wheel changes will be no easy task.

Side betters may wish to study a little form. While the McLaren crew may profit from their Indy experience the Tyrrell team have Scheckter on their side as a leveller. AUTOSPORT's columnist is renowned for his ability to record super quick times from a standing first lap. He tunes in very quickly. Emerson, by comparison, tends to be a slow starter and a strong finisher.

How hard will the mechanics be trying? Bogey time is 25 seconds and if the "pot" is £500 that works out at £20 a second for the winning crew. That will put them on a par with the miners and railway workers — not a bad incentive.

The cost of living

Talking, as we were, of money, have you ever wondered how much the top drivers earn? A Swedish magazine recently got to wondering in print. They produced an annual balance sheet for Emerson and Ronnie. Emerson came out tops with a reported annual income of £1.2 million leaving Ronnie looking something of a pauper with a mere £280,000.

Retainers, prize money and advertising contracts were all listed in the so-called balance sheet for each driver. Emerson's retainer from Marlboro was shown as £330,000. Marlboro's John Hogan said, with a strained smile, "I think they've got their figures wrong. That sounds more like our annual cigarette production."

Ronnie's reaction was, "I think they've added in the magazines circulation figure and my telephone number."

But neither offered to provide a corrected figure.

Psychology counts

Tony Brise was justifiably perky after scoring his first ever world championship point in his third F1 race. Reasonably enough his thoughts then turned to the possibility of his first GP win. Graham Hill revealed that it took him 32 attempts before he broke his automotive duck.

History reveals that in recent years young chargers have made their mark somewhat earlier. For Jackie Stewart it was his eighth outing that produced his first win, Ickx did it in seven, Scheckter waited until lucky 13 while Jochen Rindt had to wait until his 49th outing. For Ronnie it was his 40th race in which he came good. The best record in the current crop of drivers is Emerson who did it in four.

But the all time best was Giancarlo Baghetti who in a Ferrari did it first time out.

Then there are those who never did it at all. Chris Amon the luckless Kiwi who created a record of 86 races without a win before he retired from F1.

Brise rates his chances of an early win reasonably highly if his comments after Sweden are anything to go by. In a slightly bemused condition he recalled, "I'm amazed at how easy it is to get past some of the heroes. And once you've passed they don't seem to challenge again." He walked away shaking his head as if in disbelief at how easy the whole thing was.

It could just be that claiming the ten places between 16th and sixth are the easy ones. It's the five places between sixth and the only one that

matters which are the most difficult. But a man who believes that it's not too difficult must have a psychological head start.

No practice accidents

Grand Prix drivers are a puzzle of paradoxes to Peter Browning. The BRSCC chief says he fails to understand their double standards when it comes to matters of safety. They spend hours and thousands of pounds of circuit owners' money on their latest safety whims. Put up Armco; take down Armco; put up catch fences; remove earth banks; take away sleepers and so it goes on.

And then the day after they've raced on their costly clinically safe circuit they'll happily turn up to run race speeds at Goodwood in testing. Goodwood was declared unsafe for racing four years ago. It's narrow, has no Armco or catch fences and is bounded by earth banks. It is marshalled by a man with a pair of field glasses who stands on top of a pile of tyres listening to the exhaust note. If the note dies away he sweeps impressively (?) into action with all the safety precautions.

"I can only assume that they believe practice accidents to be less of a threat than racing accidents," says Browning.

Browning is the man in charge of the Roger Williamson Fund who has somewhere between three and four thousand pounds at his disposal. "I'd like to spend it on research, but proper research, that would produce some sort of safety barrier that would work for both cars and bikes."

"I think it's about time the GP drivers consulted a professional body rather than work by their own rule of thumb. I'm sure the Road Research Laboratory have got both the people and the statistics to help solve their problems. I'd put my fund into a project of that sort, but it would have to be one that was controlled by people who were professionals in their field."

Maybe it would be possible to bring the Jim Clark Foundation into line to do something creative in the field of safety. Seemingly they devoted most of last year — and goodness knows how much money — to producing a report which tells us that few motor racing accidents are caused by cars running into each other and that Italians are statistically more prone to fatal accidents than other nationalities. Railway timetables make interesting reading too.

Whiter than white

Fiddles, squabbles, rucks, protests, disenchanting championship sponsors, punch-ups in the pits and screams of "Bent engine" are happily a thing of the past. Or are they?

The scrutineering squad headed by Peter Jowett and Cecil Mitchell ran a massive purge last season and effectively put an end to the cheats charter. They covered all formulae and classes of racing from saloons to Formula Ford. That they killed the bent engine syndrome in FF is on its own a mark of their success.

Jowett earned the enviable reputation of being hard but fair. He was respected by the drivers and car owners.

But now it seems that he and his squad are on the verge of being put out to grass. Jowett and his men are all privateers and they work with the full blessing of the RAC. Shortage of funds is what is likely to cause them to be disbanded.

It seems that when the RAC restructured itself and wrapped up the old-style Committee in favour of the new successful Motor Sport Council the £4,000 annual budget for the scrutineering squad got lost.

"If we can't raise the money by the end of the month then we have no option but to look at folding the operation," said Dean Delamont.

How about launching a "Keep the Sport Clean Fund" and persuading industry, sponsors, engine tuners, car constructors and even drivers to contribute? "Ah, but that would take time because we'd have to get permission from everyone including the Council in order to do it."

Meanwhile the message would appear to be clear. The cheating season begins on July 1st.

QUOTES OF THE WEEK

Graham Hill to Vern Schuppan as he pressed the fire extinguisher button instead of the starter on the Embassy Hill, "It's just cost £100 for you to try and start that effing engine. Try the black button, it's cheaper."

Sponsors of the Swedish Grand Prix were Polarvagen — caravan makers. Mike Doodson, relaxing in the sponsor's hospitality unit, asked, "Does this count as a polar moment of inertia?"



Gordon Spice's class winning Capri about to be passed by Richard Lloyd in Malcolm West's Camaro on his way to second place.

MALLORY PARK

Crisp Crawford wins

By IAN TITCHMARSH

Photos by DAVID WINTER

After six straight wins away from the Leicestershire circuit, Tony Brise returned to Mallory Park for the eighth round of the John Player Formula Atlantic Championship, and hardly left the grid. A constant velocity joint failed on the works Modus as it left the line and the race was thrown wide open. American Ted Wentz and Australian Bobby Muir both led but in the end it was Bolton's own Jim Crawford who came up trumps at last with the works/SDC Racing Chevron B29 from that other promising British driver Ray Mallock, managing only his second finish this year in the Ardmore Racing March 75B. The other main races at the BRSCC (M) organised meeting were rounds of the Southern Organs Touring Car Championship where the winners were Stuart Graham, Gordon Spice, Andy Rouse and Bernard Unett. Rain interrupted some of the races but all of them were interesting in some way or other for the crowd which was back to more normal Mallory Park proportions. We didn't see much evidence of the teeny-boppers whom the Radio One meeting was supposed to wean on to motor racing though.

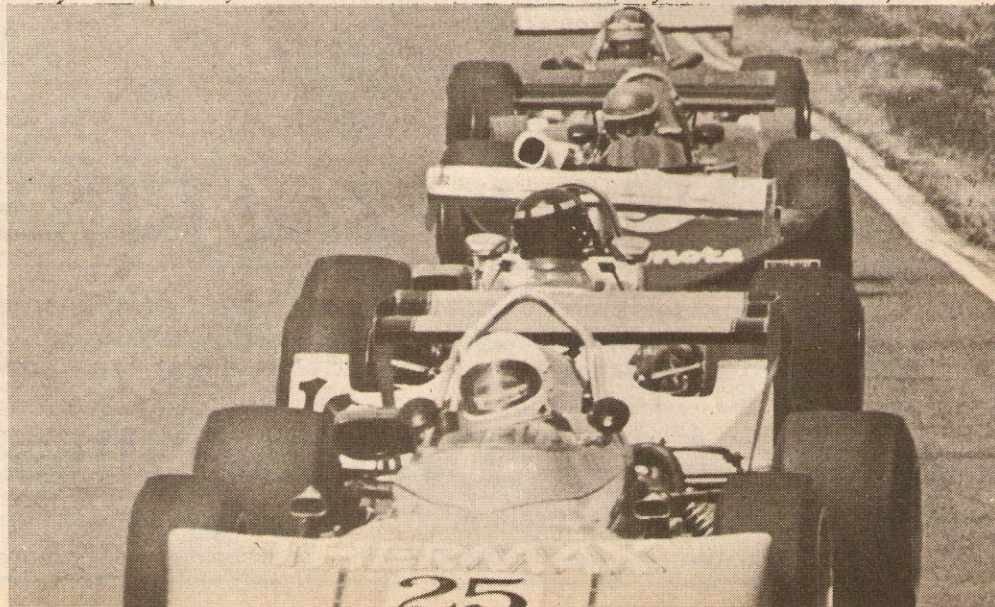
After the recent Brise domination, several teams went away for some serious testing after Oulton Park and the results could be seen in the practice times with the works Modus only joint second fastest and relegated to the second row. On pole position again was Ted Wentz in the Wella Lola T360, the American convinced of the efficiency of the banana wing as an aid to greater driver performance. The car, too, had benefited from a good deal of help from the factory. Ted's time was 42.4 s against the Atlantic record of 42.8 s. Alongside was Ray Mallock's BRG March 75B, Ray attributing his speed to some sorting and a personal dose of 'flu! His time of 42.6 s was shared with Brise, who had reset the Modus' suspension during unofficial practice on Saturday and nearly had large accident as a result. The car left the road in a big way at the Esses but spun into the paddock entrance and sustained no more than a damaged oil cooler. On Sunday morning second gear stripped which didn't help either. Continuing his impressive Oulton form was Nick May in the Strakers of Wimbledon Lola T360B which recorded 42.8 s. A piston ring failed right at the end of practice and Nick started the race not certain that he would finish.

The promise shown by Bobby Muir's Birrana at Oulton was sustained with a time of 43.0 s, a fifth better than Jim Crawford whose practice in the Chevron B29 was abruptly terminated by the black flag for reasons which proved to be pointless and were not communicated to the team until practice was over. However, until then Jim had found the car performing much better than before. Sharing his time, but a row further back was New Zealander Brett Riley again going well in his ex-Wheatcroft Chevron B29. Alongside Riley was Pete(r) Wardle's Surtees TS15, again on 43.2 s. Val Musetti (March 73B) and Cyd Williams (Brabham

BT40) shared row five and a time of 43.4 s. The grid was completed by Matt Spitzley (Chevron B29), 43.6 s; Derek Cook (Chevron B27), 43.8 s; Steve Choularton (Chevron B29), 44.0 s; Alo Lawler (Chevron B29), 44.2 s; Phil Sharp (Lyncar), 44.6 s; Tony Trimmer (Astor McLaren M21), 44.8 s; and Graham Perry (March 722/74B), 46.0 s. American newcomer James Crawley crashed his Chevron B29 after a best lap of 57.8 s and failed to start.

As the cars screamed off the grid it was suddenly clear that the orange Modus was not among them and a glance back showed Tony Brise creeping quietly into the pits with no drive. No sooner had we recovered from this sensation than a car was seen spinning at the Esses. It was Nick May's Lola, second at the time to Ted Wentz. May had been caught out by a readjustment of the suspension but everyone managed to avoid him and he was able to resume behind all bar Perry's slow March. So Wentz, in recent weeks the man most likely to beat Brise, now had a lead which seemed likely to give him the win he has worked so hard for. But after only three laps without a challenger near him he threw it all away with a spin at the hairpin and found himself in the middle of a hectic struggle between Muir, Mallock and Crawford. For three more laps he sat close behind the leading Birrana and then made a bid at the hairpin. With all wheels on the grass the Lola slid into the side of the Australian car and out of the race which it should have won. "I was driving like an FF nut," confessed Wentz afterwards.

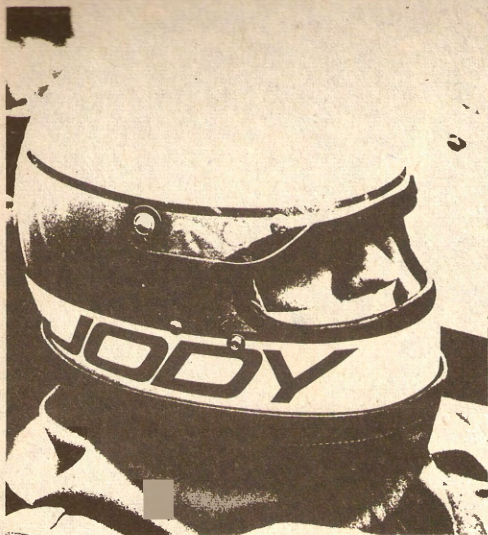
Bobby Muir went really well in the Birrana and led Ted Wentz, Ray Mallock and Jim Crawford.



So Muir led Mallock and Crawford but Ray was having difficulty getting the car out of the hairpin and at exactly half distance he missed a gear and Jim was through to chase the Birrana. He had found the Chevron's tyres going off after three successive fast laps round Gerards so he decided to bide his time and wait for the final few laps. He didn't have to bother for the rear subframe of the leader's car fractured on lap 28 and the unlucky Muir had to pull in as Crawford and Mallock went on to first and second places. All the rest were put in their places by May who drove as hard as he dared with his dodgy engine but it was enough to secure third, after which he throttled back and allowed the others, led by Musetti, to catch up again. Riley had made a poor start but then began to make up ground from an initial 11th place and finished close behind the stuntman, chased by Cyd Williams, still stiff after his Oulton shunt but driving as gamely as ever.

Derek Cook had shown good form in his Chevron for many laps, moving up to fourth behind May with 10 laps to go only to retire almost immediately with a broken driveshaft. Spitzley had been ahead of Williams, and close behind Riley, only three laps from the end when the engine suddenly died for no immediately apparent reason while Choularton had earlier been leading the American when they were both behind the Eden Brabham of Williams until he rubbed his nose against it sufficiently to cause retirement. Lawler had been going well again until the bolts holding the gearbox to the engine pulled away while he was leading Musetti and Wardle retired with no clutch.

Richard Lloyd's Simoniz 7.4 Camaro ran its bearings in practice so he did a deal with Malcolm West to take over the latter's 5.7 Camaro and made it well worth his while by finishing a surprised second to Stuart Graham, whose 7.4 Brut 33 Camaro had never looked like losing.



"It was more than a disappointment — it was a disaster."

Motor racing is a series of triumphs and disappointments. Last year here in Anderstorp was a supreme triumph for me. I won my first ever Grand Prix. This year I came seventh. It was more than a disappointment — it was a disaster.

The car just plain wasn't going well. That was disturbing. But during the whole weekend we never managed to find the precise reason for its lack of performance. A car that isn't going well is bad news. A car that's performing badly and you don't know the reason — that's a disaster.

I really believe now that my chances in this year's world championship are too far gone to reclaim.

What makes the whole thing difficult to understand is that the car went so well at Zolder two weeks before. We were the fastest of the Ford-powered cars and ran most of the race just four seconds behind Niki's Ferrari.

At one point I seriously asked myself if the one and a half seconds could be in me, not in the car. But a run in the training car proved that point for me. I could make the T car go a second a lap quicker than my race car.

The first day of practice was where the gloom started. The circuit doesn't take any learning. It's fast (103 mph average for a lap) and pretty simple. All the curves are constant radius and some of them are slightly banked. So none of that actually

overtakes the imagination. You need the car set up for very slight oversteer and that works pretty well in the banked turns. So we had all this worked out and were set to give it the big vroom-vroom and hope for a repeat performance of last year. One and two on the grid and one-two over the finish line.

No such luck. Dismal times during that first day. But then a glimmer of hope. We stripped the shock absorbers off the car and discovered one of them almost totally seized up. I went to bed happy that night thinking I'd got the answer to my snail-like pace. Well, it wasn't so much snail-like. More like a one lung greyhound.

New shockers and that wasn't the answer either. It was as if the car had an incurable disease. Incurable because we didn't know what the disease was.

So while Patrick started from the front row alongside Brambilla I was eighth. Pryce did a funny in front of me at the start and I went off and did an impersonation of a lawn-mower for about 50 metres. During that time four or five people zapped past and come the end of the first lap there I was in a glorious eleventh place.

For those first ten laps I really drove my heart out. I coaxed every ounce of breath from that car. I didn't put a wheel wrong and I concentrated until I could feel the concentration. Our charts showed after the race that out of ten laps, eight were the exactly the same time and two were only one tenth removed. That's how I was trying. And at the end of ten laps I was still eleventh.

I soldiered on and profited from the misfortunes of others. Creeping up the chart by default I watched them falling off and having their dramas. Carlos Pace, when third, got caught out by a particularly tricky rubber covered exit from a fast turn and snapped round through 360 degrees like a revolving door. He landed with a thump that damaged the suspension and retired on the spot. John Watson lost his grip on a good sixth place when he did the same thing in the same place. But he managed to continue.

Emerson had a big handling problem too and he looked more like a wrestler than a racer at times. Brambilla shook everyone with his pole position time which was a full four tenths quicker than second place. That's a big margin. But a blistered tyre put him out of the running while he was still leading at ten laps. The March is a very simple car — pretty unsophisticated compared with some of the designer's masterpieces. A few of the Super Designers were down there looking at it and no doubt wondering if they'd over-designed themselves, and whether this was the beginning of the era of the V8 go-kart.

Towards the end of the race when I inherited my seventh place Ken appeared at the rail with a big sign indicating that I was catching Brise in sixth place. He waved me to go faster. He might just as well have offered the Pope a vasectomy. There was no more wick for me to turn up.

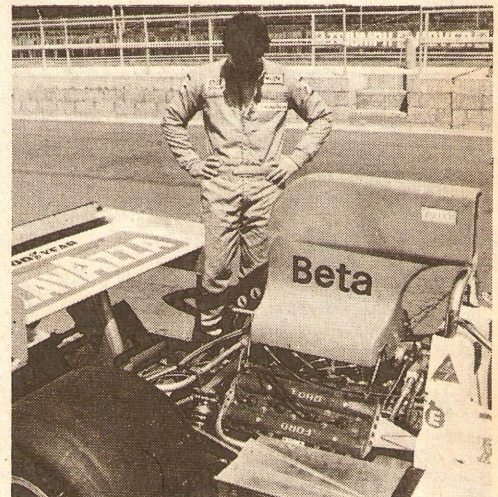
Brise, who'd driven a stormer of a race, was up there just in sight with his gear lever jammed in fourth gear. I was making ground on him, but not enough. He finished sixth and collected that valuable championship point which Ken was coveting on my behalf.

It was good for Brise to get his first point after only three Grands Prix. But it was also good for the Hill team to get a point too. It was the first point they've scored since Graham finished sixth here last year. So maybe fortunes are looking up for Graham's team.

The Yanks came marching home with Mario in a really good fourth place. He'd been there all through the race and really earned it the hard way. Mark was like me — an inheritor. But it's good that they scored points for it's the sort of encouragement that both teams needed.

I had a strange family reunion with brother Ian in the hotel foyer on the first day of practice. It was one of those silly theatrical situations. I walked down the stairs and saw him and said, "Good heavens, what are you doing here." I had no idea that Frank Williams had invited him to drive his car. He didn't have too much luck. He

Jody contemplates the effective March — "a V8 Go kart".



qualified it 20th and then had a puncture that put him into the chain link fence. Happily he'd already slowed down in anticipation of the puncture and wasn't going very fast when it burst. He's OK and the car wasn't badly damaged.

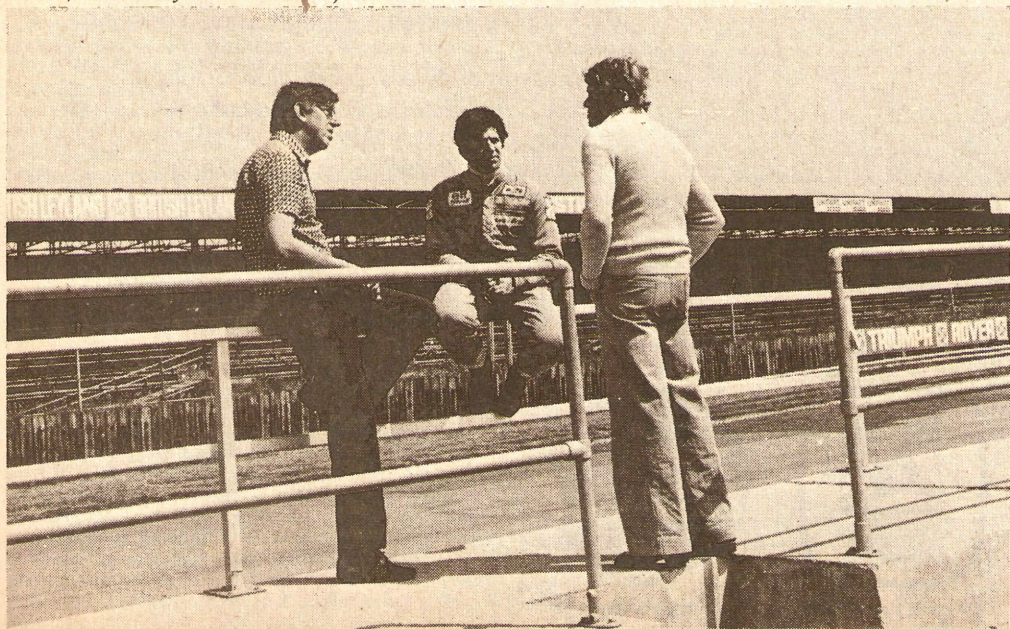
I asked him how he'd enjoyed his first proper run in a GP. He wasn't that impressed. Back home in South Africa he runs my old Tyrrell with Lexington sponsorship and the only people he sees in the races are the ones he laps. I think he's won four straight races now and is leading the championship at home. Being 20th for him wasn't very impressive. I told him it was good experience and he said a rude word.

The weekend before I'd been at Nurburgring running one of the works Alfa sportscars with Jochen Mass. At one point it looked as if we could win it. We were handily in the lead when the brakes melted. Yes, melted. The pads were down to the metal and the heat had melted the centre of the caliper letting the piston fall out. The remedy was simple. They disconnected the front brakes completely. Running round the 'Ring without front brakes is a bit like trying to clap with one hand. We did finish — sixth.

We came from the 'Ring and Pam and I decided we'd have a few days holiday in Sweden before the GP. Reine Wissel had told us about a super resort area and a great hotel with superb tennis courts and golf links. We drove 200 kms out of our way to get there to discover that that part of Sweden didn't open until August or something. Sweden's a bit like that. I remember Peter Ustinov being asked what he thought of New Zealand. He said he arrived there on a Thursday and found it was closed so he came home. Sweden is a bit that way too. It's a good place for dull millionaires to spend their holidays.

Now we're off to Silverstone on a two day test programme before the Dutch GP in an effort to solve our mystery problem. It's a pity I have to write a column about the Swedish GP because it's a weekend I'd rather forget completely. I certainly don't need another like it for a long long time.

Jody and Ken Tyrrell talk with the elder Scheckter brother, Ian (right), at Silverstone last week. Ian, of course, drives a Tyrrell in South Africa.



Vel's Parnelli — the way ahead?

Stories have been circulating during the past few weeks about the future of the American Vel's Parnelli Grand Prix team. The team, after a reshuffle, is now being run by JIM DILAMARTER who took time off last week to clarify the current situation with BARRY BOARDMAN.

"There are serious talks going on in the USA for a major sponsor and we shall have a 'yes' or a 'no' by the middle of next week," said 38-year-old Jim Dilamarter of Vels Parnelli Racing when we visited their workshops in Norfolk last week.

This frankness from a team which has been very much in the news lately continued when Dilamarter explained his part in their Formula 1 operation which started so well at the US Grand Prix last year.

"I originally came over to Europe with our business manager, Lolita Packard, to go over the books and to check out the inventories of the factory which we had bought from GRD together with the vehicles which came from the Firestone race tyre division. Vel Miletich suggested that I stay on for the Silverstone International Trophy and after he had met with Lolita, Vel suggested that I stay on a more permanent basis. It was obvious we were spending too much and that Andrew's (Ferguson) original budgets were much too low. I don't mean this to reflect against Andrew, but inflation didn't help. I didn't know when I arrived that I was going to end up having to fire people and then became general manager and managing director," he said.

"We spent too much on trivia," continued Dilamarter. "We had too many personnel. You don't need an executive managing director plus a personal secretary and a transport manager to go motor racing!"

"Since last year we have spent \$1.6 million just getting to the starting grid in F1 . . ."

When we asked him just what was wrong, if anything, Dilamarter remarked that: "One of the main reasons is that we just don't have the time to go testing. Mario's transAtlantic schedule is full until the end of the season so we are immediately one day behind any Formula 1 team who has already gone tyre testing.

"We run the main outfit from Torrance, California (HQ of Vel's Parnelli in the States) which employs 45 people for a USAC team, two F5000 cars, an off-road team and the F1 team. Mario just hasn't the time to spread his workload properly. This weekend's Grand Prix in Holland is a good example. Practice at Pocono for the USAC 500-miler starts on Wednesday. It isn't worth risking one race for another. It's better to do Pocono properly."

AUTOSPORT asked whether this was because it was more valuable for them to do well in the States rather than in F1?

"Since last year we have spent \$1.6 million just getting to the starting grid in F1. This includes buying the factory, two transporters together with support vehicles and all the other bits and pieces that go to make up a racing team.

"Before our first race we had built three chassis and enough spares to maintain three cars. We bought eight Cosworth engines, two second-hand from Tyrrell, and this was before the car had turned a wheel. Our Torrance facility worked from April 1974 to January 1975 on nothing else but F1. Machinists, fibreglass, fabrication and management all thought of nothing but F1. We employed six mechanics from Britain, paid them for six months, gave them cars, and put them up in hotels until they found apartments which we subsidised. All this costs a lot of money and naturally without a sponsor it becomes a problem. We have therefore re-assessed the situation and have reduced the team as a result. We are now five people lighter than at the start of the season. The team now consists of myself, a bookkeeper, a

secretary/receptionist, Dick Scammell, Rex Hart, our chief mechanic, Alastair McNeil, John Robinson, Alfie Saunders, Vic McCarthy, and a fabricator, Nick Paravani. I also look after the tyre situation as we no longer fly a tyre technician to each race."

We asked how they found Grand Prix racing compared to their activities in the States.

"It's much more of a low key effort over here than in the States. There we compete in four different types of events in four different parts of the country. The whole situation is different but, at else. The guy who is switched on the most is the guy who wins. In Europe we have to gear everything to one week. A Grand Prix may be two weeks apart but but the time transporters have got there and then returned, there is only one week to rebuild cars and engines. We have had to learn it all again. We don't want to leave F1. It's the challenge. It's something you can set a goal

produced Goodyears hasn't helped the car's handling or the team's efforts. As a result, the car is extremely sensitive to differentials between the rear tyre sizings.

"We don't want to leave F1. It's a challenge. It's something you set a goal for. We want to be world champions."

"It's our real bugbear," said Dilamarter. "We just have to run on tyres which are exactly the right size before the car starts to balance itself properly. One of my main jobs is to find the right tyre continuity for Mario and this isn't easy. I've spent ten years with racing tyres, at Indy and on the USAC trail, so I should know what I am doing!"

Regarding their Grand Prix future, Dilamarter concluded by saying: "We intend to keep the F1 project going as long as we can. However, if we cannot procure a sponsor then we shall naturally have to re-assess the situation. Despite what was said in your *Pit and Paddock* columns the other



Mario Andretti and Team USA are still waiting for the greenies but prepared to soldier on.

for. We want to be world champions, but we now realise we can't do it the first year. The goal hasn't changed, just the timing. We have been getting a lot of aggravation from other teams since the rumours started. Every week someone calls asking if our mechanics are free. That doesn't help team morale. How do we say to employees that all is well when other teams are asking them if they want a job elsewhere?

"Vel tells us we are going to stick it out and we will. We could have easily continued the way we were prior to my arrival but only at risk of our other operations."

Apart from the obvious financial problems, the Formula 1 team has also been suffering from handling difficulties. The Maurice Phillipe-designed VPJ4 was designed around the American 1974 specification Firestone tyre (the rigid sidewall version), and the change to European-

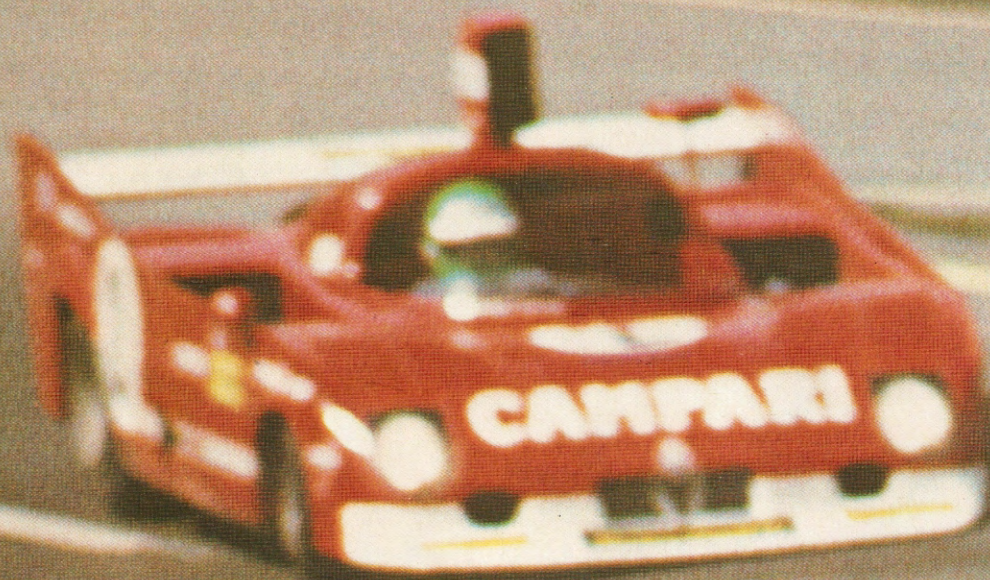
week, Vel's American Ford dealership is very healthy and has been in business for 20 years. It still sells more Fords than any other dealership in the Bay region of Los Angeles.

"The Vel's and Parnelli Jones Enterprises companies own between them a considerable amount of property; this includes the Western region of distributorship for Firestone race tyres, around nine Firestone retail outlets for Firestone, plus the US Mag Wheel company and many other businesses. We are naturally open to sponsorship, both from outside companies and from drivers who have company backing.

"We are going through a difficult time on the administration side but I am sure that this is only a temporary situation. As I've said, we are in negotiation with sponsors in the States, and we should know the results by the middle of next week."

FINA

FINA





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GOODYEAR

FERRARI

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CAMPARI

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ENVELOPE



The Audi 80GT is attractive and pleasantly free of unnecessary trimmings.

Audi 80 GT vivid performer

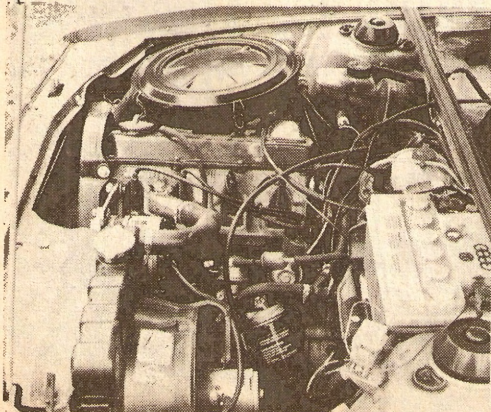
The Audi and Volkswagen range of front-wheel drive cars can be divided broadly into two main types. These are those with engines mounted fore and aft, ahead of the transmission, and the more compact cars with transverse engines. The subject of the present test belongs to the former category and differs from the others in having a considerably up-rated engine of 1600cc, with a DIN output of 100 bhp at 6,000 rpm. It has a cast-iron cylinder block with five main bearings and the belt-driven camshaft is carried on the light-alloy head.

The chassis has stiffer suspension, light-alloy wheels, and low-profile tyres, the steering geometry of the driven front wheels being peculiar to Audi and VW. Some extra equipment is found on the GT which, although a two-door, is a full four-seater, and seems quite a big car from inside. Though the machine is of sturdy construction, it is light for its size.

When one first drives this Audi, one is astonished at its vivid acceleration. It feels extremely lively and when the stopwatch is used, the performance figures are found to be excellent. This liveliness is brought about by the efficiency of the engine in combination with low overall gearing. A slightly higher maximum speed could be achieved if the gear ratios were raised (lower numerical ratio) but the car would then not feel quite so responsive. However cruising near the maximum is a pretty noisy proceeding, which is the disadvantage of the gear chosen. In spite of its roomy body, the 1600 Audi will out-accelerate such redoubtable performers as the BMW 2002.

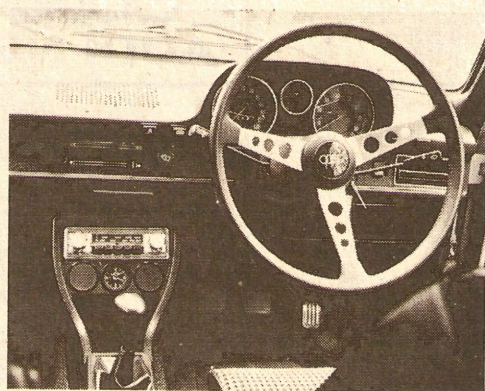
That the engine is truly efficient is proved by the fuel economy of the car. It will average over 30 mpg when driven quite briskly, the consumption remaining moderate at cruising speeds in the eighties. It is not until speeds in the region of 100 mph are approached that the machine becomes considerably more extravagant.

The uprated 1600cc engine delivers 100 bhp at 600 rpm.



AUTOSPORT, JUNE 19, 1975

The engine has a harsh note when pressed, but during normal driving it is reasonably quiet. It has plenty of torque in the middle ranges, so it is not necessary to employ high revs unless the maximum performance is required. Though the engine is normally quite flexible, there is a flat-spot in the carburation which occasionally



The interior is neat and extremely functional.

causes a sort of hiccup. The test car also stalled several times when hot, usually when driving slowly after a burst of speed. Once stalled, it could be quite tricky to restart.

The suspension is fairly hard, the car riding better as the speed rises. Such things are relative, and the ride is far better than that of cars with cart-sprung rear ends. The stiffer suspension does make the 80 GT feel much steadier at speed than the Passat, though the low-profile tyres may have a lot to do with that. In any case, the comfortable seats mask the hardness of the suspension.

The handling is very good indeed and the cornering power high. The steering response is substantially neutral, except when full power is used on sharp corners; indeed, the car must be placed high among those that behave impeccably when driven really hard. From this, it will be realised that the undesirable features of the negative offset steering geometry seem to have been subdued in the 80 GT. I say "subdued" rather than "eliminated," because I had one curious experience. I was driving above the car's normal maximum speed, at about 112 mph downhill. I applied the brakes hard and was rewarded with a most spectacular swerve, which is just the sort of thing that this particular geometry is supposed to prevent. So, I am still not convinced of its alleged advantages.

It must be emphasised that the brakes do all that they should in normal circumstances. The gearchange is satisfactory and though the ratios are fairly wide, the engine's appetite for revs allows useful maxima to be attained. The

gearlever is well placed and the driving position can be adjusted to suit both short and tall drivers admirably. There is a good all-round view and the blind rear quarters, often found in bodies of this type, have been avoided.

A special word of praise must be given to the heating and ventilation system. It is, I would have thought, a minimum requirement that warm air for the feet and cool air for breathing should be available simultaneously and fully under control. Yet, there are still many cars that lack this provision. In the Audi, both systems can be boosted by the same quiet fan, so you don't have to stifle on a hot day when slow traffic prevents a reasonable throughput of ramming air. Other manufacturers please copy. The four headlights permit fast driving at night.

It has already been mentioned that the engine is fairly noisy when pressed but it is a happy, willing sound. At the speeds which prudence and economy are apt to dictate nowadays, the sound level is by no means high. The wide tyres are audible on some surfaces but there is very little wind noise even at high speeds.

As the engine is mounted very far forward, the radiator is offset to the left and moved back alongside it, where it is well protected from minor shunts. This and the slanting cylinder block helps to give good accessibility, and the components that may require attention are sensibly arranged. The battery is prominently placed to encourage topping up and the fuses are easy to identify.

The boot is very roomy though it must be filled over a high sill. The spare wheel is sensibly placed forward out of the way — after all, how often is it required? It leaves the full width of the boot free for the carriage of bulky objects.

The Audi 80 GT is remarkable both for its vivid and willing performance and for its fuel economy. It also possesses roadholding qualities of a high order. Yet, it is a real four-seater with ample headroom in the back. The appearance is attractive without the too racy aspect that may excite unwelcome attention; it's an expensive car until you compare its performance figures with those of the opposition.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Audi 80 GT 2-door saloon, price £2,459 including car tax and VAT.

Engine: Four-cylinder 79.5 x 80 mm (1,588cc). Compression ratio 9.8 to 1. 100 bhp DIN at 6,000 rpm. Belt-driven overhead camshaft. Twin-choke downdraught Solex carburettor.

Transmission: Single dry plate clutch. Four-speed synchromesh gearbox with central remote control, ratios: 0.909, 1.333, 2.055, and 3.454 to 1. Spiral bevel final drive, ratio 4.111 to 1.

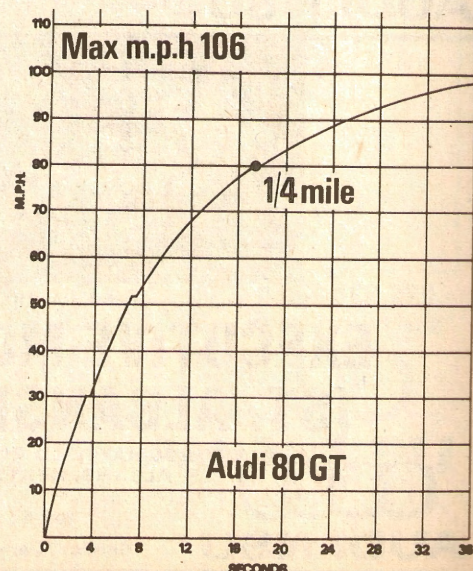
Chassis: Combined steel body and chassis. MacPherson front suspension with anti-roll bar. Rack and pinion steering. Dead axle in torsion on trailing arms, with coil springs. Servo-assisted, dual-circuit, disc/drum brakes. Bolt-on aluminium wheels, fitted 175/70-13 tyres.

Equipment: 12-volt lighting and starting. Speedometer, Rev-counter. Fuel and water temperature gauges. Clock. Heating, demisting, and ventilation system with heated rear window. Two-speed and intermittent wipers. Washers. Flashing direction indicators. Reversing lights. Cigar lighter.

Dimensions: Wheelbase 8ft 2ins. Track 4ft 4.7ins/4ft 4.5ins. Overall length 13ft 9ins. Width 5ft 3ins. Weight 17cwt.

Performance: Maximum speed 106 mph. Speeds in gears: Third 80 mph, second 52 mph, first 30 mph. Standing quarter-mile 17.2s. Acceleration: 0-30 mph 3.4s, 0-50 mph 6.8s, 0-60 mph 9.4s, 0-80 mph 17.2s, 0-90 mph 24.5s.

Fuel Consumption: 28 to 35 mpg.





"As it was this goat track was worse than glue, and despite all our efforts we could neither turn the car round nor reverse out. In fact our efforts got it stuck even worse . . ."

Five weeks in May

It started with the Rallye Nordland and a flight to Hamburg and finished with a missed flight at Heathrow thanks to the security arrangements. What it added up to was the most crowded month in my rally career with four internationals in five weeks — and nearly a fifth. To go back to the beginning, I left for Hamburg on April 29th where I rendez-voused with Achim Warmbold who had driven the Alpine 310 up from Dieppe to meet me. The idea was that we should practice some of the secret stages on the Nordland Rally as he had discovered that most of the other crews seemed to know just what was going to be run. This is a common fault with German rallies where standards of duplicity about stage knowledge exceed those of arab street traders. In fact, we found very little and what we did have was confusing when it came to the night but at least we tried. I won't recap all the faults of that incredible rally, but suffice it to say that it applied to have World Championship status in 1977 and I think that it will be lucky to stay in the European Championship. The fault lay 100% with the organisers who seemed to think that they were running a rally in 1905 rather than 1975. Timing, security and results were all well below the standard of a minor club rally. The stages were generally very good and deserved a much better organisation and format, and I hope that after this year's rather nasty experiences, there will either be a better event next year or no event at all as such rallies can only harm the sport.

I flew back with rallying's Cecil Beaton, Hugh Bishop, who was kind enough to get me out of bed at six o'clock in the morning so that we could get the flight and then laid on a lift for me at the London end. There are definite advantages to living in Wiltshire! We had a nasty experience with an automatic coffee dispenser on the autobahn which nearly resulted in two cases of food poisoning but apart from that, all went well and the flight was actually early into Heathrow. That then gave me a couple of days for satisfying editorial appetites and then it was off on the Welsh Rally. For a co-driver, the swap from a left-hand drive Alpine to a right-hand drive Escort is easily made and the only thing that you have to make sure is that you carry the right Willans harness or else you will have the buckle on the door side and it will self-destruct on the road the first time you leave a control. Billy Coleman turned up in plenty of time for the Welsh so that we took time off for a quick look at Eppynt on one of the days when the red flags were not only down but furled (can the defence budget cuts have called for a saving of flags?) before reporting to Cardiff. Our hotel was up a one way street that required the equivalent of six laps of the 'Ring before you could be parked outside it facing the right way, but apart from that, I was very impressed with the Cardiff start. The only disappointment was that we were not actually going to start from Cardiff Arms Park but from a low-key area called the Sophia Gardens. Cliff Morgan, where were you?

Our Escort was a little late arriving due to a last minute change of the rear braking system. This had involved completely dismantling the rear axle and re-welding the rear caliper mounting points which is not a five minute job by any means. The Thomas Motors staff had laboured all night after the arrival of the parts from AP and all we could do was hope that it was right. The Boreham mechanics gave it a pretty comprehensive once-over before it was passed through scrutineering and that had to be that. Meanwhile, I had



Tatoi races: Basil Wadman's Peugeot does the rounds which were superfluous for leading entries.

all the time in the world to sit down with masterminds Jim Porter and Tony Mason and copy their service schedule onto my road book and maps before tackling the six laps of the 'Ring back to the hotel for dinner. The morning start was everything that it should have been with fine weather, but the 25 mph average out to the first control did not allow for the traffic struggling in to city desks and workshop lathes, and we only had a few minutes in hand, while Russell Brookes was actually late. Such a thing almost seems impossible on an international rally these days and it is one of the strongest possible arguments for the RAC Rally system of no road penalties for lateness up to a maximum, which thus effectively defuses the road sections and gives competitors no excuse for hurrying.

Our problems started with the realization on the first stage that a front strut was broken and that we should have to do two more stages like that as no service was allowed between the first two stages and the third was only a short one. It was a bit disappointing to see service cars of other teams in the Brechfa area where servicing was strictly forbidden. I cannot even say that they were those

"We made it with about eight seconds in hand, but I would not like to repeat that descent of the last hill where we were nearly round on at least three occasions and I was becoming increasingly aware of the thin glass fibre doors and the unyielding nature of the armco barriers and the tall pine trees."

of people who might have been ignorant of the rule, as one was actually manned by the manager of one of our dealer teams. If such is the level of responsibility in modern stage rallying, there will soon be a lot of truth in the allegation that stage rallying is as objectionable and disruptive as road rallying. Anyway, we finally made it to our service who changed the strut in a fraction under ten minutes and the post-mortem was that the inner rod was broken which must have been an inheritance from the Granite City.

The brakes seemed very good and after our blissful stop at Aberystwyth where I have never met so many helpful and friendly people in such a short space of time, we started on the night stages full of confidence and set several fastest times. By the time we had got to Dovey, we were breathing down the neck of maestro Clark, but the knowledge of this seemed to make Billy a bit nervous and our Dovey times, though good, were nothing exceptional, and Roger pulled away from us. The gap was never big but it needed a more consistent run to put the skids under Britain's most successful driver, and we just couldn't do it. The struggle finally ended when the car leapt over some ruts on an uphill bend in Hafren and the steering joint broke above the rack. I was able to get a lift out of the forest with a keen Saab driver who ran me to the nearest service point on the A44 and took me, the part, and a mechanic back to the stricken car in the forest. However, the maximum had not only put us out of the running, it had also put us out of time, so we gave our mechanic a lift back to the service car and then set off for Cardiff

and a hot bath.

I was quite keen to depart as I had a date in Athens for midnight on Sunday with Achim with whom I had to practice the Acropolis route in just over a week. I left Cardiff that Saturday night and rushed home for sleep and packing as the very capable Peter Newton was doing the AUTO-SPORT report on the Welsh. I got to Heathrow in time to catch the British Airways flight on which I was wait-listed but it was still full so I nipped off to return the hire car as there was another hour and a half before the Olympic Airways flight on which I was definitely booked. I was thus not a little surprised when I returned to check in and discovered that the flight was overbooked and there was no chance of getting on. Apparently this happens quite frequently as the computers are programmed to book on an assumption that a proportion of the passengers will not show up and when they do, there are ten highly irate passengers as happened on this occasion. Olympic were very charming about it and put us up for the night before taking us on the next day, but for me it meant that a day's practice was lost. The situation was saved to some extent by Claes Billstam who was down in Greece waiting for Rauno Aaltonen to arrive and start practice, and he went out that first day with Achim to write notes on eight stages. I met up with them on the Monday evening and the next morning we left in company with Ove Anderson and Arne Hertz in their Toyota Celica race car for the northern leg of the rally. We were also in a Celica but it was not the one in which Achim had left Germany a week before as that had expired in Italy with some failure of the oil system within the engine, and we were now driving in the standard Celica belonging to the importer.

Naturally we were careful with it, but it served us very well indeed and went the whole way without giving any trouble though the brakes and shock absorbers were getting a bit tired of racing towards the end.

By applying ourselves to the task with the dedication of Stoics, we got the whole lot done in one week, and the next Monday we were ready to fly back to Munich and start practice for the Hessen Rally. For that, we hired a VW Golf and got stuck-in on the Tuesday. Most of the stages had been given out by the organisers, though the military area at Schwarzenborn was secret and so were three other stages on forest roads. I must confess that we had a go at trying to find these and eventually one evening stumbled upon a lot of cars solemnly parading round a network of dirt and tarmac roads with their passengers scribbling away on paper. We followed and scribbled ourselves and sure enough it was one of the stages on the rally.

The alpine mechanics arrived with the car at the Kirchheim Motel Centre while we were still out in the stages but they knew it well from the halt on the Olympia Rally and were well established by the time we arrived. We had been staying most of the time with Horst Rausch who is rallying a BMW that started in the factory and then went to Zacky Zweibaumer before coming to him. It has one of the 16-value Schnitzer engines and goes very well, though after trying it Achim made some suggestions about the suspension which he felt sure would improve the handling. Rausch is sponsored by the firm of Homy-Ped and I have often wondered what it could possibly make; on this occasion I found out as their factory is in Schludern where he lives and he took me in to see the production line of shoes and sandals that they make.

There was a bit of a kerfuffle just before the start of the rally as the organisers issued a paper saying that they were changing some of the special stages, but they retracted this when it was pointed out that scrutineering was a bit late to be doing that. The rally was in fact very well organised and Raymond Rue was there as the representative of the CSI to see whether it deserves a higher co-efficient in the European Championship. For my money, I think it is so much better than the Nordland that it is certain to get the coefficient that has been applied for.

The first test was the army area at Schwarzenborn which provided a superb 35 km stage but this first time was just a sort of reconnaissance and the penalties were only one tenth of what they would normally be. We were to return there twice more on the rally to do exactly the same test again so it was essential that the co-driver at least tried to take notes the first time. I cannot recall ever trying to take pace notes before while the driver was trying ten-tenths over bumpy dirt roads, and all I can say is that if some bright spark thinks that he can do that on the RAC Rally and get a nice set of notes for next year, he had better start developing his arm muscles. Hans Sylvan got a complete set with Stig Blomqvist in the Saab 99 but most of the others had a few blank spaces. Ours were not too bad either and there was only one sequence of bends that led out into an open space with a bend missing, but that was in such a slow section that it didn't really matter. In any case we did fastest time so we had what might be called a very slim lead. On the other dirt tests that now came we were not so good against the Opels and the Porsches as the Alpine 310 with the eight valve engine still lacks power and cannot use its weight (or lack of it) and cornering power to advantage on narrow dirt roads.

However, when we got to the tarmac tests we discovered that our new Michelin super-soft racing tyres were so good that even on the fast tests where we thought that the Porsches would walk away from us, we were not only able to hold them but were actually taking time off them. Our biggest challenger was the man who actually led the rally at this point, Heinz Walter Schewe, who, with Peter Pedersen, in his very fast Porsche Carrera, was going extremely well. You may recall that this is the gent who was lying fourth on the RAC Rally last year until he had a shunt on a road section in Wales when he was having a sleep and the co-driver was driving. Walter Smolej was not really in the contest with his Irmischer Opel Ascona as he had gearbox trouble right from the start, and indeed the Irmischer mechanics had spent the whole night before the rally changing his axle. The Opel that was really going well was that of Dealer Team Holland with Lars Carlsson and Bob de Jong. But it was clear that with sufficient tarmac tests, our little blue bomb on its 'stickies' was going to run clear of them.

The second time round Schwarzenborn, Schewe really got with it and took ten seconds from us while on the third run we got stuck on a bank understeering round a hairpin and lost 30 seconds before the ever-ready spectators lifted us back on again. Despite this the situation was quite close when we came to the night halt, and when we left again in the early morning on Saturday, there were more asphalt tests than dirt. Smolej hit his front suspension so hard that he destroyed a strut and dropped out, but in any case it was now strictly between the Porsche and the Alpine and we were calculating furiously how much lead we had. By the lunch halt, Schewe had it by two and three tenths seconds with just two tarmac tests left on the menu before the arrival in Bad Hersfeld. We made it with about eight seconds in hand but I would not like to repeat that descent of the last hill where we were so nearly round on at least three occasions and I was becoming increasingly aware of the thin glass fibre doors and the unyielding nature of armco barriers and tall pine trees.

Some kind city father had provided a bottle of champagne in Bad Hersfeld so we did have a celebratory drink before rushing back to the hotel and packing for our dash to Kassel airport and our private plane; destination Greece. This was when things started to go wrong for we arrived at the airport to find that there was no plane and pilot awaiting our arrival with engines warm and propellers turning. To cut a very long story short, our sponsor, Alex Wolff (the 'W' in KWS), had cancelled a flight he was going to make with Lufthansa and his secretary had heard him

cancelling his ticket on the phone. When our pilot phoned to check if everything was OK for Greece, he didn't say exactly who he was and she thought that it was Lufthansa enquiring about the ticket and told him that it was cancelled. You can imagine our mental state; from the euphoria of a win to the depths of disaster all within an hour. Still Achim got to work and within another hour we had another plane and another pilot. With a feeling of inexpressible relief we climbed into the Cessna 310 and fell asleep almost at once. However we were already behind schedule and another blow was to dent our hopes of making Tatoi airport and the Acropolis race on time. This one was delivered by the Italians who told our pilot at Venice that he was clear for re-fuelling at Brindisi but when he got there and spoke direct to the tower, they told him that there was no petrol. Whether that meant that there was literally no petrol or whether they was just no one around to dispense it I shall never know, but I do know that we had to fly back across the Adriatic to the Yugoslav airport of Split to re-fuel.

John Davenport and David Farquhar discuss the Corolla in Athens.



"If we had been going just a fraction faster, I am sure that Achim would have just deepened the angle of the slide and we would have been round, but rather than risk rolling it, he chose the escape road which 99 times out of 100 would have been correct."

As a result of this and the two hours difference in German time and Greek summer time, we were overhead at Athens by nine o'clock when in fact we should have been ready to start the race. I had the bright idea of actually landing at Tatoi itself but the controller there only spoke Greek and the civil tower was not impressed with the idea, so we went in at the normal airport and took a taxi across town to the race, where we arrived at just after 10.30. We arrived just as the motorcycles were rushing round and it suddenly occurred to us that perhaps we weren't late after all. When we got into the paddock, everyone seemed very unfurried at our late appearance and it wasn't long before we were told that it was not necessary for us to race at all, as all the seeded drivers were to be allowed off first in the rally no matter what the result of the race. Feeling like men who had run 30 miles to keep a date with a bird who had then failed to show, we watched a bit of the racing and then shot back to the hotel to start relaxing and organising ourselves. Achim had to try out the Toyota which was right hand drive, while I had to put all the service into the road book, put the pace notes in order from our recce, and change a lot of the times and distances where the organisers had handed out modifications.

The rally started next morning after we had spent some 14 hours in exhausted slumber, until David Farquhar, Toyota's get-everywhere PR man, woke us and said that it was time to go to work again. Rallying in Greek sunshine is a very hot business but the Toyota mechanics had rigged up an iced drink supply in the Corolla and I must say that this was the final touch that convinced me that it was one of the nicest cars to rally in that you could imagine. With Ove Andersson looking after the technical side of the business, and Arne Hertz making sure that the co-driver's equipment

was correct, it was possible to step from one rally to another in this fashion and start being competitive straight away. Achim mastered the business of sitting on the 'wrong' side very quickly indeed though getting stuck in the dust of a stricken Lampinen on the first stage upset him a bit, but then at least we had a clear three minutes in front of us, for Ove dropped back to fix his clutch. All the way to Kalambaka, things went smoothly and we chuckled up our sleeves when we saw the Opels stuck on slicks for those two dirt tests, and went in for some pretty interesting thinking as to whether Waldegaard would make it with his rear wheel pointing in such a strange direction. Anyway when the results came out we were lying second, but as they were not quite ready at the time of departure, we were third on the road which gave Walter Rohrl a clear run when Waldegaard stopped immediately to fix his electrics. We did two stages in his dust before it got a bit damp and eventually we got past him when we did a faster time on a road section and fumbled past him at the start of the next special stage while he was wondering how we came to be on the same minute. Back at Kalambaka, we were now leading and were sent off first on the road but this was not much of an advantage as a wretched wind had sprung up and there was almost no dust problem behind us except on the longest stage where we did fastest time.

Then just before Athens, we had a puncture (our second) after hitting a rock that could not be avoided, and we had to stop and change it on the stage which cost us almost two minutes and the lead. We were thus second behind Rohrl going out on the southern leg the next day, and we were content to sit there and wait for Rohrl to have some trouble. We thought at first that Waldegaard might catch us but he was pouring in more oil than petrol; at the end of each special stage there was a lonely little figure in a Lancia Alitalia jacket holding a gallon can. Eventually poor Bjorn disappeared with the engine blown up which was little recompense for the very hard job that he had done in recce going round twice, once in a VW and once in a Stratos.

That left us behind Rohrl waiting for the puncture that never seemed to afflict him, so as we left Olympia in the morning, we were sure that we were going to finish second and were driving accordingly; our nearest rival was 'Siroco' in the Renault Alpine who was over half an hour behind so we didn't feel at all pushed and were thus a very switched off crew. Perhaps too switched off, for shortly after the start of one stage, with the early morning sun a bit in our eyes, we misjudged a junction and found ourselves in a goat track rather than the road. If we had been going just a fraction faster, I am sure that Achim would have just deepened the angle of the slide and we would have been round, but rather than risk rolling it, he chose the escape road which 99 times out of 100 would have been correct. As it was, this goat track was worse than glue, and despite all our efforts we could neither turn the car round nor reverse out. In fact, our efforts got it stuck even worse and it was not until the Mochous brothers stopped and also Schirrhofer in the VW, that we were able to get it back on the road. By then we had used 28 of our 30 minutes lateness so it was a big push to make the control in time and then it came, our third and last puncture.

So that was the end of our rally and a bigger disappointment you cannot imagine. For us I suppose that it was not too bad, but you could imagine the feelings of Ove and Arne and even David who had followed us all over Greece helping with the service and sometimes even providing it themselves. And there we were with a car that was one hundred per cent. You can imagine that there was not much celebrating when we got back to Athens that night. Just 24 hours later, British Airways delivered me back to Heathrow and one of the coldest June days I can ever remember. The love affair with that airline was brief however for just one week later, I missed a flight to Belfast by three minutes — or rather I missed the security check by that much — and they would not let me on the plane which was due to leave in 27 minutes time. Of course, they were doubtless correct but the Donegal pace note business suffered as a result and it did cause me to wonder just who the aeroplanes are being run for anyway. If it isn't the engineers, then it is the loaders, and now the hijackers who take priority over passengers.



"The fact that Blomqvist is unbeatable in snow is as irrelevant to us as the speed of Therier over the Alps or of Singh in the African bush."

MARTIN HOLMES

The Finnish Myth

Where have all the Finns gone? The Welsh and the Scottish rallies had many features in common, but none so remarkable as the almost complete absence of Scandinavian presence in the top positions. At last the Finnish myth is fading! A myth that was created in the early sixties with the desired intent to make rally drivers out of British clubmen has achieved its purpose — and is gone forever. At last the British drivers have been allowed to succeed, at last they have access to the best cars available.

The Great Finnish Myth has been one of the most ingenious ploys we have seen in rallying. It started back in the Abingdon days of BMC when it was pointless to ask for employment unless your surname ended in an "-en", and such a name was guaranteed to give you a couple of seconds a mile in any company. By and large this myth was no bad thing. It provided a make-or-break situation for many rally drivers. Drivers like Hopkirk and Fall rose to the challenge of this myth — and succeeded. But things were different in those days. While BMC was probably the leading rally team in the country, it was by no means the only team, and there was no monopoly situation as we have today. For every Fall and Hopkirk there were scores of drivers who failed to match the Finnish standards, but at least there were other employers waiting in the wings.

The Great Myth began to crumble the day that Roger Clark won the RAC. Until that day, the Scandinavians, whether they were Finns or Swedes, were untouchable. For every second a mile advantage that they had in their skills, there was another second a mile in psychology. The old Gulf-London rallies were psychologically devas-

tating to British clubmen. Scandinavians who were absolutely unknown in Britain put British drivers to shame. We needed Clark's win back in 1972 more than we ever knew. Without doubt the Scandinavians have a continued edge in bad weather driving, but that need never concern us. The fact that Blomqvist is unbeatable in snow is as irrelevant to us as the speed of Therier over the Alps or of Singh in the African bush. So long as we are kings in our own sport, and our sport is acceptable throughout the world as being important, we are doing our best. It is, and now we are.

But things are never perfect. No sooner one myth dies than another appears, and we are facing new falsehoods every day. The major lie of the day is that unless you can beat Roger Clark, you are no good! We know he is a very fine driver, but so long as he drives the only fully works run car in Britain, Clark must be the best driver in the country. Obviously only quick drivers ever gain works drives, but a works drive gives you an enormous advantage. You have the accumulated years of experience of the team and their mechanics, you have almost unlimited access to replacement parts — and you can go rallying with a mind that is rid of the worries of running your team. These things are worth minutes of stage time. Someone who is able even to approach Clark's times deserves every accolade. This lie about having to beat Roger Clark has been invented with the very best motives in mind, but it is cruel in its reality, particularly when as we have seen, a performance as good as Roger's does not result in a professional drive.

The next major fallacy is that you are no good unless you drive a Ford. Understandably the film on the Scottish emphasised the Ford drivers, but it is a misleading attitude. True, you are most unlikely to win unless you are driving a Ford, but there are plenty of good drivers who do not. The fact that a person drives a Ford indicates either that he is wealthy or that he has acquired a good commercial backer. At the moment the top six drivers in the RAC series drive Ford, and the next four drivers do not. Pond, Culcheth, McCartney and Sclater deserve much more appreciation than they get. Their only failing is that they do not have either the freedom or the resources to get the car that will take them to victory. This does not make them bad drivers, or drivers for whom a future in the professional world of rally driving is out of the question.

The whole matter of money creates considerable misunderstanding. The man who was considered the hero of the Scottish was young Ari Vatanen. He is now counted as one of the famous flying Finns. He drove the Welsh and the Scottish

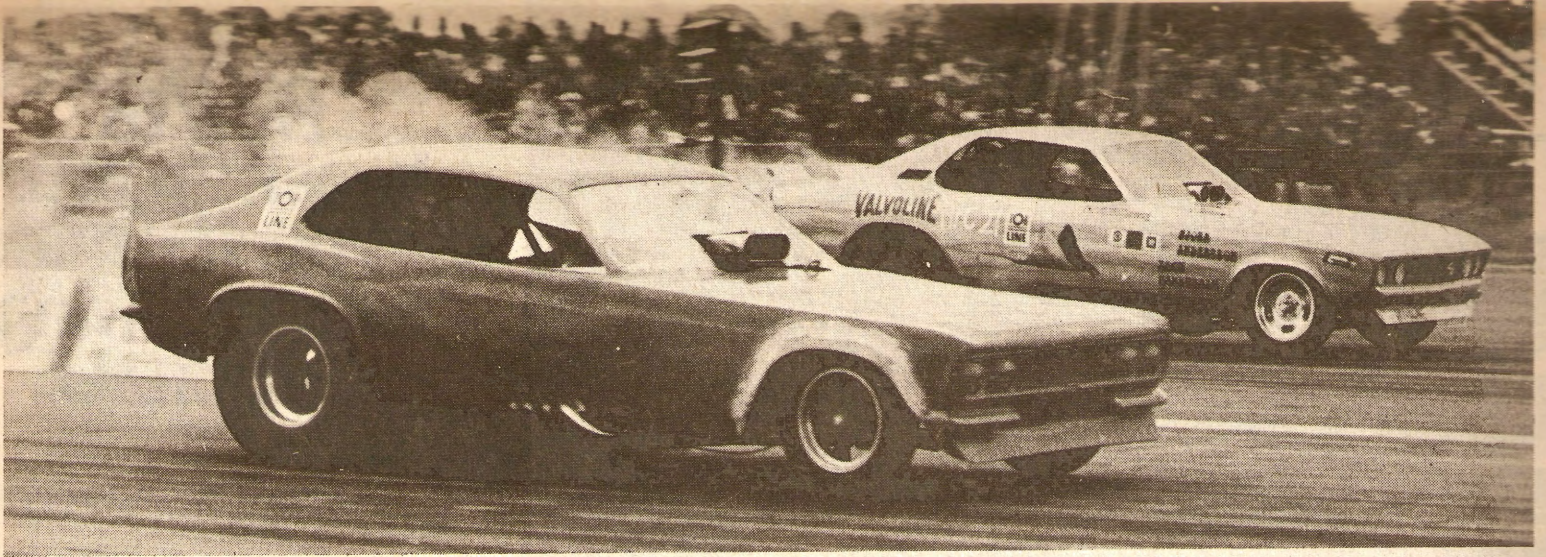
with great verve and in a manner that contrasted sharply with other drivers. He drove over rocks, he flung his car into ditches, he put up some excellent times. But the way he drove was no different to the way Colin Malkin drove his old Imp, the way Chris Sclater drove his Lotus Cortinas. Whenever you have nothing to lose and everything to gain, all you need is a gimmick. There is no need to drive responsibly, as you must if you drive other people's cars or if the people who lent you a car have given you no spares for it. Maybe it would be fun if we could all return to the devil-may-care stage of our careers, but it would do no good for the sport.

It is time we stopped and considered what sort of people we want our rally drivers to be. Firstly we want them to be capable of being masters of our sport in our country. The results of the Welsh and the Scottish clearly show this is now the case. Secondly we want them to be mature and experienced men to whom can be entrusted the responsibility of driving a manufacturer's car if and when another opportunity arises. Experience counts to a considerable degree in this respect. Stuart Turner was the first to see that tearing around at dead of night down country lanes did little for an international career. It is now becoming clear that speed on sprint internationals is becoming another red herring. The endurance aspect has now disappeared from British events altogether. On stage after stage, the RS1800s were falling to pieces during the Scottish, but it did not matter. There were no road penalties, there was almost unlimited opportunity to service, one person could drive the whole way with no great exertion. Perhaps the speed of the RS1800s is leading us into another myth — the myth of our own self-sufficiency? We shall soon see how good the RS1800s really are, when Fords have competed on a few foreign events this year. Third, and most important, we want our drivers to be people with a purpose: people who know there is light at the end of the tunnel, even if the tunnel has a few twists and the light cannot be seen for the moment.

The depression that is hanging over almost every serious rally driver in this country stems from this third factor. It is not our fault that we have economic depression and that Fords and other manufacturers do not offer the employment to drivers that they could. But while we are in the doldrums the least our competition departments can be doing is to prepare for the day when things improve. And the very first thing to do is to clarify objectives and discard irrelevances. We have some of the finest rally drivers in the world, people who have all the experience that a professional needs — and in most cases very much more. All they want is a chance to do a good job properly.

"Vatanen . . . is now counted as one of the Flying Finns . . . but the way he drove was no different to the way Colin Malkin drove his old Imp."





Roland Pratt just gets the jump on Bjorn Anderson's Opel, to head him in the run despite oil and cement dust.

WROUGHTON

Funny car orgy for seven

Funny car fans were treated to an orgy of the most spectacular-class at Wroughton at the weekend, with seven cars battling it out for the TOR line championship. The only non-runner was the Canon Cameras Toyota, which was found to have a chassis problem shortly before it was due to leave for the U.K.

None of the entries made particularly spectacular runs on Saturday, although Skilton ran a good 7.5 with his Vauxhall/Donovan. Hazze Fromm, with the big 250 cubic inch Capri, made a strong start but apparently had shifter problems.

On Sunday morning all were out to qualify and practice, and by the end of the morning the times stood with Skilton fastest at 7.5s, Fromm second with a strong 8.03s half pass, Liam Churchill next at 8.06s after his quickest ever run. Bjorn Anderson's Opel Chevy at 8.6s, and Leif Dabach's Volvo Chev at 9.04. All suffered traction problems with loose dust at the mid range leading to some spectacular moments. Late comers were Dennis Priddle and Roland Pratt, who had abandoned his Scimitar body for a still unpainted Avenger. Both qualified in the tens with half passes.

Skilton started with a bye run as the row of funny cars lined up behind him ready to fire up in quick succession, but his Donovan did not really sound right and the time dropped to a 7.9s. Priddle and Churchill were next; it was a close race as both cars thundered away, with Priddle getting the verdict with a top-end charge of 190mph in 8.23s to 150mph and 8.35s for Churchill's Capri. Sweden's best hope went out in the next round when an oil filter split on Fromm's big hemi during the burn-out. This left Leif Dabach with an unopposed run at 8.7s and a long streak of oil in the right hand lane. Pratt had to cope with this as he faced Bjorn Anderson's Opel, and what a race it was, with Pratt leaving first and then running through the cloud of cement dust and getting sideways. But he kept charging on and got the car pointed in the right direction again in time to beat the Opel's 8.2s with an 8.0s a 177m.

The second round started with that epic confrontation, Skilton and Priddle, the first time that they have met in funny car, but again, Skilton's car didn't sound as if it had the measure of Priddle's low, low Avenger, and when Priddle made one of his instant starts, it was all over—and Skilton had red lit anyway. The time was way down at 7.1s and 196mph to an 8.1s for Skilton. Pratt and Dabach were next out, but despite a strong try by the Volvo driver, it was Pratt and the UK again with an 8.2s to 8.4s.

When final time came, Pratt was unlucky, for the blower inlet gasket blew as the car was fired up, and rather than leave Priddle alone in the final run, Skilton jumped into his waiting car and fired up alongside to make a race of it — though Priddle could not now lose the title. Not that he would have done anyway as he drove Skilton into the ground with a shattering 6.94s at 204mph.

Top Fuel was limited to two cars in the end, as John Anderson failed to make it from Sweden, so Roz Prior and Trevor Young faced each other for

three runs. Roz broke her back axle on the first though, so Young cleaned up with a 7.22s at 202mph, and backed it up later with a 7.12s at 208mph.

Sensation of Pro Comp was James Rowat, who lead all qualifiers in the class with his 354 Chev dragster. Pat Cuss was not on his recent 8.6s form and after a bye went out to the Chev with a 9.2s at 167mph for his 354 Chrysler, the Chev turning a terrific 8.65s at 164mph. Mike Hall put out Peter Barnet's funny car with his altered after Barnet redlit, Barnet having had a win over Kevin Burrow's dragster when it failed to fire.

With Hall capable of eights, the final looked good, but first he failed to get oil pressure in his B&J three speed, then after a strong launch, Rowat had a transmission failure and just managed to coast through to win. Yet another new challenge for the exciting 208 Pro-Comp championship.

The Page team had their strongest challenge yet in Senior Comp with both Bengt Stafberg and Anders Lantz bringing their Chevy powered altereds over. Lantz's American built car, running injection ran a 9.31s, with Stafberg slightly slower at 9.9s with his similarly powered car. Clive Page ran a 9.8s, all these runs taking place on Saturday, then found a cracked valve, the head of which was

only just attached. They fitted a new valve into the equally cracked head and tried not to run too hard until they had to. Luckily Lantz eliminated Stafberg with 9.4s to 10.3s, whilst they beat Vic Hammond's Chrysler T with a 10.2s.

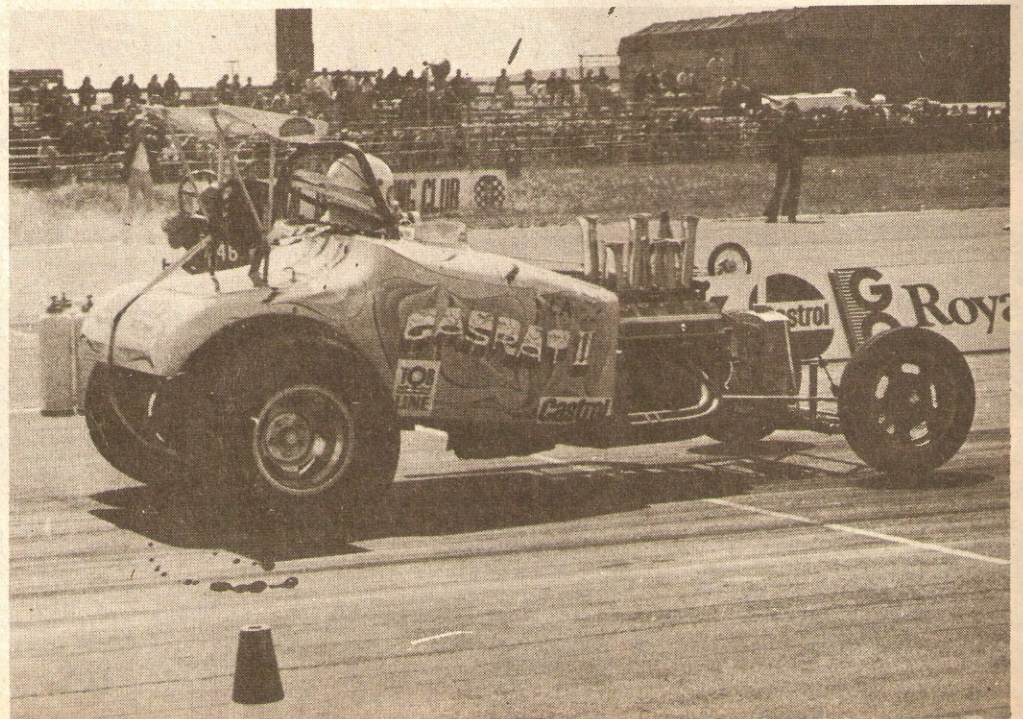
The two near-identical cars fired up for the final and at the green, Page's carburetted Chev leapt away from the injected car and held the lead all the way to a 9.6s — the cheers were loud again.

But in Middle comp, the task proved just too much for Bob Messent in Stripteaser, faced again with the ex-Lantz Plymouth coupé and Svente Erickson's Hemi-Jeep. There was little doubt that Stripteaser would be the fastest UK entry, and Messent worked through the 16 car field to meet Erickson in the semi-final. Messent's Jaguar engine was down one cylinder, while the clutch was fading fast on the Jeep, so when the Minivan jumped away to the lead, it looked for a minute that he might do the impossible as Erickson eased the Jeep away, but eventually the cubes told as the Swede thundered through at 140mph in 10.3s to 10.7s. He repeated the trick against Johnson in the final, the immaculate but slightly heavier Chevy powered Plymouth a couple of lengths behind at the finish.

Other Swedish entries included Peter Svensson in his 2 litre Volvo that lived up to its reputation by running a string of 12 second runs to take Senior Street; Bengt Fredrickson with his 289/Cortina, who looked certain to win Junior Comp when Brian Monday broke his transmission, but lost his chance when he hit the start line lights on his burn out.

JOHN DICKSON

Bengt Stafbug brought his 402 ci Buick engined T over from Sweden.





Last year's winner, Cahal Curley, powers through the swooping Donegal lanes.

local man who has done Donegal before and knows the ropes. Chris was anxious to get some experience of the new car on tarmac and this will be his first trip to Ireland. He is still using the reliable Don Moore built 1700 BDA under the bonnet, but there is now a virtually new 1840cc engine lurking under dust covers in Plymouth which is shortly to be tried out on a national round. The Vospers car is in other respects approaching works specification, with four pot calipers which were fixed after the Welsh, and a four link axle expected soon: Braking problems on the Scottish were found to stem from a faulty bush in the pedal box assembly, allowing the brakes to work normally if Chris pushed the pedal firmly on its full face, but reacting disastrously, were he to heel-and-toe. Future events for the team include the Portuguese (providing that the organisers grant them a late entry), the Arkell (where Chris finished second last year), the Tour of Britain (either in a Capri or an RS 2000) and all future RAC rounds. Meanwhile the out-psyching is in full swing at Letterkenny, and one competitor is on the verge of being excluded for practising at competition speeds.

Warmbold → at 4:1, a good bet.

DONEGAL PREVIEW

Exciting tarmac spectacular

(Porsche Carrera); 10, — 11, — 12, George Hill/Phil Short (Vauxhall Magnum coupe); 14, David Agnew/Robert Harkness (Porsche Carrera); 15, Marek Gierowski/Martin Holmes (Porsche Carrera); 16, John Price/Mike Sones (Porsche Carrera); 17, John Tansy/Derek Johnston (Porsche Carrera); 18, Tony Drummond/Paul White (Escort RS 1600); 19, Sean Campbell/Brendon McConville (Escort RS 1600). 20 —

your favourite records and telling all your favourite jokes. . . .

Latest news from across the water as we went to press indicated that Adrian Boyd's Alpine is now back from its comprehensive refettling at Dieppe and he has joined brother Derek in the bookmaker's stakes at 3:1. Dessie McCartney seems a good bet at 8:1 and both Paul Appleby and Ari Vatanen stand at 8:1 in Group 1. Billy Coleman's car was still at Thomas Motors receiving its tarmac suspension. Jack Tordoff's co-driver will apparently be Allan Greenwood. Brian Nelson, following the Autoextra debacle, tried everything to get himself a competitive car for the event, but all available Porsches would have required too much work in the time left, to make them fully competitive and Mr Curley's old car, the one he was primarily after, has only just been sold. Thus Brian has had to reluctantly stand down from the event. Sean Campbell will be another non-starter owing to his engine putting a rod out in Munster. Chris Wathen will be out in the Mk 2 Vospers Escort that has brought him so much success this year. His co-driver will be Chris O'Malley, a



Cahal Curley — 5:2 odds

Other notable entries include Noel Smith in his Porsche Carrera at 23; Paul Martin in his Escort TC at 26; Chris Wathen at 32, Paul Appleby at 35, and Ari Vatanen at 39. Group 1 in fact promises a tremendous struggle with the very quick Bertie Fisher battling it out with Paul Appleby and Ari Vatanen. Programmes on sale before the start contain a marked Ordnance Survey map giving an accurate position of the whole route, but the stage references are printed opposite nevertheless.

Radio Luxembourg have a substantial interest in the event this year and everyone will doubtless be thrilled that Tony Prince, "Your Royal Ruler," rumoured to have once played centre forward for Oldham Athletic, will be joining in the carousing on Sunday, playing all



Billy gets his Mk 2 from Thomas Motors

Billy Coleman has a car for Donegal, and contrary to rumours that abounded after the Scottish, it is not to be the venerable 000 96M in which he won the Circuit of Ireland. When we spoke to Billy at Aviemore he was not at all sure whether he would get a car and seemed resigned to become a spectator this weekend. With Boreham fully involved in their first foreign venture for some time, it appeared that there would not be sufficient time to prepare anything for him. Gavin Frew at Thomas Motors came to the rescue however and Billy will have his usual Mark 2 Escort out on the event with Peter Scott along to read the notes.

A Millford bookmaker has declared some odds for the event and Billy is given at 2 to 1. Cahal Curley is 5.2 and Derek Boyd is 3.1. Achim Warmbold, at 4.1 seems like a fair bet if one was a gambling man . . . while in group 1 Bertie Fisher is down at 5.2.



Billy Coleman — 2:1 favourite.

Castrol
SPECIAL STAGE
CHAMPIONSHIP 1975
WITH AUTOSPORT

To describe the Circuit of Donegal as being a "popular" event would be a gross understatement in view of the evidence of recent years, and this weekend it is Donegal time again. Last year's format worked so well that it has been left largely unchanged; only the dosage has been increased. This all tarmac, all daylight international boasts 250 stage miles in its 600 mile route and thanks to the generosity of the Irish Tourist Board and other notable organisations, the prize fund now totals £5,500, with £1,100 going to the winner. The fifth round of the Castrol/Autosport rally championship and an ECR round (co-efficient 1), the Circuit of Donegal promises even more than last year with a first class entry and a seasoned organisation headed by Clerk of the Course, Austin Frazer. Scrutineering takes place today (Thursday), and tomorrow in Letterkenny, and the first car is due to depart from the Ballyrairie Hotel on Friday at 14.00 hours. There will be rest halts in Letterkenny on both Friday and Saturday nights, and the finish will be back there on Sunday. The top 20 entries are as follows: 1, Cahal Curley/Drexel Gillespie (Lancia Stratos); 2, Achim Warmbold/John Davenport (BMW 2002 Tii); 3, Billy Coleman/Peter Scott (Escort RS1800); 4, Adrian Boyd/Frank Main (Alpine A110); 5, Dessie McCartney/Terry Harryman (Porsche Carrera); 6, — 7, Brian Evans/Roger Roderick Jones (Porsche Carrera); 8, Derek Boyd/Roy Kernaghan (Escort RS 1600); 9, Jack Tordoff / Allan Greenwood

Ford's Dynamic Duo for Antibes

Roger Clark and Jim Porter are currently enjoying a quiet time in the South of France having completed their recon for this weekend's Antibes rally for which Boreham have entered with one car, in close co-operation with Ford France. Roger's car left the factory on its trip south yesterday and it will be interesting to see how he fares against the Alpines and Porsches. Ford France's budget will allow Boreham to compete on at least three further events there this year. There will probably be two cars entered for the Criterium St Amand-Les-Eaux on the 1st/2nd November (ECR); one car is at present expected to be entered on the Tour de Corse (World Cham-

pionship round) and there will almost certainly be a car for the Tour de France.

Roger in fact will be having something of an international year. He will be competing on the Total Rally in South Africa on the last weekend in July and the car he is to use there will be a brand new Mk 2 Escort which is being built up by Ford S.A. competitions department in Port Elizabeth. The rally will mark the debut of the car in South Africa. Sandro Munari (possibly co-driven by Lofty Drews) will also be out in a Stratos, assuming that sponsorship problems are overcome... and the Chequered Flag have an entry in for their Stratos as well.

Final schedule for Port Wine

Dates for the Portuguese Rally, the sixth round of the World Championship, have been finally set for the 18th-21st July. 100 entries have so far been received, most interesting of which are two Opels, entered for Walter Rohrl and Anders Kullang; four Fiats for Hannu Mikkola, Markku Alén, Bernard Darniche and Alcide Paganelli; Warmbold's BMW; two Toyota Corollas for Ove Andersson and Bjorn Waldegaard, a Datsun for Harry Kallstrom, and

Citroens for Claude Laurent and Francisco Romanozinho (who won the then TAP rally in 1972). Negotiations are currently underway to bring French drivers Piot, Nicolas, Rouget, Hoefpner, Houel, Bedouin and Coppier into the fray; and Spaniards, Crady, Estanishau, Reverter, and Munoz are said to be coming. The organisers can be contacted on telex at 16-780 Rally P, or on the telephone at Lisbon 76-97-11. The address to write to is Rallye de Portugal, Vinho do Porto, Avenida de Republica, 47/50 Esq, Lisbon, Portugal.

Donegal stages

MAP SHEET 1

stage number	start reference	finish reference	road closure time
SS 1	216169	156187	13.20
SS 2	081268	119306	13.50
SS 3	121310	188302	14.00
SS 4	097399	119377	14.30
SS 5	045334	999355	15.15
SS 6	962284	007256	16:00
SS 7	references as for stage two.		13.50
SS 8	references as for stage three.		14.00
SS 9	181208	152214	16.30
SS 10	references as for stage one.		17.20

FRIDAY

SS 11	190272	170355	08.20
SS 12	079399	119377	09.00
SS 13	119307	081268	09.45

MAP SHEET 3

SS 14	020134	981152	10.15
SS 15	801080	763982	10.30
SS 16	700994	709959	11.00
SS 17	725889	685859	11.40
SS 18	649870	729895	11.45
SS 19	764980	782967	12.15
SS 20	043995	071971	13.15
SS 21	840992	869064	14.00
SS 22	references as for stage 15.		14.10
SS 23	references as for stage 16.		14.20
SS 24	references as for stage 17.		15.20
SS 25	references as for stage 18.		15.20
SS 26	references as for stage 19.		16.00
SS 27	references as for stage 20.		16.45

MAP SHEET 1

SS 28	076193	170164	17.20
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SUNDAY

SS 29	224207	159218	10.20
SS 30	202376	168444	10.50
SS 31	214448	243404	11.20
SS 32	245378	293277	11.45
SS 33	242254	200278	12.20
SS 34	181280	152214	12.45
SS 35	119377	097399	13.15
SS 36	170355	192321	13.50

Stages 37, 38, 39 and 40 share the same references with 30, 31, 32 and 33. First car is due back in Letterkenny at 17.45 hrs.

Ryland back Will's Tour

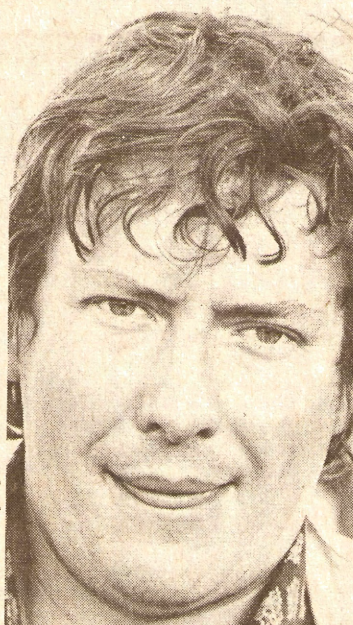
Will Sparrow/Rodney Spokes have been entered on the Tour of Britain in a Vauxhall Magnum coupé to the latest G1 specification by the Ryland Vehicle Group (Birmingham). The company have two Vauxhall dealerships as well as truck dealerships all over the country. The project is being supported by Thor Hammers (who have helped Will since the early days of his rallying career), Dunlop and Castrol.

Ryland are also running a courtesy car service at the Birmingham Post House during the Tour of Britain and three or four Vauxhalls will be on hand throughout the day for use by competitors etc provided that they don't wish to go to Timbuktoo or even London. There is also a plan to present a Ryland Man of the Meeting award, hopefully in conjunction with local media, at some as yet unspecified date after the finish.

● Adrian Boyd/Frank Main will almost definitely be appearing in a Halesfield Motors Avenger on the

Tour, following weeks of speculation. Adrian will be completing a strong three-car team which also includes Bernard Unett and Jenny Birrell.

Will Sparrow — new support.



Tony Drummond — a beefy season.

Drumbo's meat man grabs a prime cut..

Tony Drummond is competing on the Circuit of Donegal with Paul White who has been "borrowed" from Chrysler for the event. For the rest of the year his co-driver will in fact be Mike Nicholson and events to be tackled include the Texaco, all RAC rounds, plus the Dukeries (which Tony won last year) the Castrol '75, and the Armstrong Forest rally (last year's title). Tony is also hoping to use the Derek Carman Escort for rally or autocross events where time allows.

Sponsor Derek, a longtime enthusiast, will not be kept away from the action for long, and he will be sitting in the co-driver's seat on some local events to get the feel of Drummond power first hand. If his verbal response to watching international stage rallying (on the Scottish) for the first time is anything to go by, Tony may well lose his way.

Timo's skills for the USSR Zhiguli men?

Timo Makinen has been having an interesting time lately. He is involved in the delicate art of instructing Russian rally drivers in the finer points of the game. The course is based near Helsinki and is organised jointly by the national automobile clubs of the USSR and Finland. The class recently included three of Russia's top names in the sport, Bzundza, Potapchik, and Schavelev. It seems the Russians really want to get on the winning trail, for as part of this scheme, Professor Zaletaev from the Moscow Institute of Roads and Automobiles recently visited Boreham, where he was quoted as saying that he hoped Timo would be able to come to Moscow in the near future in order to extend the training course. This news once again opens the floodgates of speculation over the possibility of the participation of works Zhigulis in international events to spearhead their European sales penetration.

Lakeland regs.

Regulations are now available for the Lakeland Stages, a BTRDA counter to be run on Sunday, July 30, and the man to get in touch with is Brian Snape, 22 Church Lane, Mellor, Blackburn, Lancs. Telephone number is Mellor 3112. Send SAE for a copy of regulations.

Motique date

The new date for the Cambridge Car Club's Motique Stages rally is Sunday, June 22nd. Bad weather caused the original postponement, and with the minimum of red tape, the RAC have sanctioned the alteration. Clerk of the Course is John Harmer at Cambridge 53603.

Shock: Prince entered in Bath

The Bath Festival Stages, run by the Bath MC, takes place this Sunday around the Somerset/Wiltshire border. The event contains about 45 miles of stages within its 150 mile route and it is the first time it has been run since it was abandoned as a night road rally two years ago. It starts from British Car Auctions, Frome, at 09.00 and finishes at the Hexagon Suite in the same town that evening. There is a halfway halt at Mere and a spectator stage at

Stourton, Wiltshire from 11.00. There will be a car park for spectators at Bonham which will be signposted from the A303 and the B3092. Top five entries are Gordon Batchelor, Robert James, Ray Radford, Lawrence Jones, and Colin Mack. Also entered, presumably in preparation for the Tour of Britain, is none other than the Sporting Prince, HRH Prince Michael of Kent in his Reeds Rallysport of Torquay RS2000.

Level pegging for Triple C runners

With four rounds gone out of the ten scheduled in the Triple C rally championship, three drivers in three different makes of car are currently tying for the overall lead. The situation is as follows: Terry Kaby, Malcolm Smith and Jonathan Lloyd in Mini, Mexico and Imp respectively, have scored 21 points. Randolph Whittall Williams is next up with his RS 1600, having scored 18 points from four rounds, and Colin Barrell and Peter Bryant (Escort TC and Imp respectively) are tied on fifth place with 15 points. A driver's best eight results will count and ties will be resolved on scores after five rounds. Class A (up to 1300cc) is led by Terry Kaby; Class B (1301 to 1600cc) by Colin Barrell and class C (1601 and over) by Malcolm Smith. The next event is the Lancia Pointer (also a BTRDA counter) which is scheduled for July 20.

Steering wheel confuses new Flying Finn

Ari Vatanen competed in a rally in Finland over the weekend and went off while leading. He was driving the ex-Roger Clark Tour of Britain RS 2000, being co-driven by Timo Putkonen, Ford Finland's PR man. Apparently the Eeva Heinonen RS which he is scheduled to drive for Ford Finland, is not yet ready. Vatanen reckons that a major contributory factor to his off was the position of the steering wheel of the car on the right. It will be interesting to see how well he goes in Ireland this weekend in a GI DOT Ascona, on pace-notes, co-driven by David Richards. The Opel also has its steering wheel on the right.

Texaco stars

The following weekend after Donegal, it is the turn of Adrian Boyd's quarries to host the new-style Texaco 'rallycross' extravaganza. With substantial prize money and all (?) expenses being paid, it is not surprising that many of the top rallying names will be there to entertain the crowds on Saturday afternoon. So far, we are informed that Andrew Cowan, Tony Fowkes, John Taylor, Nigel Rockey, Brian Nelson and Bill Taylor are coming, and question marks currently hang over Billy Coleman, Ari Vatanen, and Andrew Dawson. First prize is £500, 2nd £200; 3rd £100; and there is £100 to the winner of G1.

Low dealings

Ian Wilson's Scopel concern are at present hard at work rebuilding the Kadett which is scheduled to have its next outing on the Burmah on August 23. When it does, it will appear in the colours of Scopel's new sponsors, Low's of Glasgow, who have offered assistance for the remainder of the season.

The Stratos is on for Ypres

Assuming there are no mechanical setbacks in Donegal, spectators on the Tour of Ypres should be treated to an exciting sight as the Chequered-Flag Stratos has been entered for the event with Cahal Curley doing the driving and John Jensen reading the notes. The schedule however is to be a tight one as the car will be leaving Belfast on the Sunday night and will then have two days in London for last minute adjustments before being shipped to Belgium on the Wednesday.

After the experiences of the team on the very rough stages of the Scottish, it has been decided to concentrate more on tarmac events than on loose and plans to enter the Jim Clark have, at present at least, been shelved. It is hoped however to give Walfridsson more outings in the car, possibly with Austin Frazer co-driving.

Arkell Regs

Regulations are now available for the Arkell Rally, a counter in the BTRDA Gold Star and the Triple C series, organised by the Cirencester CC for July 27. The entry list opened last Saturday and closes on July 11. Secretary of the meeting is H. J. J. Williams, The Old Barn, Stratton, Cirencester, Glos.

● Gwynn Pritchard, who has not rallied seriously for the last three years is to make a return to rallying at the wheel of a 1340cc Cooper S with sponsorship from Ruthin Castle. Most of the remaining MN rounds are to be tackled.

Extra forest sorted out

One of the extra Forestry allocations has been granted to the Farnborough District MC for their Summer Sort Out Stages. The rally will be a Restricted status event and will be restricted to a maximum entry of 120. At the moment they have not been able to interest a sponsor for the event and this means that the entry fee will be around £18/£20. For this, competitors will get about 40 miles of stages which will include some of the better, smoother military areas between Aldershot and Bordon, as well as some fabulous Forestry Land including the two stages used on the World Cup in 1974.

Applications for regulations should be sent together with a stamped addressed envelope to Henry Greenwood, "Teceto" Cokenor Wood, Wrecclesham, Farnham, Surrey.

Tim Walton is the Clerk of the Course and he is very keen to give the competitors a first class event.

Parts problems stop Datsuns

Due to a temporary non-availability of certain special parts Chris Sclater has had to cancel his intended Donegal appearance with the twin-cam Datsun Violet. Regular co-driver, Martin Holmes, will still be making the journey, to navigate for Marek Gierowski on this occasion, who will be piloting one of nine Porsches on this fast tarmac event. Marek will in fact be piloting John de Stefano's car. Chris Sclater hopes to be competing on the Portuguese Rally (July 18), round six of the world championship series, and for this event only, he will have Henry Liddon sitting beside him.

Gierowski - de Stefano Porsche.



● The North Humberside MC are running the Moores Stages Rally on Sunday 28th September. This stage event is sponsored by Moores of Hull, the local Opel dealers, and there are 14 stages scheduled (45 stage miles). The finish is to be The Grange Park Hotel, Willerby, near Hull. More details are available through Mrs V. Saddington, 72, The Roundway, Hull, HU4 6XR; telephone 507911.



Gold Star Rally Championship

Stokes piles up the points

Positions in the BTRDA Gold Star championship after four rounds underlines the dominance of David Stokes in this season's championship. Drivers: David Stokes 52 points from four events; Terry Brown 27

David Stokes - comfortable lead.



from two; Pip Dale 24 from 2; Terry Kaby 23 from three; Tony Baines 18 from two; Co-drivers: Bill Andrews 57 from four; Brian Rainbow 42 from four; Ed Morgan 29 from two; David Whiteley 27 from two; J. Mullord 20 from two.

The BTRDA committee are currently giving a lot of thought to the future of the Silver Star road rally championship. The mainpoint in contention appears to be in deciding which of the road events will survive the cutback in road rallying, and hence which are the ones to be wholeheartedly supported. The future of the Silver Star series would seem to lie with the introduction of daylight regularity type events which in future might include activities such as hillclimbs, sprints, autotests etc. This plan to reform the Silver Star series is open to discussion and interested event organisers are most welcome to make their views known. The man to write to is Mike Stevens, c/o the Thor Hammer Co, Highlands Road, Shirley, West Midlands.



Roy Lane eases his GM1 up the hill in the rain on Sunday at Loton.

Cramer second to Lane

The weather made good times something of a lottery at a showery Loton Park last Sunday but Roy Lane consolidated his lead in the Guyson/BARC series by collecting BTD and also maximum points.

In his 5.0 Fenny Marine GM1, he did 59.74s to collect the points in the eight car run off but earlier in the day, he had set BTD in 56.52s, leaving Chris Cramer's Grunhalle Lager March second on both occasions.

The other front runner in the series, Alister Douglas-Osborn, could only claim fourth in his Pilbeam in the class runs but he improved to third in the concluding runs with 61.89s. Richard Jones from Stroud shone in class runs with his Surtees TS10 collecting third spot but he dropped to sixth later on.

In between the showers, two class

records went by the board. Will Cole, an infrequent hillclimber, took the merest fraction off the big capacity modsports class in his V12 Jaguar and the Joe Potts Special of Tim Cameron did likewise in the 500cc class.

BTD: R. Lane (Fenny Marine GM1), 56.52s.

Class winners: N. Porter (Cooper S), 66.10s; D. Dare (Longman Mini), 66.66s; R. White (Escort), 63.61s; G. Brooker (Elan), 64.56s; C. Seaman (Midget), 63.41s; W. Cole (Jaguar V12), 63.67s (record); B. Moyses (Mallock U2), 64.48s; T. Southall (Mallock Us), 60.84s; T. Cameron (Joe Potts Special), 64.15s (record); T. Smith (Vixen), 61.29s; D. Franklin (Huntsman Ensign), 57.69s; R. Lane (Fenny Marine GM1), 56.52s; T. King (Midget), 71.97s.

BARC/Guyson Run off: 1, Lane, 59.74s; 2, C. Cramer (Grunhalle Lager March), 61.29s; 3, A. Douglas-Osborn (Pilbeam), 61.82s; 4, Franklin, 62.28s; 5, D. Morris (Ensign), 65.45s; 6, R. Jones (Surtees TS10), 67.37s; 7, D. Robinson (McLaren M10B), 68.85s; 8, R. Churchley (Brabham BT23), 69.39s.

Ballance restored

Peter Ballance nipped down the motorway from Manchester to Birmingham last Sunday to clinch BTD at the Birmingham University MC autotest meeting at the university. In his Clubman GT he had some 12s advantage over Ray Webb (Sprite) after a dozen tests. Ballance's time was 527.1s while Webb (Sprite) returned 539.5s. Other class winners were: M. Styles (Mini), 546.2s; K. Northall (Midget), 584.9s and J. Smith (Sprite), 619.5s.

● Graeme Walker's new Fireza is a new shell around the mechanicals of the one written off at Croft earlier in the season. According to the team, it is lighter than the old one and should handle better as well. It certainly seemed to go well at Croft ten days ago.

Modsports series' dates

The Midland Centre of the BRSCC have issued a revised list of their modsports championship; due to the cancellation of the Donington Park dates; the circuit isn't yet open.

The final list reads as follows: July 12, Oulton; August 3, August 24, September 7 and October 12, all Mallory Park. The championship has thus been reduced to eight rounds, and the organisers now feel that the best seven results should count.

With three rounds of the championship having taken place, the joint leaders are John Evans (Elan) and Peter May (Arkley Midget). Among other contenders are Robin Gray, Brian Murphy, Richard Jenvey and Harry Phillips. Because of the large number of entries received, it is anticipated that the prize fund will enable an excellent distribution at the end of the season.

Jennings and Brodie easily

Local crew Ian Jennings and G. Brodie gained a narrow win last Saturday night on the Tynemouth and District Turnbull Trophy rally over a 130 mile plot and bash route north of Newcastle. Seventy crews in the semi-expert novice and beginners categories tackled a fairly difficult route with two selectives but more than three-quarters of the entry made it to the finish.

M. B. Austin and I. Drummond finished second in their Marina on 281 penalties — the winners in their Escort RS dropped 255 — and Austin and Drummond were 41 marks better off than the Imp Sports of J. G. Harris/B. MacMichael. A very close third were R. Dawson/I. Robinson in an Anglia on 328 penalties while E. McKnight/W. R. Hay (Cortina) were fifth on 334 penalties. The novice crew of P. Brown and R. K. Robson brought their Renault 8 into sixth place to take their class and the leading beginners were J. Wallis and M. Atkinson in a Cortina on 565 penalties.

FF tyres review

With the FF season well under way most of the drivers have now had ample opportunity to compare the "new" Dunlop racers with the old Torinos, though a difference in opinion is quite obvious.

John Bright has now worn through his fourth set of £70 racers and certainly regrets the change, as does Geoff Lees, who considers them to be much slower. Rod Dougall has found them a vast improvement over the ordinary road tyres used in South Africa (which even squeal!) and Jim Adamson is much happier as he is used to them from his Australian FV experience and found himself rather at sea last year.

Rod Bremner preferred the slicks which are in general use in Canada, but they made sideways motoring virtually impossible. By way of a change, David MacPherson comments that the most important change in F Ford is that at last most of the cars are legal!

● Taylor-Startup, the specialist drag racing agency, have ceased their association with Roz Prior and the Roz Prior Fan Club.

Bailey takes the last?

With only 33 entries, last Sunday's 432 MC sprint at Curborough may well have been the last. BTD went to John Bailey's McLaren M10B in 34.3s and he was the only single seater entered. Colin Wild, in a three litre Capri, only just managed to pip the Imp of Chris Matthews; Graham Thompson was quickest of the up to one litre Minis and David and Ron Carvel shared the honours in the over 1 litre class.

Graham Wood's Elan was second quickest and he pipped Mike Green's Endrust Lotus by half a second. Paul Bell (Cooper) walked off with the best improvement award after two penalty stricken class runs.

BTD: J. Bailey (McLaren M10B), 34.3s.
Class winners: C. Wild (Capri), 41.0s; G. Thompson (Mini), 38.9s; D. Carvel (Mini), 36.6s; G. Wood (Elan), 35.4s.

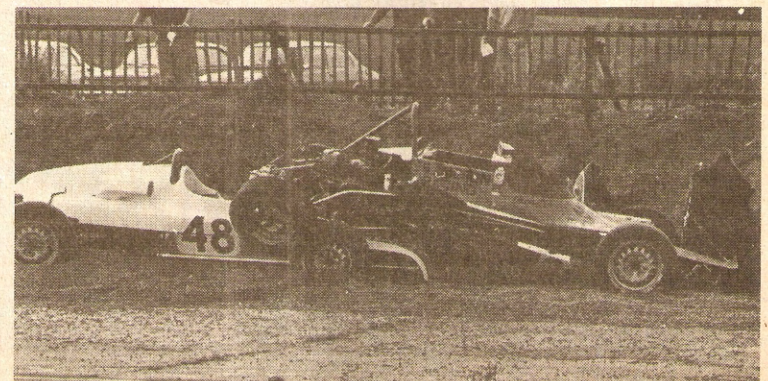
Extra race

Oldham and Crowther have secured an extra race for their thoroughbred sports car contending competitors, although it won't be a championship round. The event takes place on September 14, and despite the lack of points, competitors will be eligible for prize money for first in each class, with trophies going to the next six competitors to finish, not qualifying for prize money.

The championship organisers have also warned competitors regarding RAC vehicle regulation infringements at the St John Horsfall meeting at Silverstone this year. It seems that some competitors have been running cars with extended wheel arches, and all competitors in the championship have been warned that these will not be tolerated by the scrutineers. Once again, Oldham and Crowther will be presenting a prize, possibly booze, at their own discretion at the meeting.

● From this coming weekend onwards, those two promising South Africans, Rad Dougall and Geoff Smailes, will have sponsorship from the Bedford firm of Kismet Garage Equipment who make hydraulic lifts, jacks, wheel alignment gauges etc. Their two Formula Fords will be decorated in the company's blue and white colours.

Matthew Argenti was in the wars again at Snetterton. Here his Van Diemen gets close examination from Peter Lloyd's Elden.



Aux takes round one

The following is a statement from the RAC regarding their findings following the first of the Mazda protests at Silverstone: The tribunal finds that following the protest made by the competitors, Jean Pierre Aux against the eligibility of the Mazda cars 40, 41, and 43 in race four of the BARC meeting at Silverstone on April 27, 1975, that the above Mazda RX3 cars did not conform to the approved formulae as set out on

... but not round 2

After round one of the Rotary Club's confrontation, the following came out of round two:

The tribunal finds that the appeal by competitors number 31 (J. Robertson), 34 (Jean Pierre Aux) and 38 (E. Cook), against the stewards decision following race 5 of the BRSCC race meeting at Snetterton on May 26, 1975 when the stewards upheld the protest of Mr John Markey against the eligibility of the above named competitors, 31, 34 and 38 was not upheld.

The tribunal accepts the fact that the modified front struts fitted to the Mazda cars of the above competitors did not improve the performance. However the fitting of these modified struts were contrary to the approved formulae listed on page 143/144 of the Motor Sport Year Book and the appeals are therefore not upheld, the appeal fee retained and costs £30 each awarded against the appellants, Robertson, Aux and Cook, who also lose their championship points as set out in the RAC approved commercial championship regulations.

Scottish 'test

With prizes like half a gallon of Red Hackle whisky for BTD and first in each class, the Scottish Sporting Car club are making a real effort when they play host, for the first time ever, to rounds of both the RAC and BTRDA autotest championships on July 26. The event will be held on Chrysler's South car park at Linwood, courtesy of Chrysler (Scotland) Ltd. The event is sure to be well supported by the Irish fraternity headed by John Lyons of course, the outright winner of both championships in 1974.

Regs are now available from Jack Steele at 180 Titwood Road, Glasgow G41 4DD.

- The 1973 winner of the Commanders' challenge trophy at the Jim Russell school, Richard Maile, should shortly be back in racing in the ex-Rob Cooper Merlyn Mk 25 Formula Ford. He has received sponsorship from Homebrite Ltd who make window replacements in aluminium.

- There'll be a special price on a bottle of champagne in the bars at Prescott when the Bugatti and Ferrari Owners Clubs hold their Cordon Rouge Classic speed hill-climb on July 6. Classic is defined as pre-1960, so this meeting is for Edwardian, Vintage, Thoroughbred and historic cars. The price of a bottle of Cordon Rouge, on that day, will be £3 a bottle.

pages 143/144 of the Motor Sport Year Book, in so far as it relates to exhaust manifolds and rear springs.

The tribunal upholds the protest and fines the competitors no 40 (Cozy Powell), 41 (Wendy Markey), and 43 (Barry Andrews) £200 each and £50 costs and excludes them from the results of the event and points gained from the championship, as per championship rules on pages 2 of the RAC approved commercial championship rules.

Homewood scores fortieth success

John Homewood recently became the sixth driver with 40 or more wins at Brands Hatch. The *Kent Messenger* championship leader, who drives an Imp, has had nine wins out of nine starts this season, and a total of 67 wins in less than five years. This includes championship victories in the *Kent Messenger* championship,

which gave him the series in 1972/3/4. Once again, he leads this Brands Hatch based series.

His 40 wins now puts him up with Don Parker (61 wins), Tony Lanfranchi (56 wins), Terry Harmer, Gerry Marshall and Bernard Unett (43 wins).

Cook doesn't wait

Although without serious class competition, Peter Cook from Lewisham managed to drive himself sufficiently quickly to 'take BTD' by half a second at the second round of the 361 Autocross Championship, run by Billericay MC at Cranham, last Sunday. There were second class wins for Ian Thomson, Graham Hathaway, Jon Pharez, Bill Vevers, while Messrs Law and Crump carried on their usual tie making activities in the 1 litre Mini class.

The championship seems to have caught on well for there were 100 starters. Ian Thomson had an easy win in the 870 cc Mini class in 87.0s and Graham Hathaway (Escort) had almost two seconds in hand in winning the 1300cc front engine rwd class from Roger Beesley's Anglia. Elan man Jon Pharez took the sports car class by more than four seconds while Bill Vevers' 2.1 VW had a hollow victory in the rear engine class.

The Tom Law-Barry Crump one litre Mini class was again a tied occasion, both getting down to 85.6s

on their second runs but Law had been four seconds quicker on his first to reverse the decision of a fortnight ago.

Dave Fuell, from the Midlands, made a mess of his first run in the big Escort but clocked 83.6s to pinch the class from Tony Ford's Escort by four tenths while Mike Helm, winner of the class at the first round, was well down in third. Stephen Law, son of Tom, made it a Mini double for the family by a narrow victory in the big Mini class. After a no time on his first appearance he blasted through to second BTD in 82.8s, pipping Robin de Garston by two tenths.

Another close battle was in Class nine where Henry Stilwell's 1500 Mini just had the edge over John Clinton's Escort while Greg Steel, winner of the class at the first round, was another to drop to third spot.

BTD: P. Cook (Half-a-Mo), 82.2s.
Class winners: I. Thomson (Mini), 87.0s; G. Hathaway (Escort), 87.4s; J. Pharez (Elan), 90.6s; W. Vevers (VW), 94.2s; T. Law (Mini), 85.6s; D. Fuell (Escort), 83.6s; S. Law (Mini), 82.8s; D. Montague (Mini Special), 91.4s; H. Stilwell (Mini), 85.6s; L. Timms (Special), 87.2s.



Rare bird in modsports is this Jensen Healey of Eric Liddell, heading lots of established machinery at Knockhill.

Airey exports

Tom Airey's corrugated-iron village garage at New Cheriton, near Alresford in Hampshire, is from outward appearances, the unlikely centre of a rapidly-growing export trade.

Yet following his undisputed success with big-engined Minis in autocross and rallycross, Airey has recently received enquiries and orders for exports of engines and rolling shells from Norway, Sweden, Holland, and even Jamaica and California.

PCT tyres

The RAC have announced that where cars are required in production car trials to use tyres of the size originally fitted in production, difficulties obtaining replacements because of changes in tyres spec will be catered for by application of the following rule.

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

RAC straighten Pinto problems

A number of problems have arisen with the Ford 2000 ohc (Pinto) engine which have caused the RAC Motor Sport division to rewrite the regulations to some extent, and to put in provision for some of the anomalies. Copies of these changes should be applied for at the RAC Motor Sports Division's offices at Belgrave Square.

The 11 clauses involved deal with carburation, compression ratio/capacity, distributors/advance retard, valve seats, gaskets, piston crown height, valve guides, water pumps/metal removal, and valve lift/cam angle. The problems have appeared to have arisen due to wear and tear in the engine, and the RAC have obviously striven to preserve engines and costs.

Minshaw, Hazlewood suffer

Following various dramas with the engine department, Alan Minshaw's Manchester Liners sponsored Daf has recently been back to the car's constructor, Tony Hazelwood, for sorting. Although Hazelwood sorted it out, there were more problems at Mondello.

Meanwhile, Hazelwood is progressing, albeit fairly slowly, with his own V8 powered Jaguar XJ12, or the XJ8 as he calls it. Funds are drastically short, but the car is expected to be testing by the end of this month, with the British Grand Prix Super Saloon race expected to be its debut. However, sponsorship is being sought in order to run the car for the remainder of the season.

- The Tunbridge Wells Motor Club are sufficiently short of venues to be offering the occasional tender to anyone who comes up with a venue which may be used by the club — either a soft or hard surface.

- Mick Hill, the sometimes controversial Renault 5 driver, is being entered for the remaining rounds of the Renault 5 championship by Renault dealers Bridgehouse Motors of Bewdley. The next round of the championship is on May 26 at Llandow.



Alan Foster beat all the Imps in Class A with this VW 1300.

Foster beats the VWs

The Singer Owners Club only received 41 entries for last Sunday's RAC championship production car trial championship round at Pirbright, the event also counting for the ACSMS and LCAMC championships. A course containing eight sections was contested three times, the sections being loose and very dusty.

All the class winners gained comfortable successes, perhaps the best performance being that of VW man Alan Foster who defeated Colin Valentine's Stiletto, even allowing for the latter having an uncharacteristic 12 on the last round.

Geoff Spencer's Cooper collected the Minis class by 21 marks. Peter Higgins (Mexico) was surprised that Mike Stephens did not appear to give battle while Paul Skelton's Midget was miles in front of Derrick Rowe's

similar machine.

Foster and Valentine were level after two rounds among 12 entries in their class but Foster inched ahead on the final tour to take the class by 16 marks. Teddy Edwards may have been third but for shearing a doughnut on his Stiletto.

The 11 strong Buggy class was won by Graham Appleyard on 42 marks from Ian Wiffen on 55 marks and Nigel Hugo found his Skoda Combi really was no match for the opposition with whom he ran with by choice. Only one hill on the final round defeated RAC Champion Bill Moffatt who was again trying to beat himself in the Ginetta.

Class winners: G. Spencer (Cooper), 94 marks lost; P. Higgins (Mexico), 44 marks; P. Skelton (Midget), 62 marks; A. Foster (VW), 66 marks; W. Moffatt (Ginetta), 25 marks; G. Appleyard (VW Buggy), 42 marks. Novice: R. Head (VW Buggy), 60 marks.

Pro Comp in More Deltas

The BDR&HRA is to adopt the Pro Comp division as from their next meeting, good news to the steadily growing ranks of potential entrants in this class. Looking ahead, the 1976 season, with perhaps a joint championship run through the year, could really see this take off, with packed fields of competitive 7.5s-8s cars that will not be so crippling expensive to run as the Top Fuel and Funny Car divisions.

● The autotest and trials committee have extended their membership to include three most significant additions: Colin Taylor, photographer and sporting triallist; Mike Harrison, production car trials competitor; and Jack Pearce, the builder/driver of Kincafts in sporting trials and last year's RAC sporting trials champion.

● New competition secretary of the Glossop and District Car Club is Godfrey Hall of 181 Hayfield Road, Birch Vale, Stockport in Cheshire. He may be reached on New Mills 43290.

Following their successes this year, where their IRF4 has scored four wins and a second place, Delta Racing Cars are hoping to run another small production run later this year. New lap records have been established this year at Castle Combe and Cadwell Park with Fergus Tait at the wheel, and Tait, a director of Delta, will be doing further development on the car before the next run starts.

● The Association of South Western Motor Clubs is investigating the idea of presenting a trophy for the Event of the Year from among the rally, autocross, sprint, hillclimb and prod trials championships they run. Trouble is they haven't got an award so if anyone down in the South West knows of an odd trophy gathering the dust they would like to donate championship secretary Fred McKenna at 31 Ivydale Road, Mutley, Plymouth (tel Plymouth 23869) would be delighted to hear from you.

Light, despite spin

A first run spin during which he damaged the front of the car did not deter a determined Bob Light from collecting BTD by a handsome margin down in Kent last Sunday. The Portsmouth driver took his Scorpion Special round three laps of a 700 yds course in 1m 53.8s to beat a field of 90 by close on four seconds.

Overnight and morning rain laid the dust nicely for the Kentish Border CC's club event at Paddock Wood near Tonbridge and times grew progressively faster during the event. Terry Field had one of the biggest margins taking the 850cc Mini class by nearly eight seconds while the 12 car small capacity Escort/Anglia class belonged to Graham Smith's Escort by three seconds over Len Croxton's similar machine.

Imp men David Lewis and Alan Smith were fairly close in the rear engined class but Geoff James' 998 Mini had almost four seconds to play with in defeating T. W. Penny. The

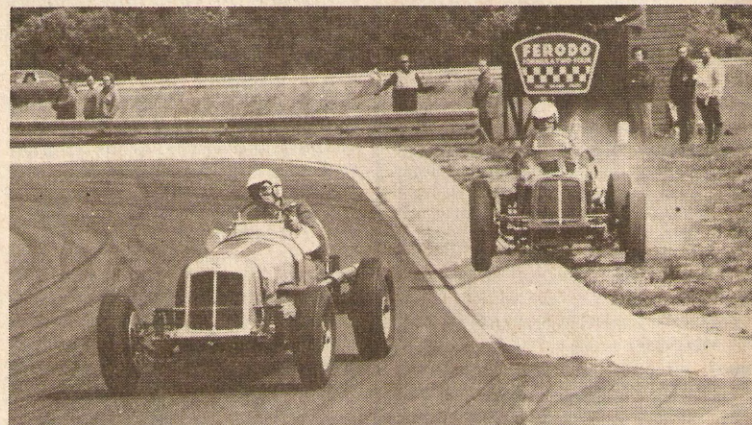
big Escorts of which there were 13, were led home by Mike Musson while Fred Hendy and Jim Parker were within a whisker of each other in the Places. Sandy Donald took the big capacity Mini class by five seconds and the windowless Escort of John Marsh waltzed off with the specials class.

BTD: B. Light (Scorpion), 1m 53.8s.
Class winners: T. Field (Mini), 2m 2.0s; G. Smith (Escort), 2m 1.4s; D. Lewis (Imp), 2m 1.14s; G. James (Mini), 2m 2.2s; M. Musson (Escort), 1m 57.2s; S. Donald (Mini), 1m 57.0s; J. Marsh (Escort), 2m 0.1s; M. Reeves (Cooper), 2m 0.7s.

● News from Cornwall suggests that west country enthusiasts won't have the opportunity to climb the Trengwainton hill this year, so they'll just have to be content with the Tregrehan and Hemerdon hills.

● There will be a special car park for all AC owners at Prescott on August 10's VSCC organised climb at Prescott. The display is organised by the AC Owner's Club, and open to all AC drivers.

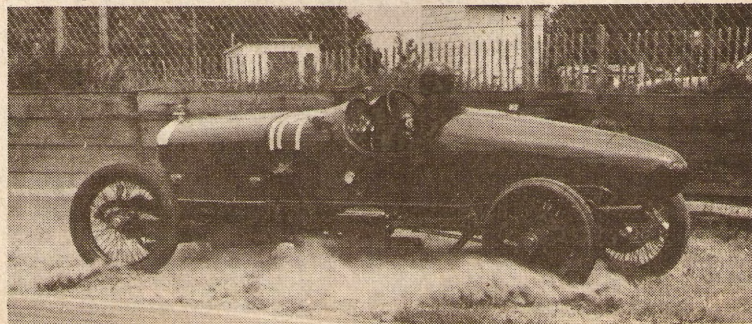
Oulton's Seaman pictorial

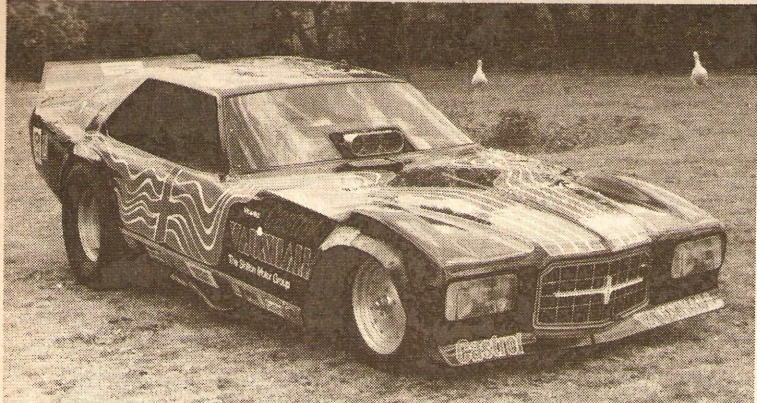


The ERA battle in the Historic Seaman produced some lively driving. Below, the sad remains of Peter Morley's Bentley after its second accident.



Keeping it on the Island was a major problem at Oulton.





This is Clive Skilton's new funny car which debuted last weekend at Wroughton. Skilton is a Vauxhall dealer, so it's not surprising to see a VX 4/90 body over the 1500 bhp engine.

Close Bell Trophy

Only four minutes separated the first eight crews after 140 miles of plot and bash on the Bell Trophy Rally, run by the Vagabond MC last Saturday night. Winners Geoff Grundy and Peter Morrey (Saab 99), won because they had faster aggregate times on the two selectives and only one Escort featured in the first half dozen.

Recent dry weather made some of the whites rough but otherwise crews had little complaint with the half night event contained on Map 119 and centred round Ashbourne.

Competition was keen from the start and although several crews were rusty, the battle up front was never relaxed. Mike Hutchinson/Eric Cowcill, leaders in the East Midland Rally Championship, dropped out of contention when

they lost four minutes because of a loose HT lead while another crew to drop out permanently were Terry Shute and Steve Wright who clobbered a wall smartly on the first selective in their Magnum.

Grundy and Morrey ended the night on 9 minutes, the same time as Paul Rayner and John Barker (Cooper) S. Third were Terry Allen/H. Jones (Cooper S), fourth were Roger Thorpe/Tim Cork (Cooper S), fifth John Leyland/Neil Fairhurst (RS 200) and sixth Bob Wells/Simon Cork (Magnum), all four crews being on 12 minutes.

Semi-experts class winners R. L. Needham/I. Mugglestone dropped 13 minutes in their Avenger GT to beat Hutchinson/Cowcill (Escort TC) on selective times.

Trio 0.2s apart

Two Minis and the Pimpernel Special fought out a duel in the dust for BTD in the West Country last Sunday when North Devon MC ran their autocross at Sugworthy Farm, Winkleigh, nr Barnstaple. David Baskerville finally clinched the gold in his 1400 Mini with a time of 2m 2.6s leaving Tom Shilston (Pimpernel) and Richard MacDonald (Mini), to share second on 2m 2.8s.

With nearly 70 entries everyone had three runs over the fast 100 yards course but the only real excitement came in the battle for BTD as all the class winners won by substantial margins. Adrian Taylor's Mini collected the 865cc Mini class by three seconds, Robert Ford took the up to 1 litre class by two and a half seconds and McDonald had just over two seconds in hand over John Yates in the 11 car class chasing Baskerville.

George Warren had no contest when his big lump Escort romped away with the combined Escort/Anglia classes while Shilston's Pimpernel was six seconds quicker than anything else in the specials.

BTD: D. Baskerville (Mini), 2m 2.6s.
Class winners: A. Taylor (Mini), 2m 13.0s; R. Ford (Mini), 2m 13.0s; R. MacDonald (Mini), 2m 2.8s; G. Warren (Escort), 2m 9.6s; M. Vanstone (Imp), 2m 18.2s; T. Shilston (Pimpernel), 2m 2.8s; T. Lethaby (Escort), 2m 18.0s.

Rayner leads now

New leaders in the East Midland Rally Championship are Paul Rayner and John Barker in their Cooper S. Following their second place on the Bell Trophy Rally they have overtaken previous leaders and current champions Mike Hutchinson/Eric Cowcill.

Rayner and Barker have 78pts to Hutchinson/Cowcill on 75pts after five rounds.

Confident Meek

Chris Meek was telling us over the weekend that he's looking forward to having a free engine rebuild. How does he get that? Well, at Croft ten days ago, his engine in the Europa was protested by some of his pro-sports competitors, as was his suspension.

The engine was duly sealed, and will, in course, be inspected. Meek set the fastest lap of the race before retiring, which can be called provisional until the results of the protest are known. But relaxing at Gulf's hotel in La Chartre near Le Mans, Meek was very confident of legality.

Pro stock problems

Gunne Back didn't make it over to Wroughton's drag meeting with his Pro Stock in the end, which was probably just as well for the UK drivers.

Gary Goggin, who had in fact suffered a gearbox failure the previous weekend at Santa Pod, not clutch, found that he couldn't get top gear and didn't get to run, while Steve Osment Petrie sheared all the bolts in his ring gear on Saturday. He got the car going for the next day though, but despite sounding better than ever and launching well, was let down by some missed shifts that kept his times down in the 11s.

Crepes at Oulton

Bringing a touch of Le Mans to Oulton Park last Saturday was the first Crêpe Suzette purveyor to visit a British race track. And very tasty they were too. Jiffy Continental Crêpes were offering Grand Marnier or Curacao Crêpes at 50p a throw and various ones at 30p. The choice of the Vintage meeting, where food and drink always seem to play as important a part as the racing, was probably a guarantee of success and the gaily painted stall should be seen at other race meetings in the future.

BRIEFLY...

● In the interests of giving competitors a chance of two events in the same area on the same weekend the following changes have been made in the BT&RDA Autocross Championship dates. The West Suffolk MC round, scheduled for July 6, has been moved back to Saturday, July 19 and will be a four-a-side event. Chess Valley's round the following day is not that far away. Similarly the hitherto unlucky White Horse club have now got a venue for Saturday, August 2 and the Forest of Dean event the following day is, of course in the same general area.

● It seems that Tower Bend at Croft in hot weather isn't a very pleasant place to be. It sweats in the heat and becomes extremely slippery. One driver knocked off a rear wheel, and another was nearly choked when his fire extinguisher was activated, possibly by the heat, as he rounded the bend.

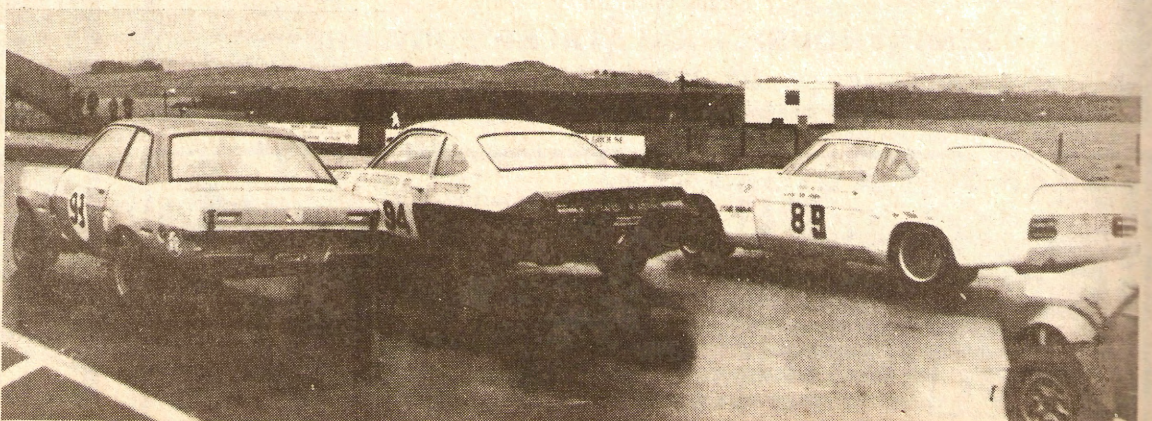
● Phil Lloyd's Nomad hasn't changed shape; it was indeed Tatty Knickers Hilarious pictured last week. Lloyd was entered in his Nomad, but borrowed the former championship winning F1300, hence the bungle.

● Something of a turn-up for the books took place at Barnett Park, Belfast on Saturday, when reigning slalom king, Ronny White was beaten by Mike De St Paer, 51.8s to 52.2s. A large crowd turned up at the Lombard and Ulster sponsored event, and saw Brian McBride (a member of the organising committee) climb a tree in his Magnum on the last run.

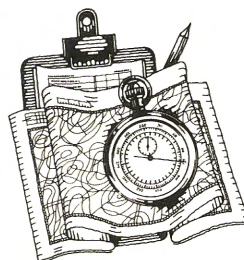
● Dave Rose took his first win in a long while at Wroughton in Super Street, running his 440 Wedge engine at present to beat Jim Kirk's TVR after a close race with a 12.9s. As Top Street contender Dennis Wheatley is considering buying Rose's 440 complete for his Charger, he was not pushing the valuable piece of equipment too hard.

● Rather than convert his Fuel motor to methanol as would be required, Phil Elson will move to Funny car, fitting a Capri body to his altered courtesy of Fibre Glass Repairs in Bromley, and should be running for the Pod International on July 5/6.

Far right is Doug Niven's new Capri at Knockhill on Sunday. The 5.7 litre car had brake problems; here, Graeme Walker gets the jump through the middle of Niven and Bill Coull.



To be taken when your big end goes.



Directions:
The other competitors are
belting past you to the Forestry
checkpoint.
Remain calm.

Unpack the emergency rations.
A bottle of Campari, a thermos of ice, two bottles
of soda, an orange, a knife, and two glasses.
Mix two stiff drinks.
Give one to your wife.
It's the only way to get her to rally at the
best of times.

There's no Comparison.

