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# **AUTOSPORT**

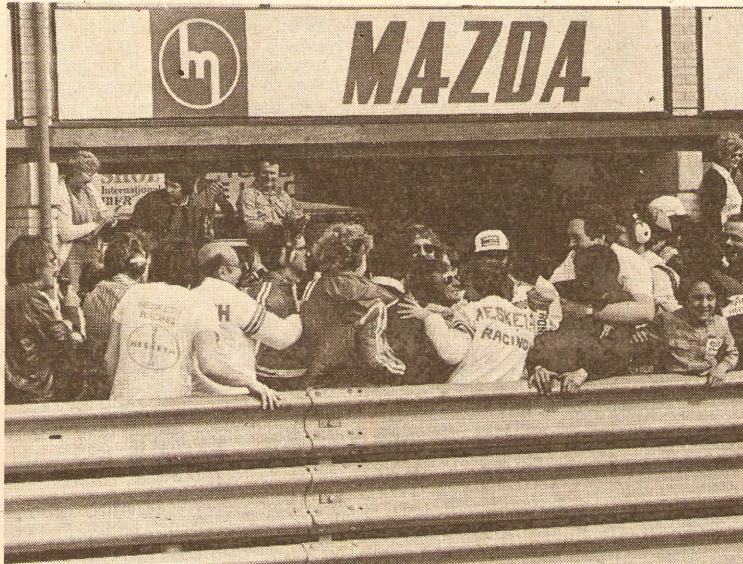
*Grand Prix struggle continues in Holland*



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*Celebration in the Hesketh pit after last Sunday's tremendous victory.*



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## EDITORIAL

It's good news bad news week again for Formula 1. The good news is that James Hunt and the Hesketh team have won a GP, the bad news is that the governing body are interfering once more.

First though, the good. We doubt if there has been a more popular win in Grand Prix racing in recent times than James Hunt's on Sunday. Quite unprecedented exclamations of joy were witnessed at the Brands and Silverstone club meetings when the result was announced over the commentary, and we would like to endorse those feelings. Times have been hard for Hesketh Racing just recently but they've shown character as a team and clearly had the ability and professionalism to fight back. It was the first private F1 team win since Jo Siffert's victory for Rob Walker in 1968 and Hunt is the first Englishman to win since Peter Gethin clinched the slipstreamer at Monza in 1971. Congratulations to all concerned.

Now the bad news. It has been reported, inaccurately we might add, that the CSI have said that wings will probably be banned and tyre widths restricted in F1 as from January 1, 1976. The actual decision taken was not quite as disastrous to the Formula but ultimately still shows bad management. What, in fact, the CSI have said is that they intend to restrict the wing area, which will automatically mean a reduction in tyre sizes.

The only good point about this announcement is that the spirit of it is right. The CSI have said that the reason for the ruling is in the cause of safety: cars are now going too fast round corners for both driver and spectator safety at the majority of circuits. This is an undisputed fact. The circuit owners have shouldered the financial burden of modifying circuits to cope with increased speed for many years the spending must inevitably dwindle.

Other means of making the circuits safer must be found, but, according to all F1 Constructors we have spoken to, reducing (or banning completely) wings, and restricting tyre sizes is not the answer. To do so would require a complete rethink of all existing cars — it's only six months to the Argentine Grand Prix — it's just not possible. Added to that the actual performance characteristics of the cars would be altered in such a way as to make them faster on the straights and more unstable in the corners — a better recipe for an accident we cannot imagine. Not one F1 constructor in this country was consulted by the CSI before they made their pronouncement — very soon there is going to be a headlong clash which will possibly change the whole structure of the sport.

If the CSI had consulted the Constructors they would have found that they, too, were looking at ways of reducing cornering speeds. Again the spirit is right but the method, we feel, is wrong. They are suggesting chicanes at various points to slow cars down. An experiment was tried at Silverstone two weeks ago (no decision has yet been taken as to whether to incorporate it or not — we sincerely hope that it won't happen) and was deemed satisfactory. But surely the circuits have been bastardised enough already? In Silverstone's case, since the last Grand Prix in 1973, F1 cars have raced there on two occasions and gone slower, the last occasion being in April. Why now, just two months later, is it suddenly too fast? Are we now to be deprived of one of F1's most challenging corners?

The arguments on both sides are endless and share validity value. When one looks deep into the whole subject it comes down to ineffectual management for too long. We are now in a situation where we have a weak governing body (the CSI) clashing with a strong but legally powerless body (The F1 Constructors Association). If the former had done its job in the first place the latter would never have been necessary. The two apparently cannot work together and the CSI have seemingly panicked in their dilemma and in order to demonstrate their power have made yet another arbitrary decision. It is ridiculous that the two organisations should be working to a common aim (in this case the reduction in cornering speeds) yet they cannot get together to produce a mutually satisfactory decision. Both parties are at fault in this respect but the only solution we can see is a complete reconstitution of the governing body where people who know and understand all areas of the sport can get together.

### our cover picture

Vittorio Brambilla's Beta March, seen here at Barcelona, was out of luck at Zandvoort on Sunday. Pete Lyons' report begins on page 10.

Photo: David Winter.

## CSI PROPOSE AEROFOIL AND TYRE RESTRICTIONS FOR 1976

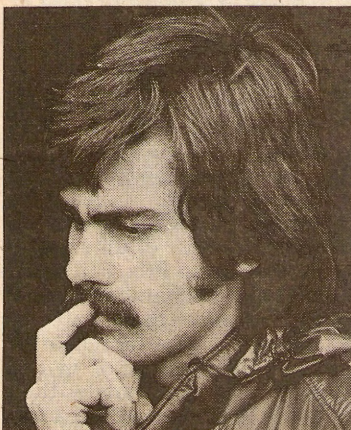
# Big row brewing over new wing rulings

The CSI's decision last week to propose a restriction on all aerofoils as from January 1, 1976, is going to cause one almighty row in the next few days especially when the matter is thrashed out at Ricard next week. This was plainly evident after we talked to several of the Formula 1 Constructors earlier this week and to some of the Grand Prix drivers. The fact is that none of them were consulted at all before the decision was made. The rule will *only* be made official when the CSI meet again on September 15, less than 14 weeks before the rule comes into effect.

Now although the aerofoil restriction and a possible reduction on tyre and rim widths may seem a sound and logical way to go towards making present day racing cars safer, it might not necessarily be the case.

### Make racing safer

The CSI and the FICA have been discussing the possibility of reducing the sizes of aerodynamic devices on racing cars for the last two or three



Gordon Murray — "cars will reach 230 mph".

years. The CSI claimed that it would make racing safer but have so far failed to produce any evidence to clarify their statement. The CSI's decision was kept a total secret from FICA and the GPDA. As one FICA member said, "according to the Jim Clark Foundation, only 2 to 3% of accidents have been caused by wing failures. What are the CSI trying to do about the other 97%?"

It was pointed out to us that if wings were banned or greatly restricted and tyre widths retarded, although there would be a reduction in cornering speeds on some corners, such as Woodcote at Silverstone, there would be a significant increase in speeds through lesser curves like Abbey and that would soon become an ultra-high speed bend.

### Pressure on circuits

Claude Le Guezec, on behalf of the CSI, said that the decision which, we must emphasise has *not* been made officially, was taken because circuit owners were worried about the pressures that were being brought upon them by the constructors and drivers and they were seriously contemplating running lesser hassle-free events. Le Guezec did say that "it's not the solution to kill F1 though."

Gordon Murray, the Brabham designer, said that "a drastic change in the rules by January will mean that there will be just a couple of racing cars on the grid in Argentina." Commenting about the speed increase on the straights, Murray reckoned that with the proposed reduction, cars will reach 230 mph. He compared this to his Duckhams Special (wingless) sportscar which, at Le Mans, pulled over 190 mph (faster than a current F1 car) down Mulsanne with a detuned 380 bhp Ford DFV engine. "It gets you down to pile on the rules with no reason," added Murray, "it's already too strict in my view."

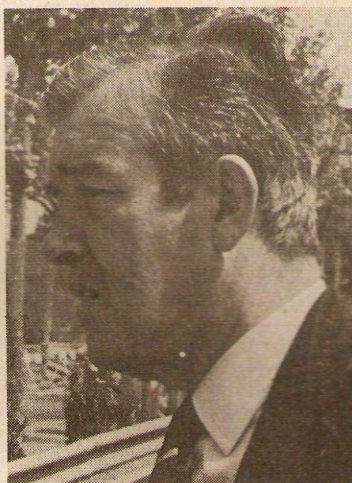
Hesketh designer Harvey Postlethwaite said "the more rules, the worse it is. The car will arrive at the corner very much faster and even to reduce them from 170 mph to 130 mph there is enough kinetic energy contained in a car to break it up, so there is no guarantee of safety and therefore the speed reduction argument is a scientific inaccuracy, a fallacy. They would have to slow them down to well below 100 mph to ensure that a car wouldn't break up and kill the driver." Postlethwaite continued by saying that "any car body must create lift. Wings were put on to balance this out and to make the aerodynamic balance somewhere near the centre of gravity. To screw it up is dangerous." He then related this claim to the wide bodied Can-Am cars which had flipped several times during the past few years. Harvey pointed out that aerodynamics are still one area in racing (albeit five years ahead) which is directly relevant to modern road car design. "A wing ban would mean that we will still have to achieve this aerodynamic balance by using wide bodies."

McLaren designer Gordon Coppuck reckoned that the original inaccurate stories of a total wing ban was "nuts." He thought that "they (the CSI) seem to assume that by making the cars more dangerous (the increase in straight line speed), they will have less accidents.

### Greater run-off areas

Many of the really serious accidents in the past happen on the straight" and Coppuck immediately referred to the Le Mans disaster in the early fifties. He then brought up some interesting points relating to the reduction in tyre sizes saying that if one ran a smaller tyre, the air (being of the same psi) would escape quicker in the event of a puncture. The current tyres had a larger chamber volume and they deflated far more slowly. Also, a spinning car on narrower tyres would travel much further. Max Mosley of March reckoned this would probably mean that run off areas and catch fencing on the corners would have to be even *greater* in area and that means more cost to the circuit owners.

In reply to these points, Le Guezec said that speeds on the straight would not be faster. "It's not possible. The exit speed onto the straight from the corner would be slower and the cars would be braking earlier. In effect the length



Claude Le Guezec — controversial.

of the straight would be reduced. We intend to reduce cornering speeds by 50% and we will welcome the constructors help. It will make driving more spectacular." The greater spinning distance did pose a problem admitted Le Guezec but he felt that although there would be gains and losses in both directions, their obvious aim was to increase safety. It was certainly not the CSI's intention to change the engine formula as "this would be far too expensive and we must always keep Formula 1 as the top formula. It would be wrong to have other formulas going quicker."

Ken Tyrrell reckoned that the wing and tyre restrictions would "reduce the closeness of the racing. Ronnie will piss off into the distance and Jody will chase him. Is this what we want to achieve?"

Danny Chrobak said that Goodyear would co-operate with the CSI and they will produce special tyres

so that tests can be carried out between September and January. A reduction in wing area would automatically mean a reduction in tyre sizes but if the speeds are still too high, the CSI say that they are prepared to *force* further cuts if the constructors fail to co-operate.

Gordon Murray did say that by reducing the wings, it would save around 50lb in weight so the CSI would have to consider reducing the overall weight limit. AFICA member said that he "had thought they had persuaded the CSI to set up a committee to look into the matter. This was agreed at Monaco. But the committee consists of five Frenchmen, all of them F1 failures in one capacity or another. There are Claude Le Guezec, Bernard Boyer (ex-Matra), Georges Martin (ex-Matra), Jean-Pierre Beltoise (ex-Matra) and Jabby Crombac (ex-Matra)." The FICA member carried on by saying that when it came to major decisions like this, he thought they would be taken after "careful thought and study and not quick and ill considered decisions by unqualified persons."

### Cost even more

Max Mosley reckoned that with the speed increase on the straights, it would be these areas that would now become the most dangerous. They would have to be deemed prohibited zones and circuit owners would have to spend even *more* money making them suitably safe, especially as high speed accidents are the worst. Another point brought up was that by restricting wing sizes and tyre widths on F1 cars, you aren't making F2 any safer as they in fact corner quicker than Grand Prix cars.

One suggestion was to go the other way and have a 15in wide front wheel rim and a 24in width rear as well as something like 30 sq ft of aerofoil. The cars would then become far more stable through the corner and be far far slower down the straights.

# Silverstone chicane —no decision yet

It isn't official that there's going to be a chicane at Woodcote in time for this year's British Grand Prix. Stories that leaked out last week after another publication had seen several F1 teams experimenting with a "chicane" at the Goodyear tyre test day a fortnight ago, have caused chaos among the British racing fraternity. However, both Silverstone Circuits and the RAC have told us that it isn't definite. No decision will be taken until the end of this week. Judging by the amount of people we have spoken too, it looks as if the decision taken to install a chicane was because several parties were worried about the possibility of debris hurtling into the crowded grandstands on the outside of the high speed, 160 mph, corner in the event of an accident. Such a disaster would probably curtail motor racing in this country.

The proposed chicane would take up the whole of the Woodcote apron and the recent experiments saw F1

cars negotiating it in third gear at around 110 mph. The exit would take the line of the often used club circuit. However, the entrance to the pit road will become a problem as it would now be right in the middle of the corner.

The RAC feel that although the F1 cars and drivers would obviously know what they are doing while negotiating it, they are a little more concerned about a gaggle of Formula Fords hurtling into it on the last lap and bouncing off all over the place.

There are no pressures being put on the Silverstone Circuit or the RAC. The GPDA and FICA have said they will race at the Grand Prix whether there is a chicane built or not. There are basically two solutions to the crowd safety problem. One is to modify and strengthen the existing debris fences, which the RAC feel are already adequate, or to install a chicane.

## Penske buy F1 March

Roger Penske telephoned us on Monday afternoon to quell "whispers you may have heard" and to confirm that his Grand Prix team has purchased a brand new March 751 Formula 1 car.

We had known since the end of last week that the Penske team had been toying with the idea of purchasing another F1 car and when team manager Heinz Hofer and Penske himself were seen up at Bicester on Monday, all it required

Roger Penske - March or Hesketh

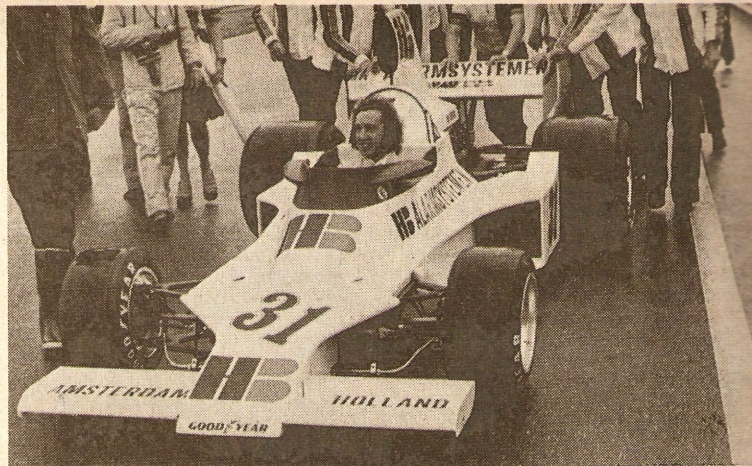


was for Penske to put us officially in the picture.

Penske, who was due to leave for New York the following day, said that his First National City Bank-sponsored team had bought the March to enable them to see which way they were going in F1, especially after some disappointing results recently. There was no intention at all of racing the March in any races and it certainly wouldn't be taken to any of the forthcoming Grands Prix. It would be used totally as a development exercise and, as far as Penske was concerned, the Geoff Ferris design would basically remain as their regular Grand Prix challenger for the rest of the year.

"We even thought of buying a Hesketh" said Penske, "especially as they have a third car available." Commenting on the decision to buy one of his competitors products, Penske said "that people like Hesketh or March are just like General Motors or Chrysler."

Commenting on our story the other week that the Penske team were contemplating pulling out of Grand Prix racing, Penske closed by saying that "now that we've picked up a couple of points, there's no way we're pulling out."



Roelof Wunderink in the new F1 Ensign at Zandvoort.

## Beltoise in new Ensign

The new Ensign Grand Prix car made its first public appearance at Zandvoort last weekend when Roelof Wunderink, the team's Dutch driver, sat and posed for the press photographs. Wunderink was unable to drive the car as he had not recovered sufficiently from his

injuries sustained at the same circuit several weeks ago in a F5000 race.

The new Ensign, we are told, will be going to the French Grand Prix at Ricard at the end of next week where it will be driven by none other than Jean-Pierre Beltoise. Beltoise is a little worried about the prospect to start with, the Frenchman confused into thinking that HB Bewaking was a Dutch cigarette! That would have conflicted with his Gitanes contracts.

Beltoise's last F1 appearance was in the American Grand Prix last year driving for BRM.

## Johncock's Pocono pole

A. J. Foyt won at Ontario and Bobby Unser took the honours at Indy. The question is who's going to win the third USAC 500-miler which is held at Pocono this coming weekend?

Qualifying took place last weekend and saw Gordon Johncock capture the pole with a lap of 182.281 mph in his Sinmast Wildcat powered by its potent Art Sparks developed Goosen Drake Offenhauser. Following Wally Dallenbach's sparkling performance at Indy in the Second Wildcat, Johncock's effort is not that surprising. The cars have now become the new pacesetters. Having to take what will probably only be a temporary second seat to Johncock is the irrepressible Foyt whose Coyote-Foyt/Ford clocked 182.778 mph. Completing the front row is a surprise: Jerry Grant in the Orange County Eagle-Offy at 181.864 mph. This is the first time Grant has featured up front since his startling Indy performance in one of Dan Gurney's works Eagles three years ago. Grant in fact just pipped Bobby Unser's works Jorgensen Eagle for the final front row slot by 0.156 mph.

Accompanying Unser on the second rank were Johnny Rutherford's Gatorade McLaren M16D (181.214 mph) and Dallenbach

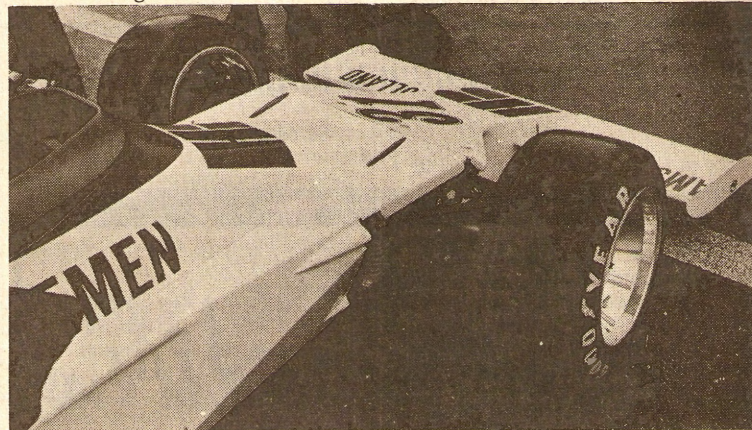
(180.705 mph). These were the only runners over the 180 mph mark.

The remaining top ten places were taken by Mike Mosley's Sugaripe Eagle (179.721 mph), Al Unser's Viceroy Eagle (179.578 mph), Pancho Carter's Cobre Tire Eagle (179.480 mph) and Mario Andretti's Viceroy Eagle (179.238 mph). In all, 33 cars qualified (a full grid in other words), in the rather warm and sultry conditions which kept speeds down a little.

Gordon Johncock - pipped Foyt.



Dave Baldwin and Mo Nunn have done some neat work on their attractive new F1 design.



## Webb's denial about Brands

John Webb was understandably very unhappy about a 'gossip columnist's' story last week that he had got together a consortium of gentlemen to buy all the Grovewood circuits from Eagle Star, the new parent company of Grovewood. The only comment he would make on the story, which was totally without foundation, was "the only new owners are Eagle Star and that's the way it will stay."

● The second round of the Swedish F3 Championship took place at Kinnekulle on June 15, the same weekend as the series leader Gunnar Nilsson was winning the BP qualifier in Britain. Nilsson was therefore unable to defend his lead against arch rival Conny Andersson in his Rotel March-Nova 753. However the young Conny Ljungfeldt in Anderson's '74 spec March provided a real sensation by beating Andersson fair and square on the tight twisty track.

● We heard a story from a reliable source within the sport this week saying that the reigning World Champion, Emerson Fittipaldi, was intending to quit racing and the McLaren Grand Prix team at the end of the year. We also heard that because Fittipaldi had made his decision so early, it had enabled McLaren to approach Ronnie Peterson last week with a view to replacing him. It is known that Texaco, one of McLaren's sponsors, are very keen to acquire Ronnie's services and the Swede was far from happy with life in the John Player Lotus team at the Dutch Grand Prix last weekend. Commenting on the rumour, Phil Kerr, on behalf of McLaren cars, said that "quite honestly, it's all news to me."

● Fresh after his glorious win in the Dutch Grand Prix, James Hunt, accompanied by John Watson, rushed back to attend the opening day of Wimbledon last Monday.

As from this week AUTOSPORT can be contacted by Telex. The number is 23918 and the answer back is Haymarket LDN.

## Jones to stay with Hill

Graham Hill Racing confirmed this week that after his debut in their Grand Prix team at the Dutch Grand Prix last weekend, Australian Alan Jones will be staying with the team, certainly until Rolf Stommelen is fit enough to drive again. As the German has still to put any weight on his damaged legs following his

Barcelona accident, the amount of Grands Prix Jones will contest is unknown at this stage.

A decision will be taken on his future with the team when the time of Stommelen's return is a little nearer. Until then, Jones will partner his former F3 and Atlantic sparring partner Tony Brise in the Embassy Hills.

## Villeneuve's wet Atlantic

Bertil Roos failed to make it three wins in a row when the third round of the Canadian Player's Atlantic series took place at the Gimli Motorsport Park last Sunday. The race was held in pouring rain and produced a surprise winner in Gilles Villeneuve driving his March 75B. Villeneuve had in fact qualified a lowly 19th but absolutely revelled in the diabolical conditions. By lap 7 he was up to fifth place, swooping past Bobby Rahal's Lola T360 into the lead just before half distance to win by around 15s.

Gimli is in fact a converted airfield of 1.3 miles in length. Practice was dry and saw Bill Brack closest to Bill O'Connor's circuit record of 54.4s by taking his Chevron B29 around in 54.83s. Next up were Tom Klausler's Lola T360 (55.15s), Roos' works March (55.16s) and Hector Rebaque's Opert Chevron B29 (55.18s). In fact the whole 30 car field was covered by just 1.993s!

Alan McCall's Tuis were going a lot better; Brett Lunger qualify 7th fastest although John Nicholson was 22nd. Dave Walker's Lola was 14th quickest and team-mate Robert Joubert last but two. Six failed to qualify, including record holder O'Connor.

On race day it was pouring with

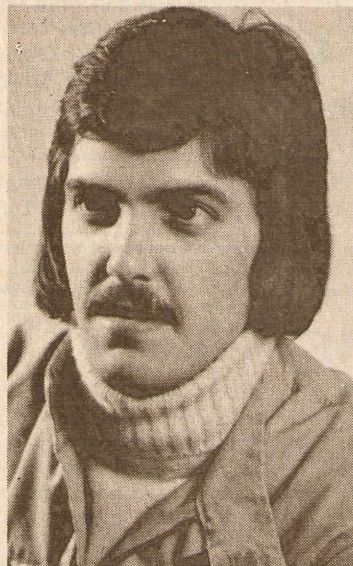
rain. Joubert couldn't start because he didn't have any rain tyres while Walker acquired some ancient Firestones.

Brack got the jump and led until lap 5 when Rahal took over. Brack finally finished 4th, a lap down after spinning twice. Many other notables spun and subsequently suffered from wet electrics. These included Klausler, Rebaque, the Lola T360s of Elliot Forbes-Robinson and Howdy Holmes and Walker too. Vern Schuppan making his Canadian Atlantic debut, also had a recurrence of fuel feed problems in his Rapid Movements March which left him just ahead of Joubert in practice. Another in trouble was Jon Woodner (March 75B) and even Roos.

So Villeneuve splashed onward, helped by a Snorkel device which stopped his visor from misting up, ahead of Rahal and little known Price Cobb driving one of Doug Shierson's March 75Bs. Like Villeneuve, Cobb had gradually pulled through the field from a lowly grid placing. The first three were the only cars to complete the full 75 laps.

Behind Brack and a lap down came Lunger with Tim Cooper (March 75B), who had qualified last but one, ahead of Nicholson (both two laps down).

## Parsons gets F3 reprieve



Dick Parsons - big chance

Following our story in *Pit and Paddock* last week regarding Dick Parson's Formula 3 future, we hear that Teddy Savory, patron of the Modus Empire in Norfolk, has come to Parsons' rescue, albeit on a trial basis.

Parsons' ex-works F3 Modus has been taken under the wing of the works and will be suitably updated and prepared for the BP championship rounds at the British Grand Prix on July 19 and at Cadwell Park a week later.

Providing all goes well and Savory is satisfied with Dick's performance, then there's a chance of him understudying for Tony Brise in the Atlantic Modus when the Atlantic champion elect is busy in Formula 1.

## Ronnie's BMW Mass in Capri

Ronnie Peterson, Hans Stuck and Jochen Mass are three Grand Prix drivers who will be competing in a very rich combined German G2/G4 touring car race at the Norisring this weekend. The race, which was held late last year and won by Stuck, has attracted such a star studded entry because of its large prize fund. It has brought both the works Ford and BMW teams back together for the first time since Kyalami last year.

Peterson is sharing a works CSL with Stuck, this being the works sole remaining Coupe which is destined for the Faltz Alpina team afterwards. Peterson was originally scheduled to drive a Jorg Obermoser entered Schnitzer prepared BMW 2002 turbo. The car is reputed to give over 500 bhp! Sadly, it will not be ready in time. Aside from the works Ford and BMWs, there will be the usual hoard of Porsche Carreras and British Commonwealth interest rests between John Fitzpatrick and Tim Schenken in the Gelo cars.

● The John Fitzpatrick/Gijs van Lennep/Gelo Porsche Carrera set up a new record at Le Mans this year when it only stopped for only 18 minutes during the entire race.

## Ronnie breaks Luca's leg

Apart from standing in the middle of the track, one of the most dangerous places to stand is in the pits during a race or practice. And yet it's here that nearly everyone congregates. The accident rate of a car hitting a bystander is relatively low, although when accidents do happen, the injuries are usually broken limbs as Ferrari team manager Luca Montezemolo found out much to his chagrin at Zandvoort last Sunday.

According to eye-witnesses Luca was wandering about anxiously wondering when Niki Lauda and Clay Reggazoni would come in for their tyre changes. He failed to notice Ronnie Peterson leaving the Lotus pit, the Swede having just completed his tyre swop. The JPS, not going that quickly as Ronnie was out of the hunt, brushed past the Italian who promptly fell over. Luca, looking a little bewildered, attempted to get up but collapsed again. The Ferrari mechanics rushed to his aid and the final diagnosis revealed his right leg broken in two places.

Bang goes Ronnie's Ferrari contract!

## Postlethwaite stays home

Our reporters at Silverstone and Brands Hatch last Sunday both reported unprecedented exclamations of joy among spectators at the announcement that James Hunt had won the Dutch Grand Prix.

Hidden away in the corner of the Silverstone Clubhouse was a contingent of the Hesketh Racing staff who hadn't gone to Zandvoort and among them was none other than the very good Doctor Harvey Postlethwaite, the car's designer. The normally placid Doctor assumed a hitherto unseen character and exclaimed, "It's the first bloody race I have missed in three years with Hesketh."

Harvey had, in fact, been at Zandvoort for practice but hurried back to work on the new car which should be seen in public at the British GP although whether it will be raced or not won't be decided until the meeting.

Quite naturally Harvey managed to unchain himself from his drawing board later in the evening to attend an impromptu celebration at the Brave Old Oak in Towcester. It was quite a heavy celebration; we're told, especially after the arrival of *Le Patron* around 11 pm. His lordship had already seen that every person on his flight back to England had suitable refreshment.

More successes like this one and we'll be able to report that the fun element is returning to racing.

● Seen taking a more than keen interest in the Formula 1 cars at the Dutch Grand Prix last weekend was Alpine-Renault designer Andre de Cortanz and Elf competition director Francois Guiter.

## Martini switch to Joest

Martini and Rossi have switched their sports car sponsorship from the Dr Dannesbuerger Porsche 908/3 turbo driven so far this season by Herbert Muller, Gijs van Lennep and Leo Kinnunen to Reinhold Joest's similar car.

Joest, who in fact finished fourth at Le Mans a fortnight ago in his normally aspirated long tail 908, has raced his 908 so far this season with backing from Ovoro liqueurs, an Italian company who have backed his co-driver Mario Casoni. Joest's car does, in fact, receive virtual works support from Porsche. His car is scheduled to appear at Osterreicherung this weekend in Martini livery.

## Quester's ETC

Because it clashed with the German championship round at Mainz, there were only 16 starters for the third ETC round held at Salzburg on June 15, such is the poor state of the championship this year.

An easy victory befell the Memphis Schnitzer BMW CSL driven by Dieter Quester/Urs Zondler. Their nearest challenger, the Alain Peltier/Sigi Mueller (Faltz Alpina BMW CSL), was delayed for 10 laps having to change the front suspension when a MacPherson strut broke. They recovered to finish third, the two BeeEms split by a Porsche Carrera which was allowed in to help make up the numbers.

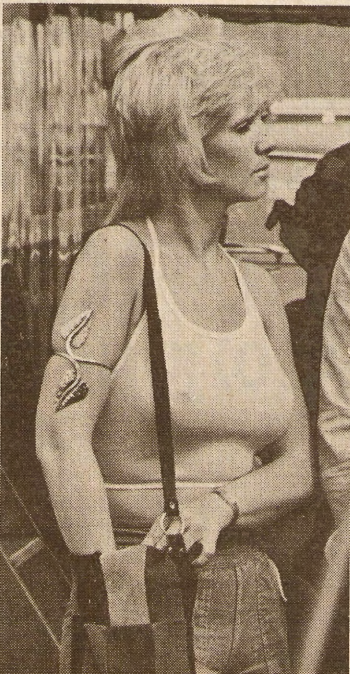
The Zakspeed team naturally didn't compete, being occupied in Germany, although Hans Heyer registered a protest because the German authorities would only allow drivers to compete at Salzburg with their consent.

## British series

No doubt encouraged by the home 2 litre entry at Brands Hatch this weekend, John Webb told us that a British 2 litre sports car series is in the offing for next year. He has told both Thruxton and Silverstone that he's prepared to put on five rounds at his circuits, and the other two are prepared to put on a further three races, making a total of eight events.

Plans are not for an overall championship at this stage, but for a series of well sponsored races, offering a reasonable number of laps and a respectable amount of prize money per race.

*The wing ban must mean a trend towards all enveloping bodies!*



## Jarier in a turbo Alpine

Willi Kauhsen's "works" Autodelta Alfa Romeo sports car team look likely to clinch the World Championship of Makes at the Osterreicherung this coming Sunday although the race promises to be one of the best yet. Challenging them will be no less than two turbocharged works Alpine-Renaults driven by Tyrrell twins Jody Scheckter/Patrick Depailler while Gerard Larrousse, in the usual lead car, will be partnered on this occasion by Jean-Pierre Jarier, who is standing in for Jean-Pierre Jabouille, busy racing F2 at Rouen.



Jean-Pierre Jarier - turbo taste

This occasion will be fellow Italian Vittorio Brambilla. The second car is crewed by Le Mans winner Derek Bell and Henri Pescarolo.

The Alfas will also have a driver change as Jacques Laffite, Arturo Merzario's regular partner, will also be at Rouen. Assisting Merzario on

## GP stars versus the Showbiz

In order to help promote the Silverstone John Player Grand Prix, the BRSCC will be organising a special charity race meeting at Brands Hatch starring Grand Prix drivers and team personnel on Sunday, July 13.

The GP drivers will compete in a special Lord's Taverners race to raise money for the National Playing Fields Association and motor racing's own Roger Williamson Fund to finance the training and equipment of voluntary fire and rescue marshals.

The event - for a trophy won by the late band leader Billy Cotton at the last ever meeting at Brooklands - will feature three separate five lap races in Shellsport Escorts.

The first race will be for Formula One Constructors Association entrants, team managers and designers. Their results will determine the grid positions of each car for the second part in which drivers will be from the world of television and show business, chosen by BBC TV's Head of Light Entertainment, Bill Cotton. The combined times for

each car from the two parts will determine grid positions for the final five lapper in which the drivers will be stars from the GP circus.

Both the F1 Constructors Association and GPDA have pledged their support for this charity day and it is expected that there will be a static display of F1 cars in the paddock.

The F1 teams will, of course, be in this country for the John Player GP at Silverstone the following weekend (July 19) and the Silverstone promoters have been invited to make every possible use of the Brands meeting to promote the GP.

A full programme of supporting events is planned to include special saloons and FFs.

The confirmed entries so far for the Celebrity race are Jody Scheckter, Carlos Pace, Mark Donohue, John Watson, Tony Brise, Bob Evans, Alan Jones (drivers); Colin Chapman (Entrant and Constructors); Bill Oddy, Tim Brooke-Taylor, Jeremy Lloyd, Bill Cotton and Linda Brooks (Taverners).

## Mueller's poor Interserie

The bleak airfield circuit of Mainz in Germany played host to the second round of the Interserie on June 15. Although Jorg Obermoser put his nimble little 2-litre Schnitzer BMW powered ToJ on pole, it was Herbert Mueller who emerged the winner, preferring to race his Martini Porsche 908/3 turbo at Mainz rather than at Le Mans.

It was Ernst Kraus in his Porsche 917K who took an immediate lead in this exceedingly boring race which was held over 60 laps, or almost an hour's "racing." Muller caught him on lap 19 and eased clear to win by almost half a minute. Obermoser ran a solitary third throughout, finishing a lap down and ahead of Hans Muller-Peschal's 2.1 litre KMW turbo and Helmut Bross in the interesting Rex Special.

This car was designed by Jurgen Stockmar, the chief editor of *Auto Zeitung*, and is powered by a 2-litre Ford FVC engine. It had never run before.

In the supporting races, Keijo Rosberg dominated the German FSV qualifier in his Modes Kaimann.

Mikko Kozarowitzky challenged initially in the ATS Lola before he retired with engine problems. Second therefore went to Manfred Trint's ATS Lola ahead of Dieter Engel (Kaimann), Werner Klein (ATS Lola) and Peter Scharmann's ToJ-Modus.

The third round of the German touring car series resulted in a win for the Porsche Carrera RSRs of Reinhardt Stenzel and Helmut Kelleners. The course, which was hard on brakes, suited the Carreras much more than the BMW CSLs and Ford Capris. Despite a spin, Albrecht Krebs (winner of the last round at Hockenheim) brought his Schnitzer Memphis CSL home third ahead of Werner Sommers' ex-works Capri.

The smaller 2-litre division featured a barnstorming battle between the Zakspeed Escorts of Klaus Ludwig (in the new Mk2 variant) and Hans Heyer, the latter getting the verdict. Their nearest challenger, Jorg Obermoser's BMW 2002, retired with a dropped valve. Ludwig, however, still heads the championship ahead of Stenzel, Krebs and Heyer.

## Monza Lotteria SA go Atlantic

Current BP F3 Championship leader Gunnar Nilsson and his works March team-mate Alex Ribeiro travel down to Monza this weekend for the Lotteria, a fraught and tense characteristic Monza slipstreamer which acts as the next instalment of this year's BP series. With a reputed £1,000 at stake for the winner (the Italians are prone to exaggerate as they probably mean lira!), virtually the entire British based contingent are going: Danny Sullivan and Fritz Stehlin (works Moduses), Patrick Neve (works Safir), Bob Arnott, Richard Hawkins, the Bang and Olufsen Marches, Ingo Hoffman, Chris Barnett, Graham Hamilton, et al.

Challenging them will be the Italian hoard led very capably by their current national F3 series leader Gianfranco Brancatelli (March-Toyota), as well as Luciano Pavesi and Alessandro Penti-Kossi to name but a few.

## Laffite's Rouen F2?

Rouen-les-Essarts plays host to the European F2 Championship this weekend when the eighth round gets under way. Rouen is nearer to Londoners than Oulton Park and consequently there is usually a large British contingent making the journey over to Dieppe from where it's less than an hour's drive down to the natural road circuit.

However, there'll be no British drivers competing at all. Brian Henton has had to quit the series because of financial problems with his privately run March-Ford and David Purley, after initially intending to run again in Masami Kuwashima's March-BMW, also won't be going.

The race is therefore down to a straight fight among the French with the Italians and Swiss lending a hand, to name but several nationalities. Jacques Laffite has to be the obvious favourite but he will no doubt find pressures from Jean-Pierre Jabouille and the works Marches of Patrick Tambay and Michel Leclere.

It's now virtually certain that Formula Atlantic will become the new national formula in South Africa from next season onwards. At a recent meeting among promoters and competitors, it was suggested that Atlantic had to be the best format and any other alternative suggestions would be welcome.

This means that the current ex-works Formula 1 cars being raced in South Africa will become obsolete. However, stalwarts like Dave Charlton (who had his F1 cars up for sale in AUTOSPORT recently) are prepared to carry on racing, even in Atlantic. The F2 cars currently being used will most probably be updated, while the F5000 cars are too old for any use anyway.

The large sponsors like Gunston, Lexington and Lucky Strike are all expected to carry on supporting their individual teams in the new category next year, although it is expected that Lexington will retain their ex-works Tyrrell 007 for use in the South African GP next year.

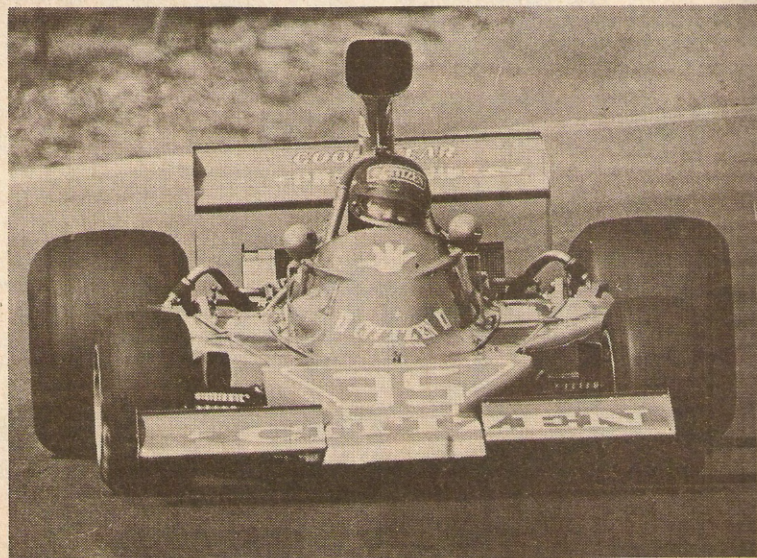
## Turbo F2 BMW

Although Josef Schnitzer has had a 1.3-litre turbocharged version of the BMW 2002 engine under development for some time now, we hear that he is seriously contemplating using it in Formula 2. The man most likely to receive such a unit would undoubtedly be Frenchman Jacques Laffite, providing he clinches the championship in the next couple of races.

The 1.3-litre Schnitzer BMW turbo was tested earlier this year in one of Jorg Obermoser's Modus-designed ToJs. However, Obermoser has stuck faithfully to the proven 2-litre Schnitzer BMW unit so far this season when racing.

According to sources, the Schnitzer turbo has produced 315 bhp on his brake. That's a good 30 bhp more than what most of the top teams have at the moment. Maybe Schnitzer won't produce the engine this year. Perhaps he's waiting for the appearance of the Renault V6 first? However, as one British-based driver said, "Why not a turbo-charged Ford BDG?"

Japanese driver Hiroshi Fushida made an appearance (the first for the car since Germany last year) in the revamped Maki F1 at last weekend's Dutch GP. The car did not start after blowing an engine during the first practice session.



## OULTON PARK

The BARC (NW) are in charge at Oulton Park this Saturday for a whole programme of championship races under the banner of Tricentrol Supersaloon car races.

As the title of the meeting suggests a round of the Tricentrol Supersaloon championship is the main race of the day. Entries include all the familiar big bangers of Ian Richardson, Baillie Russell, Doug Niven, Gerry Marshall, Arthur Collier, Martin Birrane, Dave Brodie, Colin Hawker, Bill Dryden, Alec Poole, Nick Whiting and Divina Galica.

The British Air Ferries FF contingent once again warrants two heats and a final with all the usual top names, Geoff Lees, Jim Walsh, Stuart Baird, Eddie Jordan, Terry Fisher and Rod Bremner, battling it out one more time.

The Britax production saloon race has all the regular Camaros, Mazdas, Capris and so on while the National F1300 and Miller Modsports races both have full entries for their championship rounds.

Racing starts at 2 pm.

## CASTLE COMBE

West Country enthusiasts have two meetings this weekend, the first being at Castle Combe on Saturday. The BRSCC (SW) are the hosts for a ten race programme which includes national championship rounds for Formula Vees, Renault 5s, Formula 4s and Production sports cars while the Club's own FF championship features once more. The programme is completed by a special saloon and Formule Libre races.

Among the names on the entry are Ian Flux, Peter Wimhurst, Neil McGrath, Dave Hedges, Lorina Boughton, Fergus Tait, John Wingfield, Terry Richards and Rob Newall.

First race starts at 1.45 pm.

## MALLORY PARK

The Radio One Production Saloons are back at Mallory Park this Sunday but don't run away, it's a pure race meeting this time. All the usual runners in this excellent championship will be there, providing they behave themselves at Oulton the day before. Much of the same could be said of the National Organs FF points chasers, but if all goes well

# Atlantics and saloons battle at Snetterton

Mike King, Fred Sigafos, Matthew Argenti, Kenny Gray, Geoff Lees and Bank Holiday winner Rad Dougall should all be there.

Ian Richardson heads the entry list for the NSCC's own Special Saloon car championship, for the Alan Pond Trophy, while John Morrison will be going out to make it three wins in a row for his new Supernova in the Silver Cup Formula SuperVee championship event, although Mike Young and Peter White will be looking for more success too. The programme is completed with a round of the Northern Clubmen's Champagne championship with Tim Wood and Ray Edge topping the entry.

Racing starts at 2.30 pm.

John Morrison - third win?



## SNETTERTON

The John Player Formula Atlantic trail hits Snetterton on Sunday where Jim Crawford will be trying to narrow the gap on Tony Brise just a little more. However, unless mechanical troubles intervene once

Jim Crawford - closing gap



Andy Rouse - points lead

more it is difficult to see Tony being beaten on the circuit where he has developed the Modus into the car it is. It's worth a visit to the meeting though, even if he does dominate the race - he's got rare style.

Richard Lloyd will be trying hard to regain his lead in Southern Organs/RAC saloon car championship in the Simoniz Camaro although now that Andy Rouse has taken the lead it won't be surrendered easily. All the usual Camaro, Capri, Opel, Dolomite, Escort, Avenger, Toyota and Alfa drivers will be in attendance to do battle in their various classes.

Although the grids are perhaps still on the thin side the racing in the APG FF2000 championship seems to be really hotting up. Derek Lawrence, Syd Fox, Bernard Vermilio, Jeremy Rossiter, Adrian Reynard and Ian Taylor will all be there to do battle.

The meeting is completed by rounds of the National Organs Clubmen's and Forward Trust Special Saloon championships.

Racing starts at 2 pm.

## BRANDS HATCH

A round of the Lec Clubmen's Super Sports championship tops the bill at the Rochester MC's combined racing and karting meeting at Brands Hatch on Sunday. Nobody could touch Geoff Friswell at the last Brands race but behind the scenes the plot has been thickening in an

attempt to overthrow the Whizz. Noel Stanbury has convinced himself he can win, while Peter Deal's Gyphon may have a new head on his Norman Abott entered and engined car which should make up the small difference.

Rob Wicken and Lee Wroe-Johnson head the entry for the two heats and final of the Townsend Thoresen FF race, while Ray Calcutt and John Homewood will continue their inevitable battle in the Kent Messenger saloon challenge.

The Esso Uniflo Special Saloons will be making a rare departure from Silverstone for the weekend and Nick Whiting and Divina Galica will be joining the ranks.

Completing the car side of things will be a Shellsport Escort "Celebrity" race with our men Witty and Phillips chasing some more bottles of Inver House's excellent whisky.

Racing starts at 2.30 pm.

## LLANDOW

In these hard times of ours there's always somebody who'll benefit and the one Formula which is obviously attractive is one of the oldest in existence, Formula 750. Such is the entry for the championship round at the BARC (SW) Llandow meeting on Sunday that the fastest 18 will qualify for the point scoring race and the rest will have a consolation event.

The F4 championship contenders will make the short trip from Castle Combe to do battle. Clive Baker's Camaro will probably have trouble holding off the fleet Mini of Allan Parfitt in the Special Saloon race while Tony Broster, Bryan Sharp, Ian Moore and Dave Buttigieg will dispute the FF event. As usual at Llandow an Allcomers Libre event completes the bill and Dave Bettinson's Lotus 7 should do well here.

Racing starts at 2 pm.

## LONGRIDGE

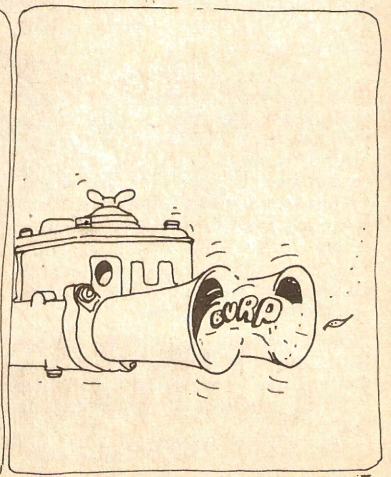
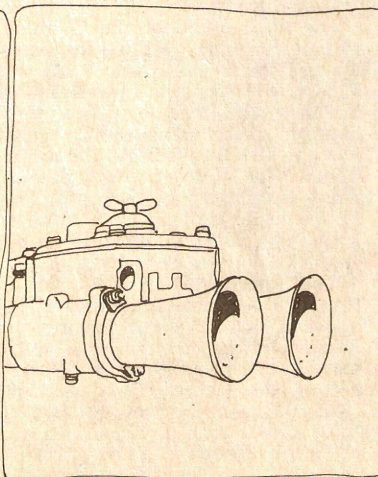
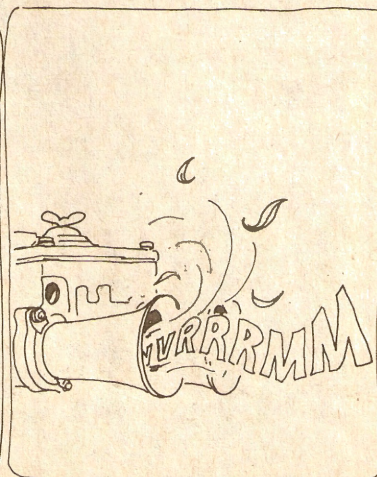
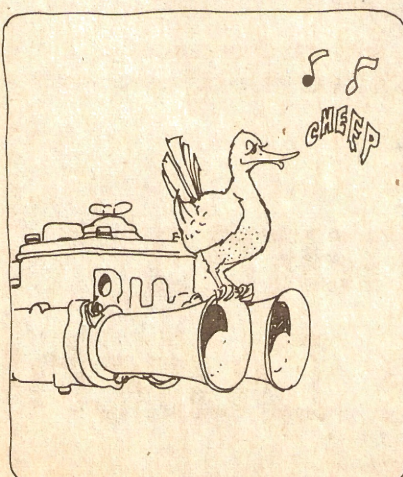
The Lancashire AC are back at Longridge on Sunday with a programme of races catering for Modsports, Formula Fords, Special Saloon, Mini 7s and Libre cars.

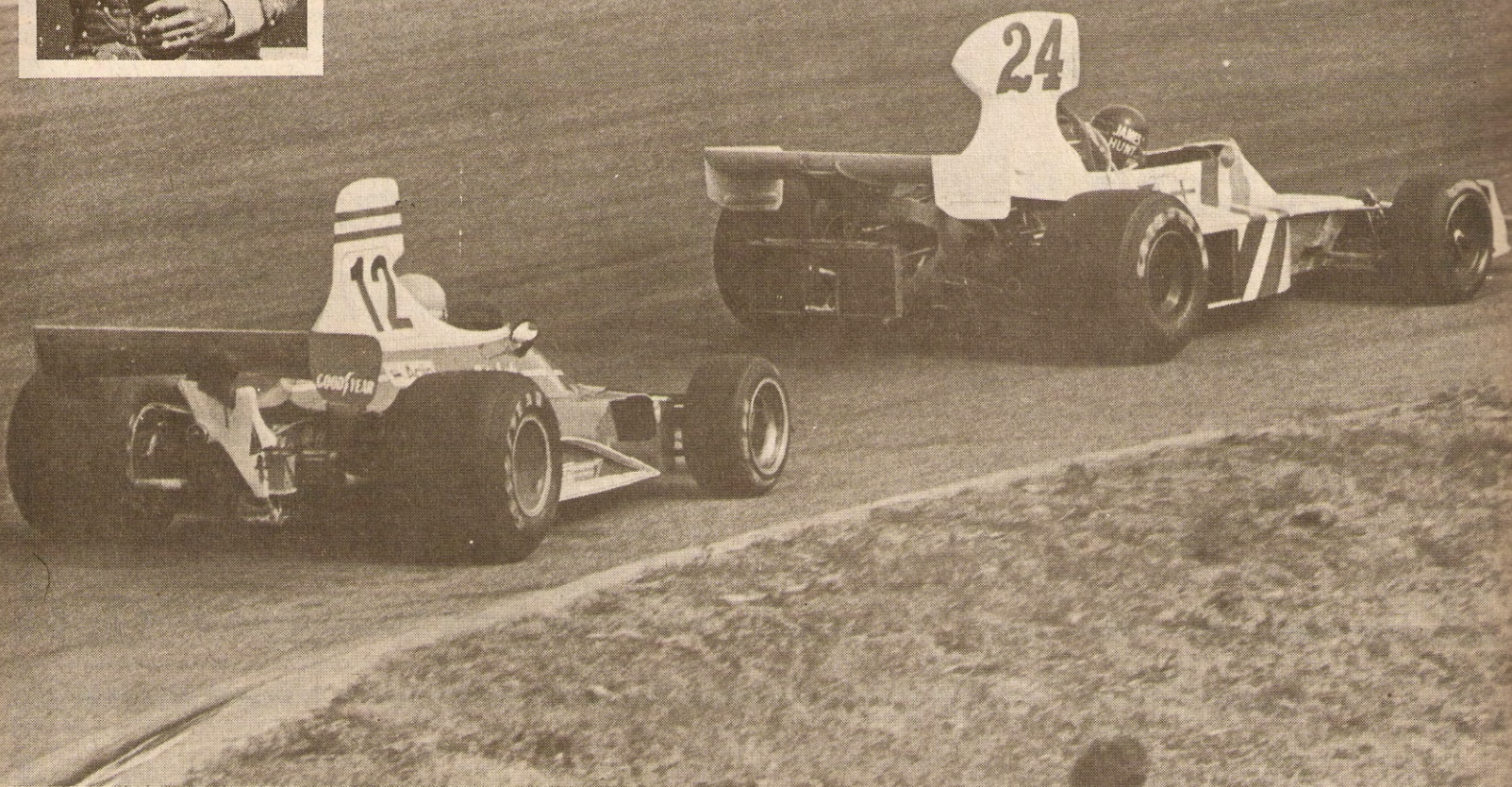
Among those entered are Kim Mather (if he can find a new engine for his March in time), Brian Murphy's E type, Brian Walker's Escort and Derek Walker's Fiat 850.

Racing starts at 1 pm.

## CATCHPOLE

By Barry Foley





James Hunt shows who is lord and master — for most of the race Niki Lauda's Ferrari could get no closer to leading. Inserts (left) the happy driver, (right) the anxious patron.

## DUTCH GRAND PRIX/ZANDVOORT

# Hunt's Lord of the Dunes

By PETE LYONS

Photos by DAVID WINTER

Race data by ALAN PHILLIPS

His Lordship Alexander, virtue triumphant incarnate, almost floated onto the back of the flower garlanded victory lorry and, his face shining with effervescent ecstasy, rode backwards along the entire row of pits saluting his rival F1 teams with a peculiarly English digital gesture. In front, facing the right way and waving in a more sober manner, but his face similarly incandescent, James Hunt set off on his 76th lap of the Dutch GP — his first Grand Prix victory. It had been a long, long time coming. But every line of his face proclaimed what a worthwhile wait it had been.

James Hunt and Hesketh Racing had beaten Niki Lauda and Scuderia Ferrari. Had blown them off, using brains and cool skill, by not quite a second — on the one circuit in all the world most notoriously a Ferrari circuit.

It was beautiful.

## ENTRY

Anyone who remembered last year, and was paying attention this year, could be forgiven for wondering why anybody but Ferrari bothered coming to Holland. Last year's race had been a complete walkover for the "fire engines" and pre-race testing this year had suggested that whatever were the magic combinations of ingredients inside the Maranello cars that made them peculiarly well suited for the Zandvoort circuit, they had not been lost. Any lingering stubborn optimist must have lost all hope well before the end of official practice, when the time sheets showed the Ferraris still supreme by an almost ridiculous margin. Niki Lauda was so

firmly on pole that he had nobody to race but himself. His luck had turned good so often recently — after the bad spate last year — that there was only one slim ground upon which any partisan of the British Ford Cosworth V8 could entertain any notion of his failing to tot up his fourth consecutive GP: namely, the historical fact that hardly ever has anyone accomplished such a thing.

Ferrari arrived in their accustomed force, their huge red transporter and their trio of magnetically red racing cars stationed boldly in the centre of the paddock. On the 312Ts there was very little changed — as very little needed changing. There was some different wings to try (there's a funny story about that) and also some revised exhaust pipes, but essentially Lauda and Clay Regazzoni

had the same fearsome weapons with which to win the Dutch battle as Niki had used to win the Monagasque, Belgian, and Swedish battles before.

Right from the first 90 minute long session of Friday practice the "Ts" were quickest, Regga doing a 1m 20.57s and Niki a 1m 20.58s; take that, eengleesh! The best Briton at the end of that period was James Hunt, at 1m 20.97s. Not really in the same league at all. The afternoon cemented the story: Hunt improved by 0.27s, but Lauda improved too — by 0.23s. The gap between best Ferrari and best Ford was 0.36 of a second. After 75 laps of the race...

Ferrari did not purchase this superiority without some cost. Toward the end of the afternoon session Lauda had a giant moment in the middle of the lap, a big wild lurching slide, and came into the pits for investigation. The mechanics found that in the rear suspension sub frame a bolt threaded into a bush in the gearbox casting had pulled loose.

Next day there was another drama, when the same driver's nosepiece started to fall apart all by itself; he also, at the end of the day, reported that there was a new and worrying vibration developing inside the engine. But he had further consolidated his pole position: his 1m 20.29s was this time better than the best Ford Cosworth entry (Emerson Fittipaldi's McLaren this time) by 0.62s.

A gap of 0.62 seconds, applied to the final grid sheet covered all those places from Hunt's third place to Jacque Laffite's 15th. Well, if it wasn't going to be much of a race overall, it was going to be one hell of a Formula Ford dice!

Much of the entry was scarcely altered from previous appearances. The Texaco Marlboro cars did have a slightly revised rear suspension geometry, further to the revisions introduced to both front and rear at Sweden (sorry, I completely forgot to mention it at the time). They also had a kind of ducting introduced behind the side



external, more smoothly past the engine bay; this idea has been seen before in the form of sheets of unpainted alloy sticky-taped in place, but it is characteristic of McLarens that their version was superbly finished and painted and looked so "right" that it actually took a second glance to notice.

At John Player Team Lotus, the front track measurements were back up to the wider spec, a reintroduction that was now felt prudent (following the brake shaft failure at Belgium) with the incorporation of brake shafts made of a "maraging" steel safe to 125 tons rather than the previous 90. Additional efforts in the ceaseless attempts to get the ageing Lotus 72 to handle properly were the removal of the batteries on both cars from the extreme tail abaft the gearbox to the nose alongside the fire bottle; this shifted something like 18 pounds. On Ronnie Peterson's car, there was an additional experiment with a nosepiece itself made heavier by the use of a solid, rather than a hollow, wing support spar; this added about 14 pounds more.

On the Martini Brabhams (all three back to Girling brakes now) was tried a curious new airbox orifice piece, a sort of "nose" with a narrow "nostril" either side; called "the splitter" it was tried by Carlos Reutemann, who reported a distinct improvement in maximum revs. Then it was tried by Carlos Pace, who reported a distinct deterioration in maximum revs. Reutemann retained it for the race, Pace didn't; but Pace's car was fitted with the occasionally seen underbody air dam. The team's designer, whenever approached with a question about splitters and dams, merely creased up in a cheery, but inscrutable, smile.

On Vittorio Brambilla's Beta tools March were fitted Lockheed brakes at the front, a change that required reversion to an older upright pattern. In the Stanley BRM, narrow front track chassis, was fitted hopefully once again the 200-series engine. Attention to matching of oil pump drive pulley to drive belt had cured the previous belt shedding plague, and now Bob Evans was able to try it fairly on the circuit against other cars. He reported that at higher revs, at least, it seemed the equal of the standard Cosworth; what was needed now was the coming new cylinder heads, which ought to be seen by Silverstone time. Unfortunately the 200 once again opted out of making its actual racing debut, when something went wrong which was ultimately traced to the ignition rotor but the same older style 142 engine used in the last two races was put in again.

At Frank Williams Racing an Scheckter was being given another drive alongside Jacques Laffite back from F2; the later was using the newer chassis this time while Scheckter was in the older car — which had reverted back to front radiator, Hesketh nose configuration.

There was a new face as well at Embassy Hill, for the minute they had got wind of the cessation of Alan Jones' previous arrangements they snapped him up to drive alongside Tony Brise. There were revised ("scoopier") front wings for more downforce, but there was a new assisting sponsor too, and it was good to see Esso resuming their old relationship with Graham Hill.

So there was but one Hesketh entry, James Hunt with a choice of cars this time. With Vel's Parnelli concentrating on USAC this weekend, the Citibank Penske came next on the entry list and it was a "new" car. Actually it was the shunted-in-practice Monaco car rebuilt, with its narrow track/short wheelbase and rigged for this circuit without any rising rate in the front springing.

There was a different front suspension for the Copersucar too, with revised geometry and springing; in fact it was attached to a new chassis which was actually the third "FD" although number "1" was assigned to it. (The real number one has long since been rebuilt from its disastrous Argentina debut and handed over to the sponsor in Brazil as a showpiece.)

Ensigns had a new car as well; it was never actually entered but the Dutch sponsor HB introduced it in a little ceremony on the pits straight, with Roelof Wunderink, nearly recovered from his shunt at this same circuit, attending happily. The driver actually entered to race was another Dutchman, Gijs van Lennep, using the existing older car chassis No 2.

The entry at 24 so far was somewhat thin, but it wasn't made very much thicker by the 25th and last: the elusive, oft-awaited Maki F101C was back, driven by Hiroshi Fushida. Painted blue now (actually chassis No 2) and carrying its Japanese sponsor's name, it was not really worth the wait. Generally one wants to be kind about newcomers into the tough big leagues, but this effort is just not up to scratch.

Ten months after the first one tried to kill Howden Ganley at the Nurburgring, the curtain of oriental mystery was swept away from the second one to reveal an extremely rough and nasty bit of handiwork hardly modified as far as one could tell. It appeared to have been assembled, and even painted, by people with earnest intentions but absolutely nil experience of how top-grade F1 craftsmen work.

Nothing could be more welcome than a new GP team, especially one representing a major industrial nation in another part of the world, and Citizen Watches are certainly to be warmly greeted as sponsors; but the ungainly blue car that completed but one practice session in Holland — because its one and only engine blew up — was not a credit to either nation or sponsor.

For the Zandvoort track surface Goodyear mixed up a harder rubber compound; it was this that many drivers thought accounted for the fast times of last year (Lauda's pole then was 1m 18.31s) not being anything like equalled. There were no special tyres, in other words, just simply race tyres supplied in one compound but on varying constructions as in recent months.

As the helpful Goodyear man explained, the different compound produced new numbers. For front tyres, the 28 (softest construction) became a 35; the 30 a 40; and the 32 a 26. At the rear, the 31 was renumbered to 41; the 34 to 27; and a 29 became a 36. There were six possible combinations, and the various teams apportioned themselves after tests this way:

A 35 front with a 27 rear, Williams and Brabham. A 40 with a 41, McLarens, Hesketh, Penske, Copersucar, and Ensign. A 40 with a 27, BRM, Surtees, Shadow and March. With a 26 front and a 41 rear there was JPS, and Ferrari chose 26 and 27. The last combination of 35 and 41 was selected by the Embassy Hills.

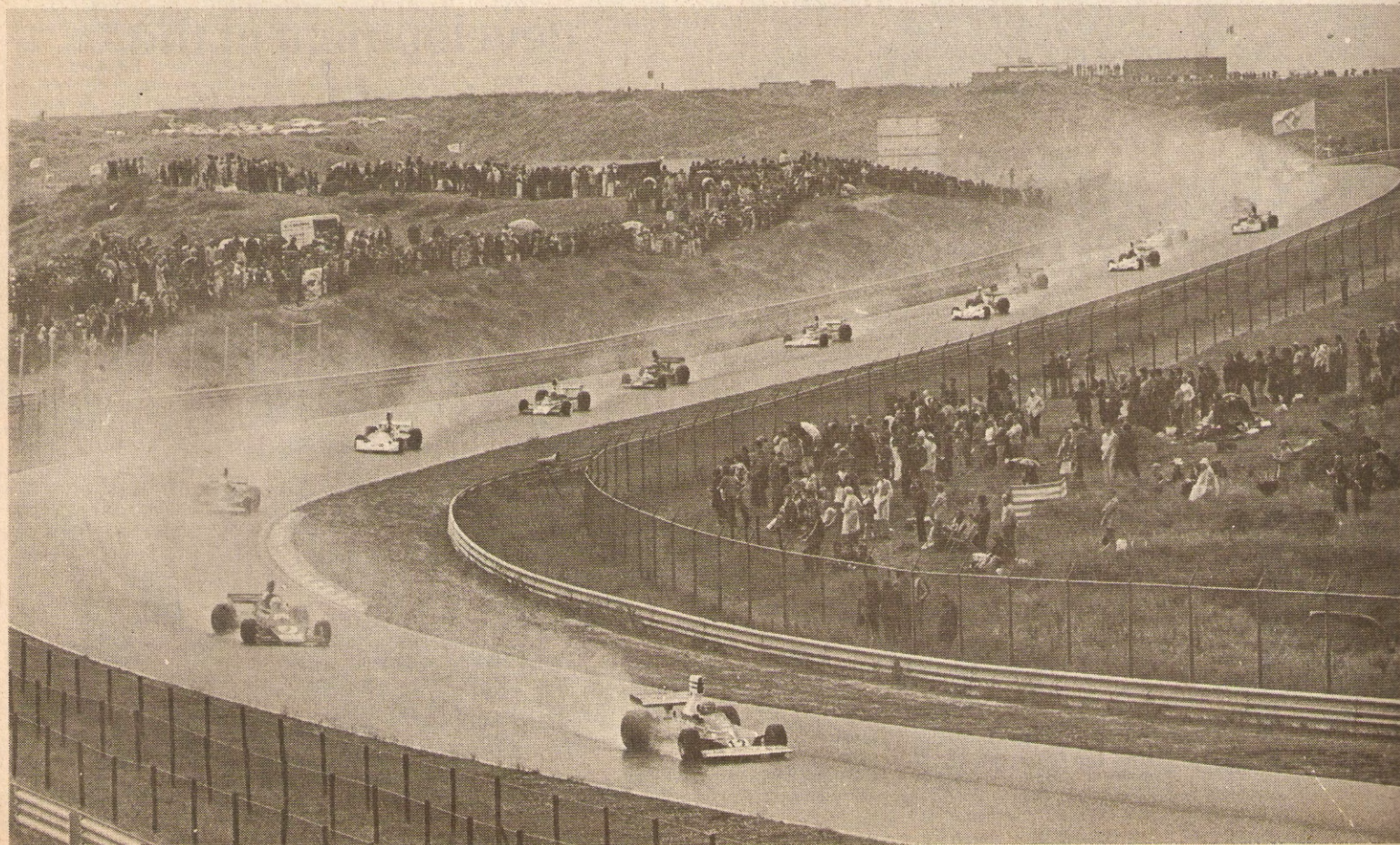
It would be easy to get confused by all this, but the significant point seems to be: there is a remarkably wide difference between all the various chassis; they behave differently and require different characteristics from their tyres. It is this investigation, Goodyear feel, that is the real worth of their racing programme, for the kind of knowledge gained about the relationships between chassis and tyres is directly applicable to road tyre design.

## PRACTICE

The funny story about the Ferrari wings was this. The Zandvoort circuit had erected right opposite the head of the pits a beam-of-light type speed trap. The reading obtained of each car's velocity could be flashed onto a display panel visible to anyone in the pits, and this novelty was a source of fascination all during practice. A car would rip by, and its speed would emerge: 277, 274, 269, etc.

Now at one stage in Saturday practice the Italians were trying methodical tests with different wing profiles, and anyone aware of this was naturally interested to see what the different

Niki Lauda streaks away from the field on the first lap; Scheckter, Regazzoni, Hunt, Mass, Pryce, Fittipaldi, Reutemann, Jarier, Pace, Brise, and Watson



speed readings would be with different arrols. But something seemed to be wrong with the timing apparatus. Whenever a Ferrari ripped by, no numbers appeared. Yet they appeared for other kinds of car.

Eventually suspicion fell upon a nondescript figure who was bent over the pit wall, apparently for photographic purposes. He had stationed himself right next to the light beam. It would have been easy for him to accidentally interrupt the beam at the wrong moment.

He was heard to speak in Italian, and was last seen vanishing behind a protective screen of yellow-suited Ferrari mechanics. Grinning Ferrari mechanics.

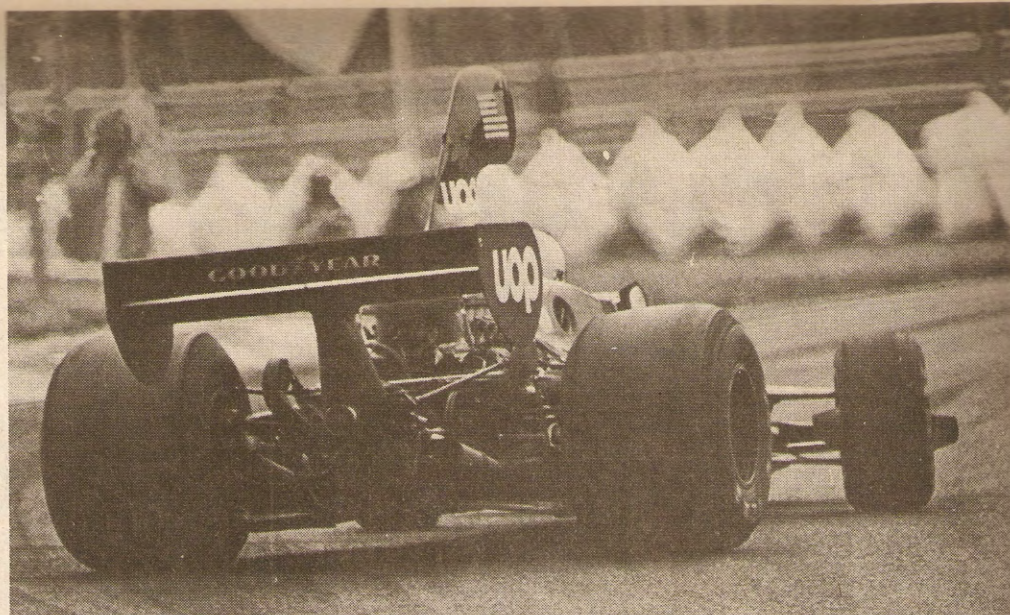
At least the atmosphere was lighter than at Anderstorp. While one could find the odd driver who was not happy with his car — there were 24 of them — it was a normal kind of unhappiness found at normal race meetings. It wasn't the unnerved kind of weary non-comprehension created by the vagaries of the Swedish track. That nobody was as fast as the one fast car was in this instance acceptable; it was a different kind of car. The times set up by the Ford brigade were nothing like as good as the Ferraris', but among themselves they were fairly competitive.

What a pity, perhaps, that there was introduced a strange vagary at Zandvoort after all: Sunday's weather. It reduced to virtual meaninglessness all the hard work of five hours of Friday and Saturday practice.

Friday's weather began warm and reasonably sunny, with a light breeze blowing inland across the circuit from the sea. It was good to watch and to hear the racing cars again after eleven days, and interesting to see the drivers rapidly settle into forcing them around the famous little circuit as fast as they would go. Faster in some cases, which is the most interesting thing of all. Several chaps did spin off, quite harmlessly: Reutemann, Hunt, Ian Scheckter. The only consequence of these spins really was to demonstrate how bad the marshalling was.

There weren't a lot of mechanical problems. Reutemann's spin was due to something wrong with the front brakes, so the rears locked up going into the Hunzerug hairpin behind the pits. He carried on in the Brabham training car for a while. Later on so did Pace, because of a water pipe leak; this was a pipe deep inside the monocoque that had apparently been damaged in his Swedish race shunt. Other Carlos actually did his better Friday laps in the T car, although it was not marked with a "T."

The McLaren team had to abandon practice for a bit very early on to change gears, which were impossibly far out — raised eyebrows all round. Jody Scheckter, like several others on the scene, was suffering from hay fever. Wilson Fittipaldi had a radiator leak, but found the new car was indeed an improvement on the old. Tony Brise found his Hill misfiring, just as in the race in



Tom Pryce pressing on in the Shadow — failing brakes dropped him to sixth place.

Sweden; everything had already been changed that seemed a likely cause so now unlikely ones were searched out, and the trouble was at last found: a faulty wire. Then, of course, Lauda had his nasty pulled-bolt moment, and Hiroshi Fushida in the Maki, after a few scattered, tentative laps, found the oil pressure gone away and stopped for good.

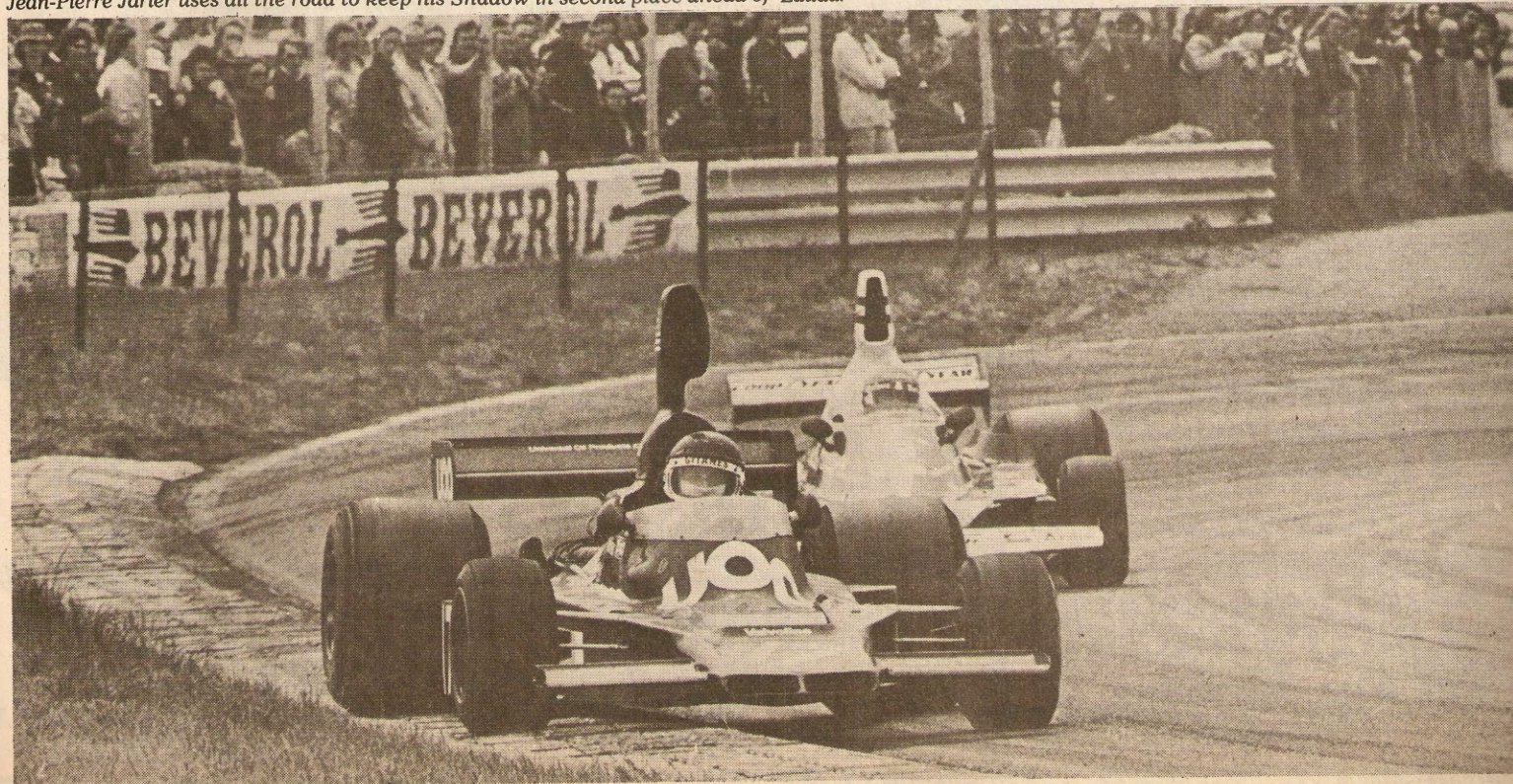
Next day was still pleasant, although it was a bit cooler and the wind had changed to a stiffer breeze from the north, which meant a headwind along the straight strong enough, according to that speed trap signboard, to cut maximum speeds by about 10 kph.

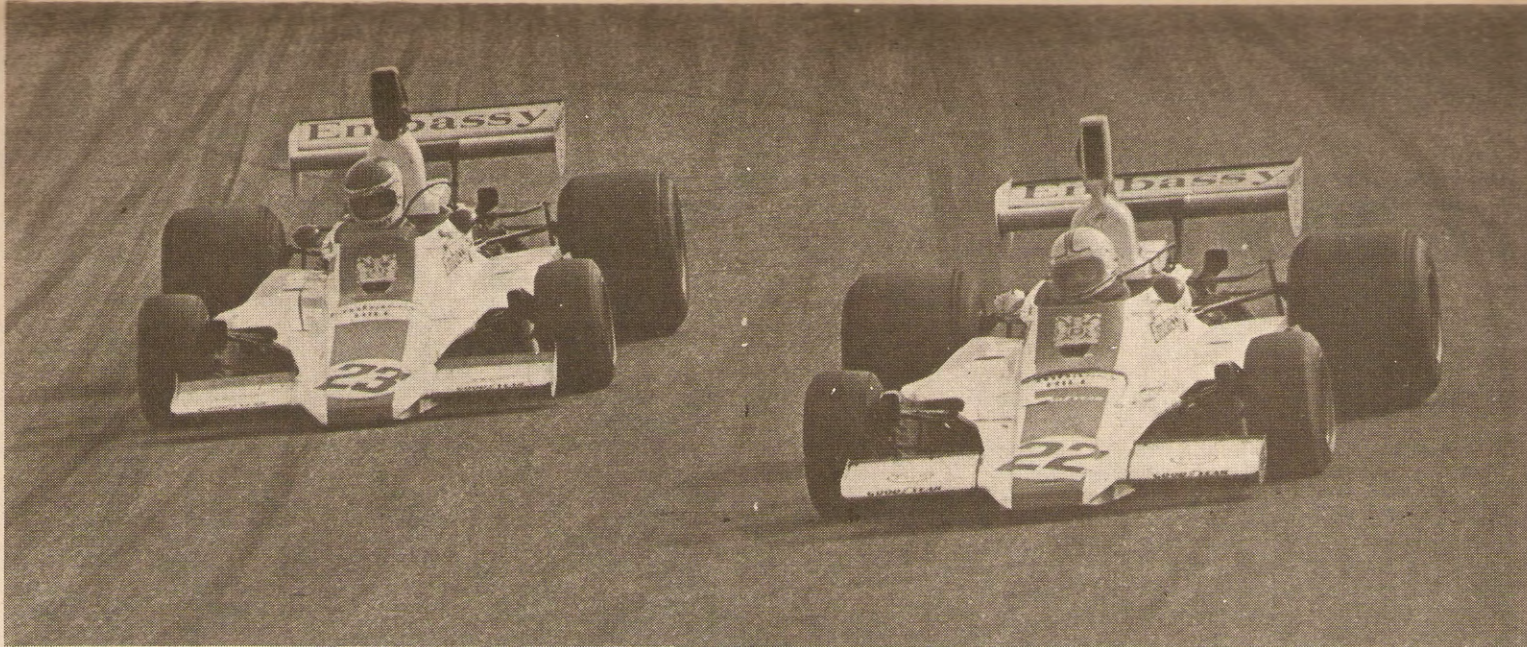
The biggest drama of the day was a relatively minor shunt between Scheckter and Regazzoni. Jody was cruising around slowly on a warm-up lap and Regga encountered him out of the Hunzerug hairpin. Exactly on the crest of the following little hill (the actual "Hog's Back"), Clay took the Ferrari around to the left, the outside of the little kink. The Tyrrell wasn't perhaps quite as far to the right as it might have been, and Regazzoni found himself on the loose debris-covered surface off the line. The car waggled sharply, and its back wheel hit the Scheckter car hard in the left front. Pieces flew high and Regga, his rear suspension devoid of a tyre, parked right there. Jody drove slowly on to the pits, where his bent front suspension was changed — and where everyone marvelled at the piece of Ferrari wheel rim jammed in the gap between his tyre bead and rim.

It was altogether a faster and more furious day. Brambilla was having engine trouble, and took over Lombardi's car for a while. Evans, after putting the BRM back onto its original wide nose-piece and a much larger rear wing to "try and cure some of this pivoting-around-the-front," came to a dead halt on the circuit with apparent 200-series engine failure. Jarier, whose driving was altogether much smoother and less spectacular than his team-mate's, made a mistake about bedding a new set of brake pads and went off into the fences at the Panorama; it was a very slow shunt but it folded the nose wings of the Shadow back like a diving pelican and put Jean-Pierre into the spare car for the rest of the day. Wilson F. over-revved his engine when a gear linkage bracket broke. Lauda had his nose cone failure, and his worrisome vibration. The Maki crew sat around in chairs hoping perhaps "our other engine" would appear out of bondage in British Customs. Some of their people made a despairing little attempt to rebuild the one on the scene. (It appeared to be, incidentally, for all you history buffs out there, DFV No 100, which used to be a Tyrrell motor and figured in several race victories as well as a helpful loaner unit.)

There was a bit of drama with "de-laminating" tyre treads; more there was quite a lot of trouble with mis-matching tyre sizes, as at Sweden and earlier this year. The Hesketh crew were particularly bothered by it: "You can find yourself suddenly oversteering to the left and understeer-

Jean-Pierre Jarier uses all the road to keep his Shadow in second place ahead of Lauda.





The Embassy Hills had suffered handling problems but Tony Brise (left) finished seventh while Alan Jones (right) was as high as eighth before trouble struck.

ing to the right" said James. A lot of painstaking effort was devoted to trying to match up equal pairs. The Hesketh team also devoted some time to practice pit stops/wheel changes — shades of Monaco! — and to race-tuning the spare car, just in case. They didn't bother themselves overmuch about trying to go any quicker, and in fact Hunt's Friday time stood good for third on the grid; he was content to be merely ninth fastest in the last Friday session.

Those others who had troubles had it mainly in the handling area. Some cars seemed reasonably well balanced. Others — oddly they were sometimes supposedly identical team cars — were pigs. Jarier was quite happy with his handling, while Pryce was struggling mightily with plenty of the famous blue smoke off the wheels and not going as quick. "You might have thought they were describing two different cars," said the DN5's designer.

The McLarens were oversteering spectacularly, both Fittipaldi and Mass working very hard and Jochen in particular driving round some of the bends in splendidly-controlled, wild-looking slides. Scheckter, quicker of the Tyrrell twins this time, was troubled by understeer for most of practice until the addition of small tabs on the front wings late in practice seemed to cure it. Neither of the JPS drivers were finding any substantial improvement from their altered weight bias, both cars, Peterson's in particular, sometimes lapsing into incredibly gross understeer in the tighter bends. But on other laps it was gross oversteer; not only was it impossible to hit the balance just right, said Ronnie, a persistently locking rear brake wasn't helping the entry attitudes.

Reutemann seemed plagued by an engine problem for quite a while, while Pace was progressively happier with his handling although it was still "wiggly" in the faster bends. Regazzoni was having engine trouble, and using up available spares, and this wasn't helping him sort his chassis. John Watson, again driving the Surtees with special energy, was making steady progress — progress that was being painstakingly clocked by John Surtees himself by timing his car through the slow section behind the pits. "It's going quite well in the fast bends, so now we're trying to improve it in the slow ones."

Both Ian S. and Alan Jones were suffering from violent understeer, which in the latter case was another of those puzzles because his teammate Brise was reasonably happy. Donohue was spending another less than cheerful weekend with the Penske being unstable in high speeds bends and slow on the straight besides.

Even Hunt, going generally well, settled "in pretty good shape" for the race, had a last minute drama that was a blessing in disguise. He was almost finished with the car when it's metering unit packed up. "I'm glad we did those last few laps! As there's no morning warmup, we wouldn't have had the failure until five laps into the race."

Of all the cars running round and round, it was the Ferraris that were the most impressive. Even when the driver could be seen to be working, the chassis itself seemed incredibly stable, and the smooth viceless acceleration out of the increas-

ingly slippery hairpins made them look, alongside all the Ford-engined cars, almost to have four-wheel-drive.

After these two days, the worst fears of everyone else seemed to have been well justified. There really didn't seem to be much point in contesting a GP against the Ferraris at Zandvoort.

## RACE

For some Dutch reason there was to be no race morning practice session. As the Circus wandered into the Arena at mid-morning, then, there was a sense of unreality. There was entirely too little tension for this to be a race day. A lot of mechanics, leisurely re-checking the preparations they'd made the night before, remarked "how nice" it was to have no practice.

Niki Lauda, though, trotting around with a worried frown, wasn't so sure about it. After much soul-searching the Ferrari team had decided to change his engine, and Regazzoni's too. There was now no chance to see if the new ones were going to run properly.

But the no-practice plan was modified by the weather. Practice had been dry and pleasant, and although late on Saturday evening a heavy rainstorm had blown over the circuit, creating fears (or hopes) for a wet race, Sunday morning was sunny and warm. Sunday mid-day, though, was another story. A stiff northerly breeze was gradually bringing down cloud to darken the sky, the temperature dropped, and right at noon the first light spots of rain started. They rapidly coalesced into a heavy downpour.

The Ferrari team manager came over to Goodyear to implore intercession with the organizers to allow a bit of pre-race practice, 15 or 20 minutes at least, to tune the chassis for wet conditions. This was finally granted and, after a

Renault 5 race, the F1s were let out to splash tentatively round and round and in and out. The scheduled starting time of 14.15 hrs came up and was disregarded; this was more important. For one thing, many drivers had never even run at Zandvoort before, and it was vital that they find out what happened to water drainage in the wet.

But was it going to stay wet? By the end of the practice, a few minutes past the scheduled race time, the rain had let up and actually stopped. The sky was still dull, the visibility was still low, the wind was still blowing — what would it bring? Was there more rain lurking up there along the sandy beachline, or clearer sky?

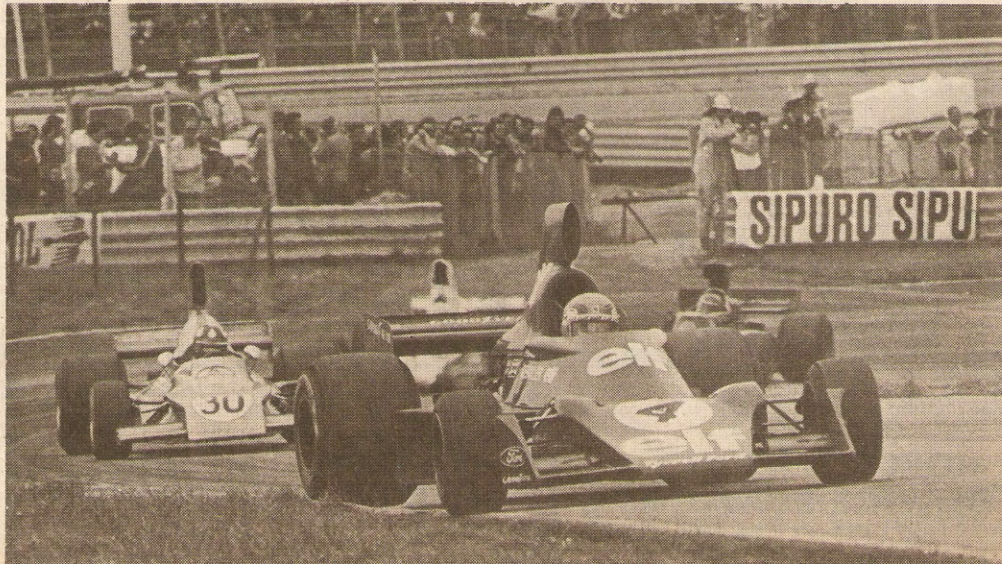
There were several teams on the point of gambling on dry conditions. As they formed up on the grid after their single expository lap, the track surface on the racing line looked pretty well dry, that is the "faster side" of the main straight looked dry compared to the pits side. Lauda on pole had a wetter path ahead than Regga. But the wind was drying it all very quickly. What to do . . .

What decided everyone was a light resumption of rain. For just a moment as they stood on the grid dithering there was a sprinkle, and everyone firmly decided on wet tyres. Then they went to the line.

Lauda got off well, Regga lagged ("I lost concentration"), Scheckter started perfectly. The Tyrrell had to jink left by the Ferrari, which put it onto the wet grass at the roadside for a few metres and Jody had to lift off. "Otherwise I expect I could have beat Niki into the first corner," he said, but as the thundering, splashing hoard arrived it was still Lauda in front, the apex of a ragged triangle of nose wings and glistening knobby tyres and tall comets of spray. Scheckter did get in second, Hunt was on the inside and probably third from Regga, and then it was impossible to sort them out.

It was in fact very wet on around the circuit, and

Patrick Depailler was involved in a first lap shunt but carried on after a pit stop.



... very quickly settled into a single file formation with breathing space up to the next man, and as the cars slithered away and their tentatively rasping engines died away, their tall multicoloured airboxes zipping through the wet grass on the sand dunes looked like so many dorsal fins of monstrous sharks...

Well strung out (we've been spoilt by so many good opening laps in the last couple of years!) They completed their first lap, Lauda with his comet and Scheckter with his and then Regazzoni who had stayed third from Hunt after all; Mass was next (he'd looked especially good in the wet practice) and then Pryce and then Emerson, but Reutemann was whipping out and overtaking him into Tarzan at the start of the second lap.

A total of 22 cars went by, Wilson and then Lombardi straggling at the back. Missing were Brambilla and Depailler, who had shunted at the start. The March had pulled up short down at the inside of the entrance to Tarzan, and when it was all quiet had slowly reversed all the way back up to the pits again. This would of course have disqualified Vittorio anyway, but it didn't matter: his rear suspension was damaged from being rammed by the second Tyrrell. Depailler did continue, but rapidly fell back through the pack, and after they had all gone by at the end of the lap he drove slowly in with a front tyre punctured and its suspension bent. With a new (rain) tyre he rejoined, more than half a lap behind, totally alone. So there were 23.

The rain was over almost immediately it had started, and now commenced a drying process that was not false. More quickly than seemed possible the surface of the road lost its sheen, and the comets of mist dwindled, and within only half a dozen laps it was clearly going to be another race like Monaco where everybody's lap chart gets scrambled up.

As he had at Monaco, Hunt was the first to make up his mind to stop. "It's quite a tricky decision to make," he explained later, "because although the racing line may be dry enough for slicks you have only two very narrow dry strips in which to run and if you go only a few inches off line you're on wet." But there is an obvious advantage in getting power down through smooth tyres on a dry surface as soon as possible, and at the end of the seventh lap James boldly broke away from his fourth place and veered into the pits. Mass followed him in, and both Hesketh and McLaren pits work was rapid, and they rejoined after only about half a minute stationery in about 19th and 20th places.

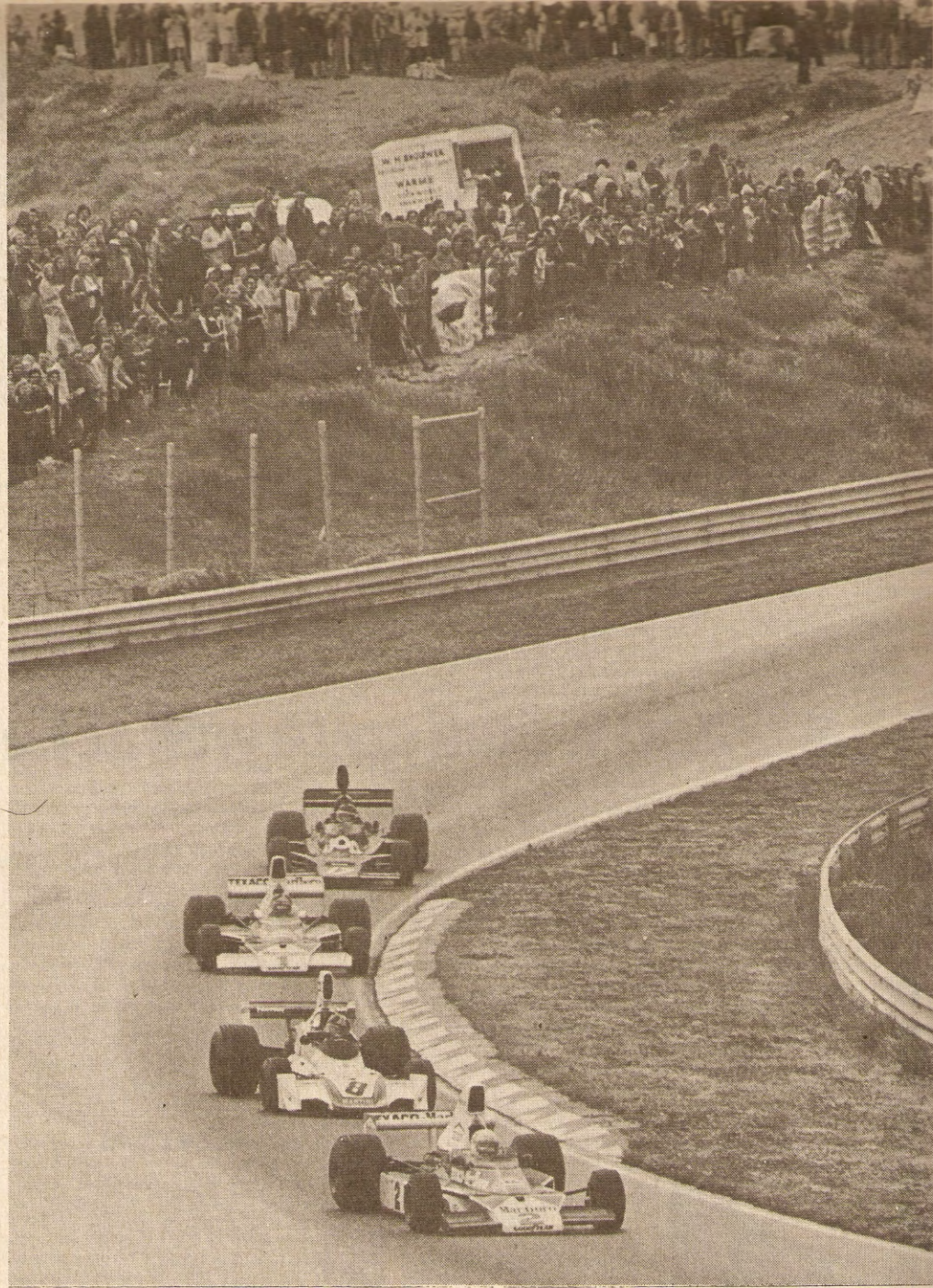
After that it was wholesale. In succeeding laps Reutemann came in, then Emerson, then Jarier, then Peterson and Pace and Scheckter and Evans and Pryce and Laffite... Lauda held on to his lead until the end of the 13th lap, before relinquishing it to Regazzoni; the pitwork at Ferrari was good too and he rejoined the string of mixed up cars just as Hunt was coming by but the difference in speed sent the Hesketh ahead through Tarzan.

Bystanders, paying close attention and discussing it with each other, agreed it was, after Regga's stop, James who was leading the race. That vitally prompt decision to change tyres had paid off. The seconds he'd gained running in those two "narrow dry strips", although his stop had been a few seconds longer than really necessary (the team had, after their bad Monaco performance, determinedly worked at a methodical rate and invested those few seconds in being sure not to fumble) had made all the difference. He was ahead of the fearsome Ferrari by about 10 seconds. Now the thing to watch was whether he could hold it at that.

What nobody knew, what everyone had to wait and see about, was how well everyone was suited to the rapidly drying conditions. It was no good thinking about practice times, it was another day now, and the performance potential shown earlier would be modified by the chance settings arrived at individually now.

Hesketh had chosen to set the car up for dry conditions; they were in fact all set to gamble on starting on dry tyres when the little spoiler rain came along on the grid. So now, as it went their way, their driver found his car responding properly and he was fast. Ferrari however had chosen more of a compromise, and their overwhelming speed advantage had gone. Lauda was quick still, but not really any quicker than anyone else now.

Besides, there was Jarier. The UOP Shadow had come out right on the Ferrari's tail, and was running very strongly, and after a couple of laps weighing things up, Jean-Pierre pulled by. So here



Jochen Mass was very well up in the wet. Here he leads Pace, Fittipaldi and Jarier before the tyre changes.

was mighty Ferrari well and truly succumbing to the revenge of the Fords!

Niki did not give up, he gave chase instead. As hard as he knew how he pressed Jean-Pierre, and the two of them became a familiar sight as lap after lap they appeared at the head of the pits straight still locked in tight one-two formation. They were both doing everything to break it up as a formation, from their separate points of view; on one memorable lap they came braking violently together into Tarzan and Niki locked up a front tyre in a long, screeching puff of smoke - but that was OK, JP was doing exactly the same a hand's breadth out to the front and the outside! It looked like a well trained dual ballet step.

All the while Hunt was holding his place out in front; in terms of distance on the track it meant that as the pair of second place cars locked into their dice came hurtling into the braking zone at the end of the pit wall, the white Hesketh was around out of the banked corner and passing along the opposing straight exactly opposite. It was the sort of stasis that could break up at any instant, but also could go on all the way to the end of the race.

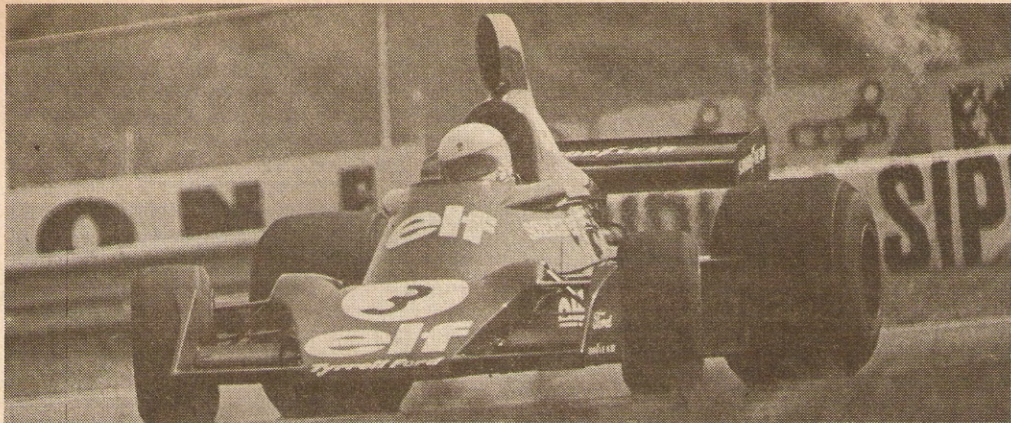
It did break up. Lauda, after 43 laps of the race, managed finally to scratch by Jarier at the end of the straight. The next time around a pair of backmarkers, Van Lennep coming around to lap Lombardi, separated them and Niki looked like having broken free. The next time around after that he was free - no Jean-Pierre.

Apparently the Shadow had run wide over a bit of debris on the track, for at the fast downhill

Schievelak corner halfway round his 45th lap his left rear tyre suddenly lost all its air. In fact the tyre "exploded" with incredible violence, bursting into fragments so completely that only a few rags were left clinging to the rim. (The tyre technicians were genuinely puzzled by this one; tyres aren't supposed to do that. All they could say immediately was that there was a large cut-hole in the middle of a recovered length of tread, and that the tread was definitely still firmly bonded to the cloth carcass). Jarier, whom we have left suspended grotesquely in the middle of a giant accident whilst discussing it, had himself no time to worry about the technicalities of what was happening to him. At the end of a lurid trip across the middle of the corner he picked himself out of a car that was damaged only mildly, about the left rear. (Some further damage was apparently caused by rough handling by marshals clearing it away.)

So that was that. It was only a two-car race now, Hunt against Lauda, nobody else looking like challenging them. It was only a matter of seeing if the Ferrari could come good and catch the Hesketh. And it didn't look like it for a while. For lap after lap the interval stayed steady enough to hearten the *eengleesh*. Perhaps it was shrinking a little, but not as much as Lauda's pole position would have indicated. It seemed to be shrinking not on speed at all, but on speed through traffic.

Behind there was quite a bit of tussling going on for a while, but gradually various unhappy endings thinned it out. Poor old Jacky Ickx, who had greeted the rainy afternoon with perhaps a ghost of a smile, had no chance to reaffirm his



Jody Scheckter pressing on in the Tyrrell before the engine blew up.

"Rainmaster" image because on his seventh lap his engine blew up. Exit the Le Mans winner; back to the same old . . .

Next out was the BRM; Evans, whose old-style engine hadn't any more poke than anyone expected of it, did have enough poke to spin him around on his next lap after his tyre change and then enough to bring him to a stop a few laps after that with crownwheel failure. The World Champion, trying hard to stay in the thick of things but not succeeding, lasted until over half distance before first fifth gear stripped and then his engine blew up — there were small bits of metal in one of the inlet horns. That was about the time that Watson gave up; upon rejoining the track after his pit stop John found a terrific vibration, "so bad that I could hardly see the instruments." Whatever the cause, it gradually broke the supports of the rear wing, and then it broke all the bolts holding both rear brake discs to their hubs.

Mass' early promise had turned to disappointment because the engine just would not run at anything less than full throttle. In the middle of all the corners it would simply stutter and stumble dreadfully, and after coping with it for most of the race Jochen suddenly went flying off the road when it cut out entirely. After looking at the bent front suspension, his mechanics then looked at the back and found the little metering unit throttle rod had broken. Then Laffite, who had been driving strongly, faded away and stopped with the outside of his engine covered in oil. Scheckter, who had settled into place ahead of Regazzoni for most of the distance and was driving with contented patience, suddenly arrived in the pits at a creep with a dead engine. Something massive had broken coming onto the straight. Two laps after that, the end of the race almost in sight, having in fact driven a very good race, moving up, Peterson's engine shut itself off going around Tarzan. When they checked over his car later, the Lotus mechanics with grimset lips realized that it had simply run out of fuel at a distance consistent with someone having neglected to put in the last five gallon churn of petrol.

So as the race came to its end, the full 75 laps despite the earlier rain, there were still 14 of the 24 starters running. Lombardi was last of them, just running around and around. Jones, who had never

quite cured his new mount's understeering tendencies, found it worse twice over. Early on the spar holding the pair of nose wings (the new ones of higher downforce) bent and he had to stop for a complete new nose with wings of the older pattern. Then, unaccountably, one of these bent too. Alan was not his cheerful self. Ian Scheckter ended his two-race arrangement with Williams not very cheerful either, for he too had had a stop to fix a disintegrating nose, in this case having to remove one of the spoiler lips that had been added to combat understeer that was now dragging in the road.

But Wilson Fittipaldi was a happy man. "She's going better today than ever before. I am one second quicker than before — in fact I am quicker than in practice. For the first time I am able to fight with the other cars. Ehnnn, feel good!" It was a nice ending to what hadn't looked like a nice day at all, for after but two laps of the wet practice a rear wheel had come loose. Once the race started, the car was terrible in the wet and Wilson lagged badly, but when the dry conditions stabilized the car was transformed. "For me was the best race!"

Van Lennep ran as well as he could with no problems other than a rather chaotic pit stop. Depailler, having, by his shunt with Brambilla, lost ground early on and finding to his alarm that he needed about 45 deg left lock to hold the car in a straight line, was actually storming around as fast as he could and was quite pleased with himself to have only lost two laps to the leaders.

Staying one lap behind the leaders, but not pleased with himself, Donohue found late in the race that his high-speed oversteer was so bad that he couldn't catch Wilson Fittipaldi who was three laps behind. Brise just ahead, one place out of the points, was by contrast quite contented with his day and pointed out that he was catching up to sixth place by the end. "I should have stopped earlier, because my back tyres were really going off when it got dry," but his only other problem was having to pump the brake pedal twice before entering every corner. For a while, some people with watches found, he was lapping as fast as Hunt.

Tom Pryce too had brake troubles at the end, the pedal "going to the floor"; it spoilt a very promising early run when he'd charged up from

the fifth row to fifth place. Carlos Pace was fifth but not too happy about it, for a baulky wheel had ruined his pit stop. Both he and Carlos Reutemann, one place higher, despite their detail differences were on wet set-ups and the fact that Martini Brabhams were the second most successful Ford cars on the day didn't seem to console anyone. Part of Big Carlos' dim expression came from an incident with Pryce, which had bent his front suspension and produced nasty vibrations.

Regazzoni, running "the muleta engine, it was the last one we had, and it was 30 horsepower less" found himself free of challenge by the end and in third place on the leader's lap. About the only thing wrong was a nose fin that had apparently been nerfed somewhere, but closer examination showed that it had not hit anything but been hit — by a stone. A missile perhaps half an inch in diameter had clearly struck the leading edge like a bullet, passing completely through the chord and out the trailing edge; the foam-filled aerofoil was so weakened that it gradually bent down.

Now for the real race. Hunt was losing ground to Lauda, little by little. He was having some trouble with backmarkers, and knots of them were occasionally costing him the odd second or two. After all, Dutch flag marshalling has long set a notorious standard, and in very many cases the backmarkers' first indication of the race coming through was the Hesketh nose wing chopping by. Lauda, with forewarned people ahead, was getting through with less delay.

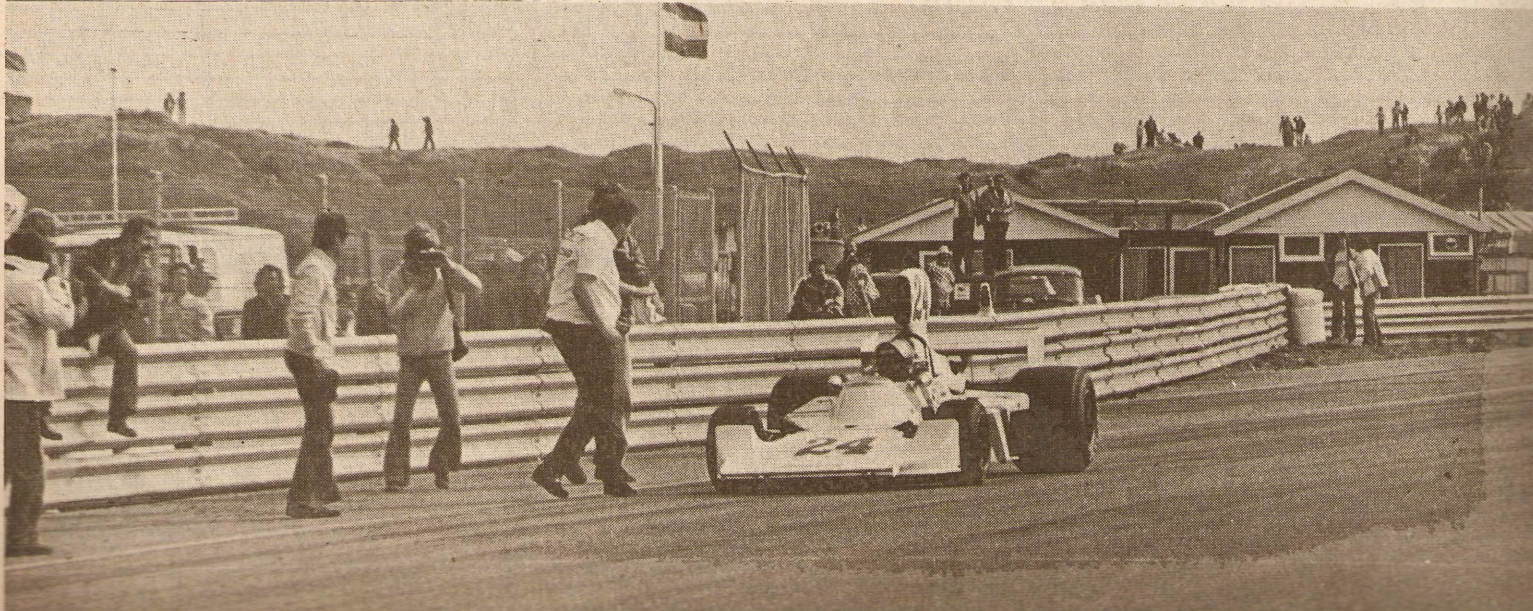
James was also trying to be as careful as he could. "I sometimes had to be pretty brave to get by other cars, because I had to line them up and do it before we got to a bad place — if I'd ever have gotten stuck in the corner onto the straight, for instance, Niki would have been by like a shot." But on the other hand there has been all that stick he's been taking about "falling off the road while leading motor races." At Spain and Argentina this year, and at Argentina last year come to that, he'd let it all down by spinning off. To do it now, after all this, with a Ferrari literally now jammed under his wing, would have been understandable — but not forgivable.

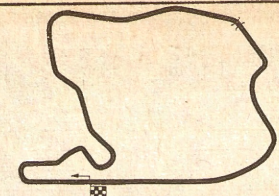
Lauda did close up, and for many long laps at the closing stage of the race was nose to tail and looking for the slightest error. The confidence of many GP victories under his belt, the ease of a comfortable Championship points lead sweetening it, he could afford to wait for "Hunt the Shunt" to goof.

But James didn't goof. He never put a wheel wrong, he never missed a step in his pattern. As the last five laps began he even began to press himself harder, "I really settled myself in," and the Hesketh actually drew out a little from Ferrari. Quicker round the fast bends at the back, quicker along the straight, losing ground only in the slow corners now, Hunt came out onto the straight for the 75th time still having made no error. The final corner accomplished, he ran down the straight and took the flag not quite a second to the good. The Hesketh pits exploded.

There were smiles elsewhere, too, it was a popular victory. It was a hard fought, clean, worthwhile victory too, one that will always stick in the mind — and that James Hunt and Hesketh had stopped the Ferrari winning streak was not the least of it!

Alexander, the Lord Hesketh, rushes over to congratulate his driver after their tremendous victory.





WORLD CHAMPIONSHIP ROUND 8	LENGTH 75 laps of 2.626 mile circuit.	196.95 miles
WEATHER RAIN AT FIRST. SUNNY LATER. WINDY.	No. of STARTERS 24	FINISHERS 16
WINNER J. HUNT in HESKETH 308	av. speed 110.48 mph	
FASTEST LAP N. LAUDA in FERRARI 312T	No. 12 on lap in 1 min. 21.54 sec.	115.91 mph
EXISTING LAP RECORD R. PETERSON in JPS-FORD 72D	in 1 min. 20.31 sec.	117.71 mph
PREVIOUS YEAR'S RESULT N. LAUDA in FERRARI 312 B3	at 114.72 mph	

ENTRIES			FUEL/OIL		TYRE		CHASSIS		ENGINE	
NO.	DRIVER	CAR	ENTRANT	CONTR.	TYRE	CHASSIS	ENGINE			
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO	GOOD	M23/9	DFV 060	M23/4	UNUSED SPARE.	
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO	GOOD	M23/8	DFV 217			
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/2	DFV 196	007/5	UNUSED SPARE.	
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF	GOOD	007/4	DFV 210			
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-9	DFV 211	72-8	UNUSED SPARE.	
6	J. ICKX	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-5	DFV 205			
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA	GOOD	BT44B-1	DFV 164			
7T	C. REUTEMANN	MARTINI-BRABHAM BT44 B	MARTINI RACING	FINA	GOOD	BT44B-3	-		ALSO USED BY PACE AS BT.	
8	C. PACE	MARTINI-BRABHAM BT44 B	MARTINI RACING	FINA	GOOD	BT44B-2	DFV 095			
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	-	GOOD	751 (3)	DFV 094			
10	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	-	GOOD	751 2 (4)	DFV 119			
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312T (021)	Type 312 B	018	UNUSED SPARE.	
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	312 T (022)	Type 312 B			
14	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-05	142-023			
14T	B. EVANS	STANLEY-BRM P201	STANLEY BRM	DUCKHAMS	GOOD	P201-02	-			
16	T. PRYCE	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV-081			
17	J.-P. JARIER	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-1A (5)	DFV 076			
17T	J.-P. JARIER	UOP-SHADOW DNS	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-3A	-			
18	J. WATSON	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	FINA	GOOD	TS-16-05-4	DFV 063	TS16-02-4	UNUSED SPARE.	
20	I. SCHECKTER	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-03	DFV 207			
21	J. LAFFITE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA	GOOD	FW-04	DFV 208			
22	A. JONES	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO	GOOD	GH-3	DFV 226		LOLA UNUSED SPARE.	
23	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO	GOOD	GH-1	DFV 116			
24	J. HUNT	HESKETH 308	TEAM HESKETH	-	GOOD	308-2	DFV 197			
24T	J. HUNT	HESKETH 308	TEAM HESKETH	-	GOOD	308-3	-			
28	M. DONOHUE	PENSKE PC-1	CITIBANK TEAM PENSKE	SUNOCO	GOOD	PC-1-003	DFV 202	001	UNUSED SPARE.	
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	-	GOOD	FD-03 (1)	DFV 191		NEW CAR	
30T	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	-	GOOD	FD-02	-			
31	G. VAN LENNEP	ENSIGN N174	HB BEWAKING TEAM ENSIGN	-	GOOD	MN-02	DFV 169			
35	H. FUSHIDA	MAKI F101C	CITIZEN MAKI F1 TEAM	-	GOOD	F101-002	DFV 100		DN8, DNS.	

RESULTS											
POS. NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	24 J. HUNT	HESKETH 308	75	1h. 46m. 57.40s.	110.48 mph.	LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
2	12 N. LAUDA	FERRARI 312T	75	1h. 46m. 58.46s.	110.46 mph.	LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
3	11 C. REGAZZONI	FERRARI 312T	75	1h. 47m. 52.46s.	109.54 mph.	LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
4	7 C. REUTEMANN	MARTINI-BRABHAM BT44 B	74			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
5	8 C. PACE	MARTINI-BRABHAM BT44 B	74			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	16 T. PRYCE	UOP-SHADOW DNS	74			LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
7	23 T. BRISE	EMBASSY-HILL GH	74			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	28 M. DONOHUE	PENSKE PC-1	74			LOCK FER	BILSTEIN	HEW FGA 400	CHAMPION	LUCAS	LUCAS
9	4 P. DEPAILLER	TYRRELL-FORD 007	73			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	31 G. VAN LENNEP	ENSIGN N174	71			LOCK FER	ARM	HEW FGA 400	MOTORCRAFT	LUCAS	LUCAS
11	30 W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	71			LOCK FER	KONI	HEW TL 200	CHAMPION	LUCAS	LUCAS
12	20 I. SCHECKTER	WILLIAMS FW	70			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
13	22 A. JONES	EMBASSY-HILL GH	70			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
14	10 L. LOMBARDI	MARCH 751	70			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
15	5 R. PETERSON	JPS-72	69	NOT RUNNING AT FINISH	NO PETROL.	GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
16	3 J. SCHECKTER	TYRRELL-FORD 007	67	NOT RUNNING AT FINISH	ENGINE.	LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS			CHAMPIONSHIP POINTS			
NO.	DRIVER	LAPS	REASON	DRIVERS		MANUFACTURERS
9	V. BRAMBILLA	0	SHUNT WITH DEPAILLER ON START LINE.	N. LAUDA	38	FERRARI 41
6	J. ICKX	6	ENGINE.	C. REUTEMANN	25	BRABHAM-FORD 38
14	B. EVANS	23	CROWN WHEEL.	E. FITTIPALDI	21	MCLAREN-FORD 26½
1	E. FITTIPALDI	40	ENGINE.	C. PACE	18	TYRRELL-FORD 19
18	J. WATSON	43	VIBRATIONS. WING SUPPORT.	J. HUNT	16	HESKETH-FORD 16
17	J.-P. JARIER	44	SHUNT. TYRE DEFLATION.	C. REGAZZONI	16	LOTUS-FORD 6
2	J. MASS	61	SHUNT. METEERING UNIT ROD.	J. SCHECKTER	15	SHADOW-FORD 3½
21	J. LAFFITE	65	ENGINE.	P. DEPAILLER	11	PARNELLI-FORD 3
				J. MASS	10½	PENSKE-FORD 2
				J. ICKX	3	MARCH-FORD 1
				R. PETERSON	3	HILL-FORD 1
				M. ANDRETTI	3	



## Snippets from Donegal

### Deserted

Fred Patterson, who bought Cahal Curley's Carrera, had more problems than he bargained for in Donegal when, at the start of the second Knockalla stage, just one from the end, he was having trouble getting it started. His co-driver was not apparently amused with this setback and promptly got out of the car, took off his helmet, and informed the luckless Patterson that he would see him back in Letterkenny. Fred managed to persuade one of the mechanics to put on a helmet and do the last two stages with him in order to get to the finish.

### Flying off

Ari Vatanen had a fraught event in the G1 DOT Ascona. Apparently the first three stages were unadulterated anarchy as the driver was translating Dave Richards' notes into Finnish before acting on them, with the result that they came just a little late. Offs were the order of the weekend for the crew, and on Saturday the engine began to flood itself irritatingly on the line at the start of stages. Ari, however, was really flying and had worked the car up from eighth to fourth in G1 before their next off on Gweebarra Bayz. Thirty spectators manhandled the car back onto the road before the Opel was suffering from a slow puncture as a result of the excursion, and with 10 minutes of lateness allowance already used up there was little to be done when the deflating tyre led them off farming on the very next stage.

The group 1 situation in Donegal provided a very interesting struggle between "Moby" McMahon and Bertie Fisher — the situation finally resolved when 'Big D' fractured the sump in Knockalla after having had to do Fanad Head without a shock absorber on the last day. Fisher, in Brookes' old car, maintained the legendary Brookes-style problem solving, coping with exhaust, gearbox mounts and shock absorber maladies on his way to 10th overall. David Hardcastle had a good outing in the 3-litre Capri despite frightening himself and all about him on Knockalla crossroads; and Ari Vatanen, seen below, must surely have qualified for the 'man with the most offs' award.



Dessie McCartney drove superbly in Donegal.

### No brakes

Speeds attained by the leading cars over the stages in Donegal are little short of amazing and Dessie McCartney in fact calculated that he had averaged 84mph over one stage on the Saturday. His gearbox problems had meant that in service he had been forced to neglect the brakes and on Sunday evening he called over to Billy Coleman who was signing autographs on a bank, "see what we use for brakes!"

The centre pedal in the Porsche was going down to the floor boards.

● The Rallies Committee of the RAC are holding an open day on Friday August the 15th and they will welcome anyone who wishes to put a question to them in person provided that the individuals concerned will put their questions in writing to the RAC prior to the end of July.

## Latest points

The overall situation in the Castrol/AUTOSPORT rally championship after the Circuit of Donegal has not changed much, but Tony Drummond now moves into second place. **Drivers overall:** George Hill 53 points; Tony Drummond 35; Tony Fowkes 34; Richard Iliffe 33; Rob James 32. **Co-drivers:** Phil Short 53 points; Bryan Harris 34; Tony McMahon 33; Allan Greenwood 31; John Brown 29. **Group 1 drivers:** Paul Appleby, after finishing in the points in Donegal, extends his lead to 55 points; Ian Lawless 29; Tony Baines 27; Henry Inurrieta 24; **G1 co-drivers:** Keith O'Dell 55. Jean Denton now has a massive lead in the ladies' section with 25 points over nearest rival Jill Robinson with 9. Rosanne Clinton now has a 15 points in the lady co-drivers section, equal to Freda Brake, while Dilys Rogers (18 points) remains in the lead.

● Tony Fowkes will not now be doing the Portuguese Rally owing to his prior commitments to the Texaco and the Jim Clark. Anyone wishing to find a co-driver for this event need look no further than Byfleet as Martin Holmes is very anxious to go.

● Rumour has it that Fiat will not be competing at a works level in any rallies next year and that Lancia will be concentrating solely on the Beta—the Stratos being the subject of a concentrated race programme.

## CSI Deliberations

The CSI have recently been considering what cars should be eligible in '77 with the change in Appendix J regulations. It seems at the moment as though there will be two major classes, Groups 1 and 3 with two special rally groups amounting to 1 and 3 attached. If this situation comes to pass it will mean the end of all the 16 valve G2 cars for instance.



## ETC Group Stages:

### Entry list growing

Over 70 entries have so far been received for the Welsh Border Car Clubs' ETC Group stages rally which takes place on Saturday July 26th. Top names so far include Castrol/AUTOSPORT leader George Hill, third placed man Tony Fowkes, Reg Mullenger, Pal Appleby, Ian Lawless, Tony Baines and even Tony Pond in the Turbo Kadett. Although over 600 copies of regulations were published, the supply has now been exhausted despite the fact that enquiries are still flooding in. Sue Thompson asks that if anyone has a spare set or has finished with theirs? Could they please return them to her at "Frondeg," 42 Walford Road, Oswestry, Shropshire. The rally is now apparently to consist almost entirely of forestry stage mileage as the organisers have been having some trouble acquiring private roads for the event.

Tony Fowkes — serious Castrol/AUTOSPORT contender?



● The organisers of the Jim Clark rally are watching the Otterburn ranges very closely at present to make sure there is no practising on these notorious roads. Dave Holliday is in fact taking a camping holiday up there prior to the event so he can watch at first hand, although there is no information as to whether he will continue to pitch his 'bivvy' when the red flag is flying.

● Ordnance Survey maps hope to have their new 50,000 series maps complete for England, Scotland and Wales by Easter of '76.



## No foreign crews for Heatway

New Zealand's Heatway international rally, due to start in Auckland on July 7th, and finish in Wellington on July 12th, has attracted 89 entries, none of which originate from farther afield than Noumea. Of the total, 41 are Japanese cars — Mitsubishi, Mazda and Datsun, as well as a sole Honda Civic — and 27 are Ford Escorts. Other makes include Skoda, Torana XU1, Fiat, Mini-Cooper, Triumph PI, Marina, BMW and Alfetta GT.

Top seed is Australian Doug Stewart in a Mitsubishi Lancer entered by Todd Motors Ltd, a Chrysler and Mitsubishi distributor, with associated dealers. Fellow Australian John Dawson-Damer is co-driver. Other members of the Todd team are Australians Barry Ferguson/Lindsay Adcock, also in a Lancer, seeded at five, and New Zealanders John Gladhill/Harvey Kibble in a Group 1 Galant 1850. It had been hoped to have Andrew Cowan lead the team, but the Scotsman's other commitments ruled him out.

Predictably, Mike Marshall, with regular partner Arthur McWatt, is at two on the list. He is running an Escort RS as are the other members of the Ford manufacturer's team Colin Taylor/"K" Foulkes and Blair Robson/John Rolfe, who are seeded three and four respectively. Rod Millen/Mike Franchi (Mazda RX3) are sixth on the list, Paul and Sue Adams (Escort RS1800) come next, followed by Leo Leonard/Neil Cruickshank (Datsun 1300). Angus Hyslop with Jim Scott, the man who helped Cowan win the Heatway in a Mini-Clubman in 1972, are at 12 in a Mazda RX3.



Mike Marshall — Heatway favourite?

Australians Evan Green/John Bryson are at nine with the sole Alfetta GT. From Noumea, Jean Louis Leyraud and Thierry Coursin will drive a BMW 2002 Ti, similar to the car Leyraud drove to ninth place in the 1972 Heatway. They are seeded 13.

Also from Noumea, Jacque Jeandot and Luc Gleize are seeded 25 in an Escort Mexico. Gleize was Marshall's co-driver in last year's New Caledonian Safari Rally.

Although everybody who is anybody in New Zealand rallying is in the Heatway, the paucity of overseas entrants and the fact that there are no entries from the United Kingdom and Continental Europe certainly detracts from the international flavour. The number of entries is not up to expectations either and this has been attributed at least in part to the expense involved. Apart from other considerations, petrol is now almost £1 per gallon in New Zealand.

## Local crew win Bath F. Stages

With Gordon Batchelor a non starter — he blew up his motor in private testing the day before — and Robert James retiring after only two stages, Ivor Jones and Robert Wood came through to an exciting nine seconds win on the Bath Festival Stages rally last Sunday. In their Escort TC the crew, from Bath, held onto a tenuous lead to beat John Ferguson and John Billett's RS 2000. Third, and leaders initially, were Geoff Keet and Roy Wilcox in a Porsche Carrera who led after four stages but then thumped a bank at high speed after a slide. The consequent damage forced them to back off on the remaining 13 stages.

A full house of 130 crews set off on the first running of the event as a daylight exercise and 44 stage miles

were arranged. Only one stage had to be scrubbed — an Avenger rolled and blocked the road — and the majority was in the Maiden Bradley area with old favourite Stourton being the main spectator point.

At lunch the Ferguson RS held a six second lead over Jones with Keet third. Andrew Butt's Mexico had been going well at this stage but he disappeared in Merehead Quarry second time round when he yumped badly and damaged the crank and sump.

1 I. Jones/R. Ward (Escort TC), 3528 penalties; 2 J. Ferguson/J. Billett (RS 2000), 3537 pens; 3 G. Keet/R. Wilcox (Porsche Carrera), 3556 pens; 4. E. Hardy/S. Jones (Mexico), 3564 pens; 5 R. Aitken/A. N. Other (Escort), 3686 pens; 6. P. Collins/M. Shotter (RS 2000), 3699.

## Barum celebrate

As part of the festivities to "celebrate the 30th anniversary of the liberation of our country by the Soviet Army" . . . comes the news of the Barum Rallye 1975. This Czechoslovakian event, sponsored by the tyre company of that name will run from 28th to 30th of August and will contain 130km of stages within a 995km overall route. Helping to boost the very meagre competitive mileage will be a couple of visits to the Otokovice circuit for Llandow-type sessions.

● A broken throttle cable, which cost him seven minutes, effectively put paid to any chances of success last weekend for HRH Prince Michael of Kent on the Bath Festival Stages. With Brian Little, the Prince was doing the event as a warm-up for the forthcoming Tour of Britain. Brian Little was with him in the Reeds Rallysport of Torquay RS 2000.

● Carmarthen MC's Central Tyre Services Rally, scheduled for 5/6th July, a Welsh Championship event, has to date received a strong entry of over 80 crews. All entries received have been accepted and further entries will be taken up until Monday, 30th June.

## Circuit of Wicklow

Details of the Motor Enthusiasts' Club Gulf Motor Oil Circuit of Wicklow have just materialised in our offices. The 150 mile route will contain 85 miles of stages — both closed roads and forests. The rally takes place on Saturday, July 26 with a booze-up in the evening.

## . . . and Galway

Regulations are now available for the Galway Hotel International. Comprising of 30 tar stages for a prize fund of £1,000 (250 stage miles). Galway is on the weekend of 6-7 September and is sponsored by the Galway International Hotel, Salthill.

● A minor triumph occurred last week up in Barnsley when the Turnpike Garage Saab 99 EMS of Geoff Grundy and Peter Murray won the 150-mile Bell Trophy Rally. The event, organised by the Vagabond MC, produced the first-ever win for the G2 Turnpike Saab and also, it is thought, a first win for the 99 EMS in rally competition.

● Many readers will regret to hear of the untimely death of Tony Richardson at the early age of 36, for several years now a much liked member of the well-known Bexley Light Car Club committee and untiring editor of their well thought of News Magazine. Not only was Tony an unobtrusive but enthusiastic member of that committee but in addition he gave unsparingly his

## "Shellsport" Dean set for larger prize-fund in '76

Plans are well under way for the 1976 Tour of Dean, to be known as the Shellsport Dean next year. Former Clerk of the Course, Bob Stone, has departed to Canada and a new organising team has been formed. Stone's duties taken jointly by Owen James and Richard Laking, and secretarial work by Ian Carter.

Format will be same as before with an excess of 80 special stage miles within a tight overall mileage. The organisers are hoping to double the prize fund and to meet their target are looking to the possibility of having individual stages sponsored by commercial bodies. Enquiries for any such support should go to: Richard Laking, "The Haven," Nantydwerry, Abergavenny, Gwent NP7 9DW.

time and experience to the consistent publication of the Bexley Magazine every fortnight. In this he was aided considerably by his wife Diane. He was furthermore an active competitions member of BLCC and navigated on several recent events. His death is a sad loss to Bexley and sympathies are extended to his widow Diane and two young daughters.



Donegal: Achim Warmbold's dramatic win came at a good time for this rally as an observer was present to consider the possibility of ECR upgrading next year.

● Corsham Plant Hire of Corsham, Wilts, have reached an agreement with "Bathspeed," Bath based Rally Sales and Preparation people, to sponsor their Capri 3000 GT in stage rallies this year. The specially prepared car will be driven by Dennis Moody, a marriage which has already proved successful in securing many good placings in stage rallies and numerous class awards in the 1974 BTRDA Autocross championship.

Painted in the distinctive colours of Red and Purple (the latter being Corsham's house colour), it is hoped that this sponsorship will promote both companies. Corsham Plant Hire who have one of the largest range of excavators in the area, may well at a later date get involved with site preparations for similar events in the Rally-Autocross calendar.

● "Rally Team Jersey" have entered two cars in the forthcoming 24 Hours D'Ypres. For this year's rally their crews and cars will be Mike Dodds/John Platt with a 1293 cc Cooper 'S' and Jimmy Lees-Baker Peter Gray in a Lancia Fulvia 1.6 HF. On last year's event Dodds came second in class, behind Luy Breckts with a works Marina. Their Mini-Cooper should be quicker this year, on what will probably be its last international. For the Sherry Rally the crew hope to have an ultra-lightweight example prepared. The 24 D'Ypres will be Lees-Baker's first international.

## Donegal—special stage times

- SS1 Carn Hill**  
1, D. McCartney 5.43; 2, B. Evans 5.41; 3, B. Coleman 5.52; 4, D. Agnew 5.52; 5, C. Wathen 3.53.
- SS2 Derrylaggy**  
1, D. McCartney 3.22; 2, C. Curley 3.25; B. Evans 3.25; 4, A. Warmbold 3.29; 5, C. Wathen 3.30.
- SS3 Glen**  
1, D. McCartney 5.46; =2, B. Coleman 5.51; A. Boyd 5.51; =4 C. Curley, B. Evans 5.54.
- SS4 Atlantic Drive**  
1, D. McCartney 8.36; 2, B. Evans 8.42; 3, A. Boyd 8.43; 4, B. Coleman 8.46; 5, A. Warmbold 8.53.
- SS5 Crocknakilla**  
1, D. McCartney 5.29; 2, A. Warmbold 5.34; 3, B. Coleman 5.35; 4, B. Evans 5.40; 5, A. Boyd 5.42.
- SS6 Muckish Gap**  
1, D. McCartney 3.16; 2, B. Coleman 3.21; 3, A. Warmbold 3.23; 4, T. Drummond 3.25; 5, B. Evans 3.27.
- SS7 Derrylaggy**  
1, A. Warmbold 3.22; 2, D. McCartney 3.26; 3, B. Coleman 3.27; 4, B. Evans 3.27; 5, C. Wathen 3.29.
- SS8 Glen**  
1, A. Warmbold 5.43; 2, D. McCartney 5.45; 3, B. Coleman 5.48; 4, B. Evans 5.48; 5, A. Boyd 6.00.
- SS9 Lough Keel**  
1, McCartney and Coleman 6.30; 3, Warmbold 6.32; 4, Evans 6.34; 5, Wathen 6.39.
- SS10 Carn Hill 2**  
1, Evans 5.43; 2, Warmbold and McCartney 5.45; 3, A. Boyd 5.46; 4, Wathen 5.48.
- SS11 Bunlin Bridge**  
1, Warmbold and Coleman 9.05; 2, D. Boyd 9.08; 3, Agnew 9.12; 4, Wathen 9.13.
- SS12 Atlantic Drive 2**  
1, Warmbold 8.37; 2, Evans 8.38; 3, Coleman and McCartney 8.40; 5, A. Boyd 8.42.
- SS13 Derrylaggy 3**  
1, Warmbold 3.18; 2, Coleman 3.23; 3, McCartney and Evans 3.24; 4, Agnew 3.25.
- SS14 Glendowan**  
1, Warmbold 2.29; 2, Evans 2.30; 3, Coleman 2.32; 4, Tordoff 2.34; 5, McCartney 2.35.
- SS15 Gweebarra Bay 1**  
1, Coleman 9.05; 2, Evans 9.13; 3, Warmbold 9.18; 4, Wathen 9.21; 5, McCartney and Agnew 9.25.
- SS16 Rossbeg 1**  
1, Coleman 7.15; 2, Evans 7.16; 3, Warmbold 7.19; 4, McCartney 7.21; 5, Wathen 7.29.
- SS17 Glengesh 1**  
1, Warmbold 3.07; 2, Coleman and McCartney 3.05; 3, Evans 3.04; 4, Drummond and Wathen 3.11.
- SS18 Brackly Bridge 1**  
1, Coleman 4.14; 2, Warmbold 4.16; 3, McCartney 4.18; 4, Evans 4.21; 5, Agnew 4.25.
- SS19 Letterilly 1**  
1, Coleman 3.48; 2, Drummond 3.49; 3, Evans 3.51; 4, McCartney 3.52; 5, Price 3.54.
- SS20 Cloghan 1**  
1, Evans 4.47; 2, Coleman 4.51; 3, Warmbold, McCartney and Drummond 4.52.
- SS21 Doochary**  
1, Warmbold 5.34; 2, Coleman 5.45; 3, McCartney and Evans 5.47; 4, Drummond 5.48.
- SS22 Gweebarra Bay 2**  
1, Warmbold 8.54; 2, Coleman 9.01; 3, McCartney 9.03; 4, Evans 9.11; 5, Drummond 9.14.
- SS23 Rossbeg 2**  
1, Warmbold 7.06; 2, Coleman 7.14; 3, Drummond 7.18; 4, McCartney 7.19; 5, Evans 7.22.
- SS24 Glengesh 2**  
1, Warmbold 3.00; 2, Coleman 3.02; 3, Evans 3.04; 4, McCartney 3.01; 5, Drummond 3.07.
- SS25 Brackly Bridge 2**  
1, Warmbold 4.10; 2, Coleman 4.11; 3, McCartney 4.18; 4, Evans and Drummond 4.19.

## Houriham leads PRO series

The fourth round of the Sports Car Club of America's Lancia/Wonder Muffler PRO Rally Championship was won by Bob Hourihan and Doug Shepherd in a Volvo 142. They led the rally from start to finish despite a top field of top competitors that kept the battle close until, one by one, they all dropped out.

Top contenders were figured to be John Buffum and Dave Abrahamson in a Ford Escort, Jim Walker and Joe Le Beau in a Volvo 142, Scott Harvey and Wayne Zitkus in a Dodge Colt, and Californians Hendrik Block and Steve Ruiz in a Baja Datsun 1800 SSS. The Wonder Marathon 400 is rated as one of the most grueling events in the Championship as its

roads are narrow and very rough.

Early in the going Walker's Volvo broke its exhaust manifold and retired as to change manifolds would not have been possible with the limited service time granted. Blok and Ruiz found that their first trip to the Eastern part of the United States was not going to be to their liking as, although they are the top crew on the west coast of America, the competition was more than they had figured and they dropped back to 10th overall before running out of petrol on the last stage. Scott Harvey appeared to be slowed by a car that just wasn't running as well as it should have been and, although at second overall at the dinner halt

(mid-way) found himself in fourth spot at the finish.

With Hourihan and Shepherd out in front with almost a three minute lead over the field several newcomers slipped in front of Harvey. Ralph Brooks and Steve Messal in a Datsun 240Z were second and Steve Jankowski and Rick Thompson were third in a Dodge Colt.

By virtue of the win by Hourihan and the retirement of Buffum, Hourihan and Shepherd move into first place in the Lancia/Wonder Muffler Pro Championship having scored points in all of the qualifiers to date. Volvo leads the manufacturers Championship by three points over Chrysler. Drivers: B. Hourihan 280, J. Buffum 200, S. Harvey 200. Co-drivers: D. Shepherd 280, J. Buffum 200, W. Zitkus 200.

● South Wales motor sport personality Allan Richards is leaving Castrol to work for the central-Wales based Century Oils. Allan, until recently, ran the Welsh Association MC's Castrol Quiz and is well known as a rally start commentator and as president of Ystrad Mynach MC.

### SS26 Letterilly 2

1, Coleman 3.44; 2, Drummond 3.46; 3, Warmbold 3.48; 4, McCartney 3.51; 5, Evans 3.53.

### SS29 Lough Fern

1, McCartney 5.26; 2, Warmbold 5.32; 3, Coleman 5.33; 4, Evans 5.44; 5, Price and Drummond 5.47.

### SS30 Kindrum Lake 1

1, McCartney 10.53; 2, Warmbold 10.56; 3, A. Boyd and Evans 11.12; 4, Drummond 11.13.

### SS31 Fanad Head 1

1, McCartney 8.29; 2, Warmbold 8.35; 3, Coleman and A. Boyd 8.42; 4, Evans 8.44.

### SS32 Knockalla 1

1, Warmbold 9.42; 2, Coleman and McCartney 9.43; 3, Evans 9.59; 4, A. Boyd 10.16.

### SS33 Garrygort 1

1, Coleman 6.07; 2, Warmbold 6.09; 3, Drummond and Tordoff 6.12; 4, Evans 6.15.

### SS34 Lough Keel 2

1, McCartney 6.19; 2, Warmbold 6.25; 3, Coleman 6.28; 4, Price and Drummond 6.32.

### SS35 Atlantic Drive 3

1, McCartney 8.37; 2, Coleman 8.42; 3, Evans 8.45; 4, Drummond 8.46; 5, Warmbold and A. Boyd 8.51.

### SS36 Tullagh

1, McCartney 5.16; 2, Coleman and Drummond 5.18; 3, Evans 5.21; 4, Tordoff 5.23.

### SS37 Kindrum Lake 2

1, Warmbold 10.37; 2, McCartney 10.57; 3, Coleman 11.03; 4, Evans and Drummond 11.08.

### SS38 Fanad Head 2

1, Warmbold 8.21; 2, Coleman 8.34; 3, A. Boyd and Drummond 8.44; 4, Price 8.46.

### SS39 Knockalla 2

1, Coleman 9.23; 2, Warmbold 9.24; 3, McCartney 9.28; 4, Price 9.47; 5, A. Boyd 9.52.

### SS40 Garrygort 2

1, Warmbold, Coleman and Drummond 6.08; 2, Price 6.10; 3, McCartney 6.12.

## Perusse wins Canadian "Bison"

The sixth round of the Castrol Canadian National Rally Championship, The Trail of the Bison Rally, was run over the very nasty two track sand trails of the Sandilands National Forest around Steinbach, Manitoba which is some 40 miles Southeast of Winnipeg. The rally was won by Jean-Paul Perusse in his works Fiat 124 Abarth with co-driver John Bellefleur. Perusse was always in command of the lead and it was only for second position where the battle raged.

At the mid-point of the rally it appeared that there would be three cars all very close for the second spot. Randy Black/Tom Burgess, Bob Hourihan/Doug Shepherd, and Chuck McLaren/Doug Woods. However, just before the final stage of the first half the Datsun Violet of McLaren and Woods broke a tierod

and their second wheel of the night and this put them OTL. Black, in a Datsun 1800 SSS led over Hourihan's Volvo 142 by some two minutes but was going to have trouble holding this as he needed a gearbox change. This was accomplished at the dinner halt but just after the first stage of the second half the differential carrier hanger disintegrated and forced his immediate retirement.

With no other competition to contest the top positions the remainder of the event was quite tame by comparison. Out of a small field of starters, because the event is known as a very rough one only 26 started but four cars checked out every control. The four finishers were: Perusse/Bellefleur Fiat 124, Hourihan/Shepherd Volvo 142, Carson/Rymarchuk Mazda RX-3, and Leverton/Humphrey Datsun Violet.

## Taylor and Howden level-peg



"The Scotsman"/Gaelic Oil Scottish Rally Championship — positions after five rounds (Scottish Rally): Drivers: =1, Bill Taylor, Jim Howden 43 points; 3, Charles Samson 36; =4, Ian Wilson, Ian Milne 33; 6, Murray Grierson 29; =7, Alasdair Findlay, Alasdair Robertson 28; 9, Allan Arneil 25; 10, Donald Heggie 23. Co-Drivers: 1, Ian Marwick 42; 2, Ian MacIver 39; 3, Alec Samson 35; =4, Jim Thorburn, Johnstone Syer 30; 6, Pers Lindsay 29; =7, David McHarg, Roger Anderson 28; 9, George Dean 24; 10, Peter Anderson 23. Class leaders: up to 1000 cc — Vince Finlayson; 1001 to 1300 cc — John Butson; 1301 to 1700 cc — Jim Howden; over 1700 cc — Charles Samson.

Points after three rounds (Scottish Rally): Drivers: 1, Tom Clark 26; =2, Bill Birnie, Dougie Hume 23; 4, John

MacKenzie 18; =5, Peter Jeffrey, David Porter 15. Co-drivers: 1, Stuart Henry 26; =2, Neil Munro, John Tait 24; 4, Mike Carry; 5, David Porteous 13. Class leaders: Up to 1000 cc — Stanley Robertson; 1001 to 1300 cc — Tom Clark; 1301 to 1700 cc — Bill Birnie; over 1700 cc — Dougie Hume.

The drivers table will remain current until the Jim Clark Memorial (July 5th); the challengers table until the Border Counties on July 20th. Because of the pressure on places, the Jim Clark does not count for challengers points.

Can Bill Taylor win the series?



Donegal: Chris Wathen surprised almost everyone with his consistent high speed, which kept him in the top five for one-and-a-half days.



Jim Yardley quickly established his front-engined Beagle Mk 3 at the head of the Monoposto Formula race and interest centred on the battle for second between the new Manta 75M of David Coombs and John Bryning, keeping championship leader Alan Baillie's Viking warm while the owner was on holiday. Despite setting a new lap record jointly with Yardley, Bryning had to settle for third in the end. Paul Maxwell lost fourth and the chance of the championship lead when he spun his Brabham BT21 into the bank at Country on lap nine, so Trevor Scarratt's sixth behind Nigel Howard-Jones and Joe Applegarth was good enough to take him past Baillie.

Brian Murphy's Duckhams-sponsored E-type was hounded all the way in the mod sports event by Andy Smith's ex-VRM/John Pearson Elan but the Jaguar never looked like losing. Murphy's mate Dave Moore was third in his newly acquired 4.2 E-type mongrel. This race featured the dice of the day for the 1300 class between the Spridgets of Ian McCullough, Richard Sutherland and Ronnie Grice which eventually finished in that order after much place-swapping. Smith's team mate Ken Allen in the ex-works Clan Crusader easily won the 1150 class, taking fourth overall and breaking Bob Jarvis's Davrian record.

With a fastest lap only 0.4 s slower than Tony Dean's outright record in the F5000 Chevron B24, Alo Lawler won the *Formula Libre* race at a canter from Sytner in the BDA-engined U2 Mk 17 he reserves for *Libre* racing. Only Manley's U2 and Applegarth's Brabham stayed within a lap of them.

The finish of the 750 race has already been described. Earlier several cars from the sparse field had gone off at Country leaving a meagre eight to trail round until Perry's resounding final effort.

## IAN TITCHMARSH

Assistance for an over enthusiastic driver.



8/11B). **Fastest lap:** Shipley, 1m 4.6s, 91.39 mph.

**Monoposto Formula Championship round (15 laps):** 1, Jim Yardley (1.6 Beagle-Cosworth/Ford Mk 3), 15m 6.8s, 97.66 mph; 2, David Coombs (1.6 Manta-Coombs/Renault 75M), 15m 11.8s; 3, John Bryning (1.6 Viking-Swindon/Ford Mk 1A), 15m 12.2s; 4, Nigel Howard-Jones (1.6 RTW-Lion/Ford 74/75M), 15m 23.0s; 5, Joe Applegarth (1.6 Brabham-Ford BT23C), 15m 26.0s; 6, Trevor Scarratt (1.6 Brabham-PMED/Ford BT21B), 15m 32.4s. **Fastest lap:** Yardley and Bryning, 59.0s, 100.07 mph (record).

**Formula Ford Final (15 laps):** 1, Eddie Jordan (Crosslé-Woodie 30F), 16m 2.0s, 92.06 mph; 2, David Harbour (Crosslé-Scholar 20F), 16m 4.0s; 3, John Murphy (Hawke-Scholar DL12), 16m 14.4s; 4, John Kent (Royale-Pegasus RP16), 16m 18.2s; 5, Bernard Devaney (Hawke-Murphy DL12), 16m 19.2s; 6, Stuart Baird (Merlyn-RE Mk 24), 16m 19.6s. **Fastest lap:** Jordan, 1m 3.4s, 93.12 mph.

**Modified Sports Cars (12 laps):** 1, Brian Murphy (4.4 Jaguar E), 12m 37.4s, 93.54 mph; 2, Andy Smith (1.6 Lotus Elan), 12m 40.2s; 3, Dave Moore (4.2 Jaguar E), 12m 54.6s.

**Over 2000 cc class:** 1, Murphy, 93.54 mph; 2, Moore; 3, Brian Mills (4.2 Jaguar E). **Fastest lap:** Murphy, 1m 2.4s, 94.62 mph.

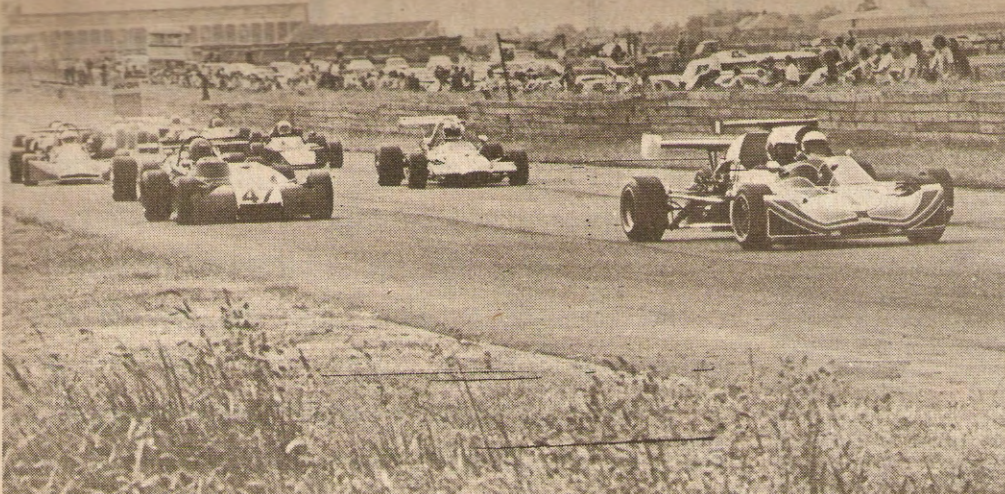
**1301 to 2000 cc class:** 1, Smith, 93.19 mph; 2, Max Payne (1.6 Lotus Elan); only starters. **Fastest lap:** Smith, 1m 2.2s, 94.92 mph.

**1151 to 1300 cc class:** 1, Ian McCullough (1.3 Austin-Healey Sprite), 87.25 mph; 2, Richard Sutherland (1.3 Austin-Healey Sprite); 3, Ronnie Grice (1.3 MG Midget). **Fastest lap:** McCullough, 1m 6.2s, 89.18 mph.

**Up to 1150 cc class:** 1, Ken Allen (1.2 Clan Crusader-Imp), 89.66 mph; 2, Peter May (1.1 Arkle SS); 3, Peter Fontes (1.1 Austin-Healey Sprite). **Fastest lap:** Allen, 1m 4.4s, 91.68 mph (record).

**Formula Libre (15 laps):** 1, Alo Lawler (1.6 Chevron-Nicholson B29 BDA), 13m 50.8s, 106.60 mph; 2, Frank Sytner (1.9 Mallock U2-Hart Mk 17 BDA), 13m 56.6s; 3, David Manley (1.6 Mallock U-Swindon/Ford Mk 17), 14 laps. **Fastest lap:** Lawler, 54.0s, 109.33 mph.

**Formula 750 National Championship round (12 laps):** 1, John Giles (JGS-Reliant Mk 5), 14m 19.6s, 82.41 mph; 2, K.I.M. Perry (DNC-Reliant Mk 3), 14m 19.8s; 3, Tim Green (Time-Reliant Mk 3), 14m 29.2s; 4, Lyn Evans (Centaur-Reliant Mk 2), 14m 50.2s; 5, Chris Hague (Wessex DNC-Reliant), 14m 57.8s; 6, Rodney Hill (Mystic-Reliant T2), 14m 58.0s. **Fastest lap:** Perry, 1m 9.4s, 85.07 mph (record).



The Formula Libre field starts out on 15 laps. Lawler won by 6s from Sytner.

## AINTREE

# A bright day of dull racing

Ten races in four hours on a hot afternoon with good entries should have ensured an excellent afternoon's sport at the Liverpool circuit last Saturday but somehow the Aintree Circuit Club's meeting never seemed to take off and the racing was untypically dull. Several lap records were broken but generally the leaders went unchallenged until the last race of the day when Kim Perry's Formula 750 DNC took over two seconds off the 1974 record in a desperate last lap bid to snatch victory from championship leader John Giles.

The Formula Ford heats were won by Irishmen,

earlier fought its way past the dicing pair of Bill Burley and Bruce Venn.

Geoff Friswell's first visit to Aintree ended on pole position where his U2 Mk 16 broke its diff but the lap record was still substantially broken by Frank Sytner in Peter Evans's U2 Mk 11B/16 on its way to victory, chased all the way by an on-form Malcolm Jackson. Tim Wood's Magnum boiled over and lost a certain third to Ray Edge's U2 Mk 17 three laps from the end, Edge being almost caught by Irishman David Manley who drove a storming race through the large field after a delayed push start for his new Mk 17.



Third-placed Stuart Oliver racing in shirt sleeves passes 851-1000cc winner Derek Walker.

**Formula Ford, Heat 1 (7 laps):** 1, Eddie Jordan (Crosslé-Woodie 30F), 7m 32.2s, 91.39 mph; 2, David Harbour (Crosslé-Scholar 20F), 7m 33.0s; 3, Stuart Baird (Merlyn-RE Mk 24), 7m 34.6s. **Fastest lap:** Harbour, 1m 3.0s, 93.71 mph.

**Formula Ford, Heat 2 (7 laps):** 1, John Murphy (Hawke-Scholar DL12), 7m 39.8s, 89.88 mph; 2, Janet MacPherson (Lotus-IRM 61MX), 8m 3.0s; 3, John Barker (Lotus-Barker 61MX), 8m 13.6s. **Fastest lap:** Murphy, 1m 4.6s, 91.39 mph.

**Special Saloon Cars (12 laps):** 1, Dave Millington (2.3 Vauxhall Fireza t/c), 12m 46.2s, 96.92 mph; 2, Norman Hodgson (1.8 Ford Escort FVC), 13m 9.6s; 3, Stuart Oliver (1.6 Ford Escort BDA), 13m 25.8s.

**Over 1300 cc class:** 1, Millington, 96.92 mph; 2, Hodgson; 3, Oliver. **Fastest lap:** Millington, 1m 2.6s, 94.31 mph.

**1001 to 1300 cc class:** 1, Kenneth Tomlinson (1.3 Mini-Cooper S), 80.79 mph; 2, Tony Dickinson (1.3 Hillman Imp BDA); only starters. **Fastest lap:** Dickinson, 1m 7.4s, 87.60 mph.

**851 to 1000 cc class:** 1, Derek Walker (1.0 Fiat 850 Coupé-Holbay), 87.06 mph; 2, Peter Cartledge (1.0 Austin A40-Holbay); 3, George Hard (1.0 Mini-Cooper S). **Fastest lap:** Walker, 1m 6.2s, 89.18 mph.

**Up to 850 cc class:** 1, Harold Nuttall (848 Mini-Cooper S), 78.07 mph; 2, Gordon Taylor (850 Mini); 3, Keith Wilkinson (848 Mini). **Fastest lap:** Nuttall, 1m 14.2s, 79.57 mph.

**Volkswagen (GB) Ltd Silver Cup Formula Super Vee Championship round (15 laps):** 1, John Morrison (Supernova-Heidegger M2), 14m 54.8s; 5, Bill Burley (Royale-Heidegger RP18A), (Royale-Heidegger RP19), 14m 40.2s; 3, Ronnie Grant (Taurus-Heidegger M24), 14m 53.4s; 4, Mike Young (Modus-Heidegger Ms), 14m 54.8s; 5, Bill Burley (Royale-Heidegger RP18A), 14m 56.0s; 6, Bruce Venn (Elden-Heidegger PH14), 15m 5.8s. **Fastest lap:** White, 57.6s, 102.50 mph (record).

**Northern Clubmen's Formula Champagne Championship round (15 laps):** 1, Frank Sytner (1.6 Mallock U2-Davron Mk 11B/16), 14m 23.4s, 102.57 mph; 2, Malcolm Jackson (1.6 Mallock U2-Holbay Mk 14), 14m 27.4s; 3, Ray Edge (1.6 Mallock U2-Holbay Mk 17), 15m 4.6s; 4, David Manley (1.6 Mallock U2-Swindon Mk 17), 15m 7.2s.

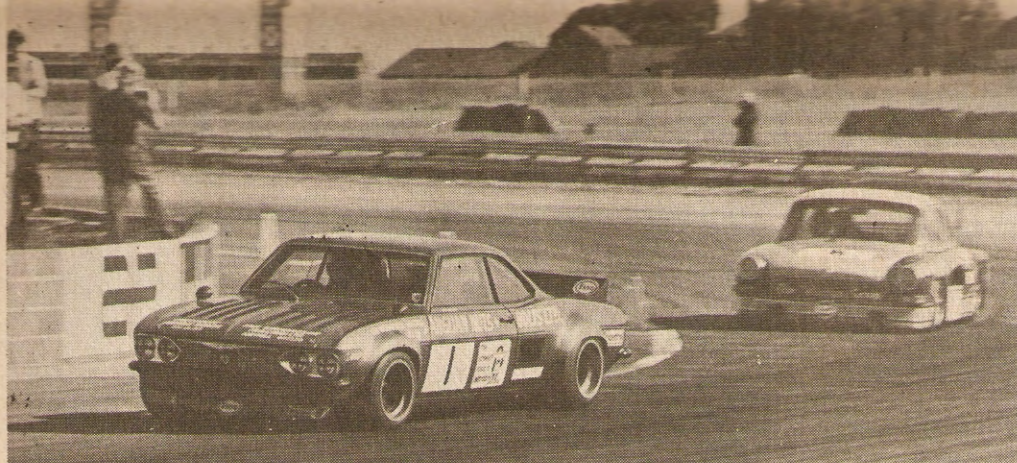
**Up to 1600 cc race-modified engines class:** 1, Sytner, 102.57 mph; 2, Jackson; 3, Edge. **Fastest lap:** Sytner, 56.4s, 104.68 mph (record).

**Formula Ford engines class:** 1, Ken Shipley (Mallock U2-Rowland Mk 11B), 88.50 mph; 2, Alastair Mackintosh (Mallock U2-Davron Mk 11B); 3, Ken Brown (Mallock U2-Rowland Mk

as is becoming the Aintree habit. Eddie Jordan's Crosslé 30F was challenged by Englishman David Harbour's 20F model in the first but always seemed to have the upper hand while the second was John Murphy's all the way. The final was a repetition of the first heat with Jordan again working hard for his win over young Harbour and Murphy in his Hawke a distant third. John Kent's Royale RP16 won a close tussle for fourth from Bernard Devaney's Hawke and Stuart Baird's Merlyn which lost fifth by running wide at Club on the last lap.

Keeping his local sponsors happy, Dave Millington dominated the special saloon race in the Brook Hire Fireza, Norman Hodgson's ex-Nick Whiting Escort FVC struggling with its clutch and a misfire on its way to second. The Escort BDA of Stuart Oliver eventually took third after an early struggle with the 1-litre Fiat of Derek Walker.

Only 10 Super Vees started despite a strong entry and nine of them were no match for John Morrison and his new Supernova which caught a puncture in the closing stages yet still beat Peter White's now un-sponsored Royale RP19 by nearly two seconds, White setting a new lap record as the leader came into his sights at the end. Mike Young in the Wallspan Modus M2 could have been third but spun on the last lap at Village and fell behind Ronnie Grant's Lola-based Taurus which had



Colin Hawker's DFV powered VW hounded Richardson's Corvair continually until the Corvair's power supply stopped.

## SILVERSTONE

# Cooke's sun-baked recipe

Peter Cooke gave Ken Harrison's self-designed Harrison Mk7 its first Clubmen's win of the year when he won the Tricentral round at Silverstone last Sunday. It was indeed a fortunate win in several respects, perhaps the most notable being that Cooke finished the race with a tyre going flat.

The BRDC were blessed with a good sized crowd and further continuation of the gorgeous weather we have been experiencing of late and this enabled them to play an admirable host to what turned into an excellent day's racing. We are very lucky in this country that our club standard is so much higher than anywhere else in the world.

Stars of the races supporting the Clubmen's "main" event were Geoff Lees, who triumphed in a very, very fraught Formula Ford slipstreamer, typical of what the circuit offers, while Colin Hawker's glorious Formula 1 powered VW managed to run fast and strong at a pace hard enough to force Ian Richardson's thunderous 8.1-litre Chevrolet Corvair into retirement.

Opening the day's proceedings was the first qualifying heat in the Brush Fusegear Formula Ford series. The first heat had a slightly better class entry, or rather more of the prominent FF names were assembled in this one, and, predictably, it turned into a real cracker.

Although FF doesn't seem quite so spectacular these days with the use of Dunlop's racing tyres, the closeness of the racing and the unpredictable driving standards give excellent value for money.

In the usual kamikaze rush away from the grid, Geoff Lees (Royale) and Chris Skellern (Crosslé) touched at Copse, the latter spinning but recovering well to rejoin the fraught seven car bunch that diced merrily for the lead throughout. It didn't take Lees long to take control and once in front, the Silverstone expert kept a useful distance in hand over Jim Walsh's Hawke, which had had a dramatic engine change after losing a unit in practice. Walsh just succeeded in holding off Kenny Gray (Van Diemen), impressive American newcomer Eddie Cheever (Dulon), Ireland's Eddie Jordan (Crosslé), Lou de Marco (Hawke) and Skellern, the latter half dozen covered by 2s. One who should have featured in this bunch was South African Rad Dougall but he ended up heavily against the Woodcote sleepers on the first lap in his Royale.

The second heat was run at a much faster pace with pole man Terry Fisher, now in a Van Diemen, taking command from Lee Wroe-Johnson's Rostron and cruising to an unchallenged win. Wroe-Johnson then became involved in a dust up with John Murphy (Hawke) and Mike King (Lola) while Belgian Claude Crespin in his Campari Merlyn watched and waited. After much place swapping, much to the crowd's entertainment, 0.6s covered them at the flag.

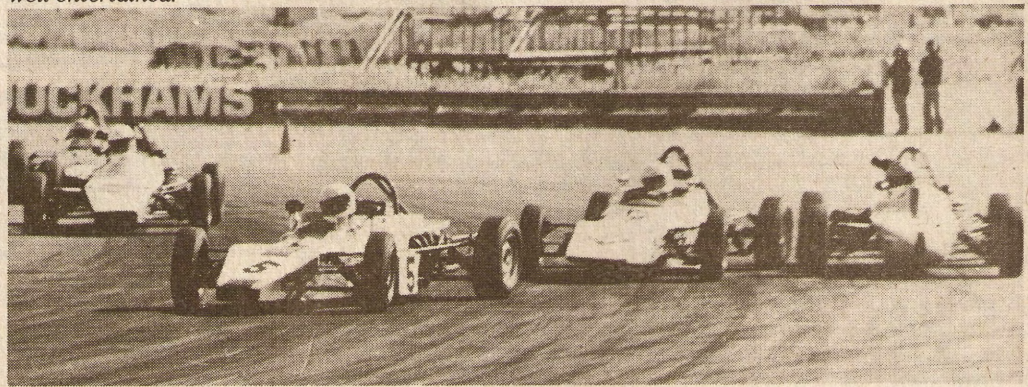
The final, which took place later in the afternoon, saw Fisher again on pole (although destined to retire with grass in the air intake) with Lees surprisingly on the second row. However, unless one gets away, and that's difficult at Silverstone, grid placings seemed irrelevant.

From the initial howling mass, the race gradually formed a pattern so that towards the end, six cars had pulled out those handy few yards. It was interesting to watch drivers like

Murphy and Walsh actually waving each other by while heading the pack, obviously working together. With a couple of laps to go, Wroe-Johnson, who had started to slip down slightly, burst to the front but then on the penultimate tour Walsh found himself to the fore. It was too early. The last lap towing match was just what the ever-present Lees required and he cleverly performed the *coup de grace* at Woodcote to beat Murphy by a positive margin. Then followed Wroe-Johnson, Gray, Walsh and Skellern with Cheever and Jordan virtually inseparable in front of Crespin and John Bright, who had come up well from near the back in his Merlyn after completing his heat stuck in fourth gear.

The evergreen Ray Payne got the jump on everyone at the start of the smaller Esso Uniflo saloon race and he was chased throughout by Richard Oliver's similar car. Poleman Richard Long (Anglia BDA) ran third initially, having taken up his grid position at the last minute after the gearlever had popped out in the paddock. However, after setting fastest lap, he was destined to retire with the stick broken this time near the end. This elevated Basil Dagge's Imp to third, but he had to overcome a fraught squabble between Jon Adlard's Mini and Geoff Gilkes' amazingly rapid Imp-engined 850 Mini first. Adlard helped by having a moment but Gilkes pressured Dagge

Too close for comfort - Geoff Lees, Kenny Gray and Jim Walsh keep the Silverstone crowd well-entertained.



**Brush Fusegear Formula Ford - heat 1 (7 laps):** 1, Geoff Lees (Royale-Minister RP21), 7m 40.0s, 88.09 mph; 2, Jim Walsh (Hawke-Scholar DL12), 7m 41.4s; 3, Kenny Gray (Van Diemen-Scholar RF75), 7m 41.8s; 4, Eddie Cheever (Dulon-Ford MP17), 7m 43.0s. **Fastest lap:** Walsh, Gray, Cheever, Lou de Marco (Hawke-Holbay DL12), Eddie Jordan (Crossle-Rowland 30F), and Chris Skellern (Crossle-Scholar 30F), 1m 04.2s, 90.17 mph.

**Brush Fusegear Formula Ford - heat 2 (7 laps):** 1, Terry Fisher (Van Diemen-Scholar RF74), 7m 37.6s, 88.55 mph; 2, Lee Wroe-Johnson (Rostron-Minister CT3), 7m 39.4s; 3, John Murphy (Hawke-Scholar DL12), 7m 39.6s; 4, Mike King (Lola-Close T342), 7m 39.6s. **Fastest lap:** Fisher and David Kemp (Merlyn-Abbott Mk20A), 1m 04.2s, 90.17 mph.

**Brush Fusegear Formula Ford championship round - final (12 laps):** 1, Lees, 13m 00.4s, 89.01 mph; 2, Murphy, 13m 00.8s; 3, Wroe-Johnson, 13m 01.0s; 4, Gray, 13m 01.2s; 5, Walsh, 13m 01.2s; 6, Skellern, 13m 01.8s. **Fastest lap:** Lees and Skellern, 1m 03.6s, 91.02 mph.

**Esso Uniflo Special Saloon Championship round, up to 850 cc and 851 to 1000 cc (12 laps):** 1, Ray Payne (1.0 Chrysler Imp), 13m 42.0s, 84.51 mph; 2, Richard Oliver (1.0 Hillman Imp), 13m 44.8s; 3, Basil Dagge (1.0 Hillman Imp), 14m 07.4s; 4, Geoff Gilkes (848 Mini-imp), 14m 07.6s. **Fastest lap:** Richard Long (1.0 Ford Anglia BDA), 1m 07.0s, 86.40 mph. **Up to 850 cc:** 1, Gilkes, 81.96 mph; 2, Mike Kirby (1.0 Chrysler Imp); 3, Charles Bernstein (848 Austin Mini). **851 to 1000 cc:** 1, Jim Walsh, 83.41 mph.

Tricentral Clubman's championship round, 1001 to 1600 cc

right to the batter end. The main race of the day was the Clubmen's SuperSports Tricentral qualifier. On pole sat Frank Sytner in "de General's" Mallock U2 with Vernon Davies (Mallock U2 Mk14) and reigning F1300 champion Tim Gath on the outside in his new Mallock U2 Mk11B/14. This was to be Gath's first proper Clubmen's race of the year since he won the F1300 series last year in such dominate style.

With Sytner sitting on the line waving his hands madly to signify a dead engine, Vernon Davies took advantage to catapult away into a lead he never looked like losing; until he clipped the Woodcote market cones with his nosecone that is. The damage was heavy enough to slow him right down and he eventually decided to pit and quit.

Up into the lead shot John Davies in Herb Moger's Gryphon C73A pursued by Peter Cooke's downdraught Harrison. Then came a huge gaggle comprising the Mallocks of Gath, Malcolm Jackson and David Manley plus the Gryphons of John Heitman (in Noel Stanbury's Zerostat car), Charles Tippet and Brian Green. In was a real ding-dong battle and worthy of the formula. Sadly it was not to last.

Heitman, who'd broken a rocker in practice and had the Swindon engine personnel rebuild it before the race, had to spin to avoid a back marker and Tippet ran over his nose. Tippet then pitted to have the grass removed from the nose.

Up front, Cooke, was handed the race when the other Davies quit with falling oil pressure and Gath came through to a well driven second. Sytner, following a push start, came 7th while Alex Ferrada put in a great run in beat Nick Adams' all conquering Camborough "Piglet" in the Aceplant U2 for the small class honours, although Adams got a new class record.

The big saloon race was really just between Ian Richardson's Corvair and Colin Hawker's Brabham suspended VW DFV. The Corvair led throughout, hounded by the now-sorted VW and it looked as if brute horsepower would triumph until the telltale plume of smoke from behind the American machine signalled its ultimate end. A very very distant second was Alan Minshaw's ex-Hazelwood DAF Oldsmobile.

The final race of the day saw John "Wingers" Wingfield score a good *Libre* win in his ageing Brabham BT35 having successfully psyched race leader Bobby Bell (Trojan T101) in running wide at Becketts. Both John Jordan (Can-Am McLaren) and Ray Mallock also took advantage, Mallock actually getting below the Atlantic record in his March but power and some neat driving triumphed for Wingfield.

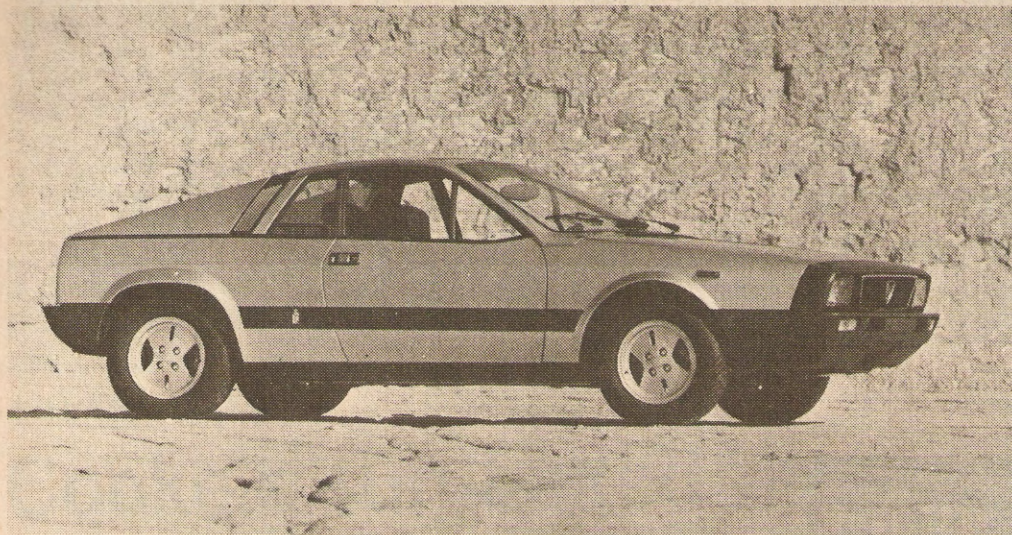
**CHRIS WITTY**

Too close for comfort - Geoff Lees, Kenny Gray and Jim Walsh keep the Silverstone crowd well-entertained.

**fully modified and 1600 cc FF-engined (15 laps):** 1, Peter Cooke (1.6 Harrison-Cosworth Ford Mk 7), 14m 43.2s, 98.32 mph; 2, Tim Gath (1.6 Mallock U2-Morth Ford Mk11B/14), 14m 47.2s; 3, Malcolm Jackson (1.6 Mallock U2-Holbay Ford Mk14), 14m 49.0s; 4, David Manley (1.6 Mallock U2-Swindon Ford Mk17), 14m 50.6s. **Fastest lap:** Cooke, 57.0s, 101.56 mph. **Formula Ford engine:** 1, Alex Ferrada (1.6 Mallock U2-Davron Ford Mk16), 91.04 mph; 2, Nick Adams (1.6 Mallock U2-Holbay Ford Mk16); 3, Alan Webb (1.6 Mallock U2-Holbay Ford Mk16E). **Fastest lap:** Adams, 1m 02.0s, 93.37 mph (class record).

**Esso Uniflo Special Saloon Championship round, over 1000 cc (12 laps):** 1, Colin Hawker (3.0 VW 1600-Cosworth Ford DFV), 11m 53.8s, 97.32 mph; 2, Alan Minshaw (4.8 DAF 55-Oldsmobile V8), 12m 37.4s; 3, Graham Goode (1.3 Ford Escort), 11 laps. **1001 to 1300 cc:** 1, Goode, 88.81 mph; 2, Baldwin, 87.3s; 3, Dave Thomas (1.3 Mini Cooper S). **Fastest lap:** Goode, 1m 03.6s, 91.02 mph. **Over 1300 cc:** 1, Hawker; 2, Minshaw; 3, Trevor Cooke (1.6 Ford Anglia 1/c). **Fastest lap:** Ian Richardson (8.1 Chevrolet Corvair), 57.8s, 100.15 mph.

**Jaybrand Formula Libre championship round (10 laps):** 1, John Wingfield (1.8 Brabham-Somers Ford BDA BT35), 9m 09.8s, 105.29 mph; 2, John Jordan (7.0 McLaren-Chevrolet M8E), 9m 10.6s; 3, Ray Mallock (1.6 March-Swindon Ford BDA 75B), 9m 12.2s; 4, Bobby Bell (5.7 Trojan-Chevrolet T101), 9m 17.0s; 5, Frank Sytner (1.8 Mallock U2-Hart Ford BDA Mk17), 9m 22.2s; 6, Chris Chot (2.0 Brabham-Ford BDA BT36), 9m 24.4s. **Fastest lap:** Jordan, 53.6s, 108.00 mph.



Lancia's Beta Monte Carlo is a 2.0 mid engined 2-seater.

## Lancia's Beta variations

The Lancia Beta saloon was introduced at the Turin Show in November 1972. It employs the Fiat twin-camshaft four-cylinder engine, of which three sizes are offered, mounted transversely and driving the front wheels through a 5-speed gearbox. Since then, a short-chassis coupe version has been introduced, of which I made a continental test for AUTOSPORT.

At the recent Geneva Show, two more Betas made their bow. These were the HPE (high performance estate) and the Monte-Carlo, both of which created something of a furor. The HPE resembles the coupe in styling, rather than the saloon. The tail gate hinges at the roof, includes the large, sloping rear window, and extends down to the bumper. Thus, easy loading of bulky objects is assured. Either half the rear seat or the whole of it can be folded away and there is sleeping space for two. In normal use, the car is a surprisingly roomy 4/5 seater with useful luggage space.

The doors are easy to enter and the seats are very comfortable, both front and rear. The interior treatment is attractive, with a good all-round view, and the impression is that one is driving a sporting car rather than an estate. The HPE can have either a 1600 cc or an 1800 cc engine, of which the car I tested in Italy had the former.

The power unit runs smoothly up to 6,000 rpm and the gearchange works easily, but the engine is sufficiently flexible to allow fourth and fifth speeds to be used for most of the time. The car will exceed 90 mph in fourth and I saw 180 kph (112 mph) on the speedometer. The engine is smooth and though it has an efficient sound, it is by no means noisy; similarly, road and wind noises are well subdued. The brakes are powerful and seem free from fading.

A strut and lower wishbone form of independent suspension, with detail differences, is used front and rear, plus anti-roll bars at both ends. Though the springing does not feel soft, it absorbs bad bumps remarkably well, while fast cornering produces very little roll. The rack and pinion steering is quite light in action and gives a good sense of control. The HPE is a well-balanced car and I would say that it understeers rather less than the coupe. It corners fast with little effort and the driver can put up a good average without alarming his passengers. The car runs particularly easily at 90 to 100 kph and fourth gear is very useful for regaining one's cruising speed after a traffic hold-up.

The Lancia HPE is a car of considerable refinement and though its engine is of moderate size in the interest of economy, it has as much performance as most people dare use nowadays. It is very well finished, particularly inside, and there is an air of quality about it. The appearance is both attractive and functional and the car will be available in right-hand drive form later in the year.

The Lancia Beta Monte-Carlo is a Pininfarina creation, but it is not only a styling exercise, for extensive use was made of the wind tunnel at the

design stage and many practical features for long-distance touring are incorporated. The steel body shell is strictly a 2-seater, with the transverse engine mounted behind the seats of the driver and passenger, but just ahead of the driveshafts to the rear wheels. The crossflow radiator is in the nose and its pipes pass down a central tunnel which also conveys air to the engine. The glassfibre front bumper has a low, central air intake to feed this duct and a pair of higher ones to supply the radiator.

Like the HPE, the Monte-Carlo has suspension by struts incorporating coil springs and dampers, with anti-roll bars front and rear, plus lower wishbones. Naturally, the steering is by rack and pinion, while the servo-assisted brakes have discs all round. The engine is a full 2-litre version of the Fiat-based unit with twin, belt-driven camshafts, the extra capacity over the 1800 being obtained with a long-throw crankshaft. It develops 120 bhp at 6,000 rpm. The transmission is via the standard Beta gearbox but the final drive ratio is 3.714 to 1, instead of 4.07 to 1 as on the HPE.

The front and rear screens are bonded into the body without bright surrounds, as are the rear side windows, thus contributing to the rigidity of the structure. This process is covered by a Pininfarina patent. The luggage boot under the front bonnet is surprisingly large but there is very little space for odds and ends inside the body. Air conditioning will be an optional extra.

The HPE is a roomy 4-5 seater with 1600cc power.



On the road, the Monte-Carlo is considerably noisier than the HPE, largely due to the engine position, and the long-stroke engine causes some booming. Nevertheless, a certain amount of mechanical commotion is acceptable in such a sporting car. Surprisingly, it is only a few pounds lighter than the HPE, but the greater torque of the engine gives it noticeably quicker acceleration. I attained and held an indicated 194 kph (120.5 mph) for a considerable distance and was able to draw slowly away from a Mercedes-Benz 450SE, which was being driven in anger.

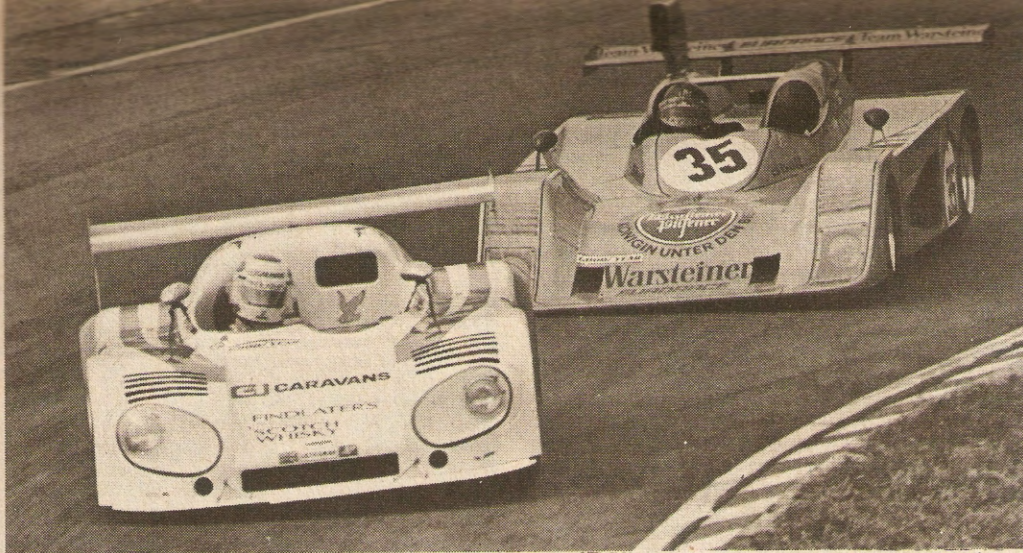
The cornering power is certainly very high, but my drive was too brief to make a full assessment of the handling. The ride is rather harder than that of the HPE while the steering is somewhat heavier than I expected. It is not such an easy car to drive to its limit as the HPE, as is often the case with mid-engined vehicles. At the rear, there is a vertical glass with sloping fins on either side, but any blindness that they cause is eliminated by the supplementary external mirror.

The appearance is certainly delightful and the car should be exceptionally economical, in spite of its high performance. As everyday transport, the HPE wins hands down, but for the man who must have his own grand prix car, a mid-engined 2-seater is irresistible. Unfortunately, it would appear unlikely that the Monte-Carlo will be made with right-hand drive, which is sad for British Lancia enthusiasts.

### SPECIFICATION AND PERFORMANCE DATA

**Car tried:** Lancia HPE 3-door Estate.  
**Engine:** Four-cylinders 80 x 79.2 mm (1592 cc) 100 bhp, DIN at 6000 rpm. 84 x 79.2 mm (1756 cc) 110 bhp DIN at 6000 rpm. Compression ratio 8.9 to 1. Twin belt-driven overhead camshafts. Weber twin-choke downdraught carburettor.  
**Transmission:** Single dry plate clutch. 5-speed synchromesh gearbox with central remote control, ratios 0.925, 1.152, 1.522, 2.235, and 3.5 to 1. Helical-toothed spur gear final drive, ratio: 4.071 to 1.  
**Chassis:** Combined steel body and chassis. MacPherson suspension front and rear with anti-roll bars. Rack and pinion steering. Servo-assisted disc brakes all round. Bolt-on ventilated steel wheels fitted 175/70 SR 14 tyres.  
**Dimensions:** Wheelbase 7ft 6.6in. Track 4ft 7.4in/4ft 6.9in. Overall length 14ft 0.6in. Width 5ft 5in. Weight 1 ton 92 lbs.  
**Performance:** Manufacturer's figures: **1600** 1st 30 mph, 2nd 47 mph, 3rd 68 mph, 4th 90 mph, 5th over 106 mph. Standing quarter-mile 17s. Acceleration: 0-62 mph 10.9s. **1800** 1st 31 mph, 2nd 48 mph, 3rd 71 mph, 4th 94 mph, 5th over 108 mph. Standing quarter-mile 16.6s. Acceleration: 0-62 mph 10s.  
**Car tried:** Lancia Beta Monte-Carlo mid-engined 2-seater coupe.  
**Engine:** Four-cylinders 84 x 90 mm (1995 cc). Compression ratio 8.9 to 1. 120 bhp DIN at 6000 rpm. Twin belt-driven overhead camshafts. Weber twin-choke downdraught carburettor.  
**Transmission:** Single dry plate clutch. 5-speed synchromesh gearbox with central remote control, ratios 0.925, 1.152, 1.522, 2.235, and 3.75 to 1. Helical-toothed spur gear final drive, ratio: 3.714 to 1.  
**Chassis:** Combined steel body and chassis. MacPherson suspension front and rear with anti-roll bars. Rack and pinion steering. Servo-assisted disc brakes all round. Bolt-on Pininfarina light alloy wheels fitted 185/70 HR 13 tyres.  
**Dimensions:** Wheelbase 7ft 6.5in. Track 4ft 7.6in/4ft 9.3in. Overall length 12ft 6.4in. Width 5ft 6.8in. Weight 1 ton 48 lbs.  
**Performance:** Manufacturer's figures: 1st 28 mph, 2nd 50 mph, 3rd 75 mph, 4th 96 mph, 5th over 120 mph. Standing quarter-mile 16s. Acceleration: 0-62 mph 9.3s.

By JOHN BOLSTER



Guy Edwards had severe handling problems in the "roller" Lola. Here he leads the winning Toj of Jorg Obermoser.

## BRANDS HATCH

# Obermoser's overture

By BOB CONSTANDUROS

Photos by GERRY STREAM

So it finally made it, it finally got underway. Yes, Sunday's Britannica 2000 at Brands Hatch showed that 2 litre sports car racing didn't warrant the cancellations that the European 2 litre sports car championship has suffered, for 80 laps of racing, more than the British GP at the same circuit, produced close racing and many happenings. There were only two leaders of the two 40 laps parts. John Hine dominated the first heat throughout, and looked to have overall victory sewn up in the second when a locking brake, a spin and a flat battery robbed him of finishing. Jorg Obermoser, in one of his purposeful looking Toj-BMWs was leading the second heat at the time, and after a reasonable first part showing, despite a broken rear roll bar, proceeded to cruise home to take overall victory, and take home 6100 Swiss Francs in prize money alone.

Although the cars looked smart, there were only about six really competitive cars, of which Martin Raymond retired the Fisons Lola with a blow up in heat one; John Lepp, quickest in practice, finally retired his works March with failing oil pressure in heat one after other problems, and "Gianfranco" retired his impressive Osella with a broken engine after a good first heat showing. So Guy Edwards came home second overall, struggling with his rolling Lola's handling amongst other things, and Ian Grob tried very hard to wrest second overall from Edwards but couldn't quite manage it during the second heat. As a 2 litre temperature tester, it showed there's interest if not great quality in this country, but the racing was certainly not without action, and a larger crowd was deserved for this BARC organised day. The weather was good for both practice on Saturday and race, and despite the track breaking up due to petrol spillage and being resurfaced successfully for Sunday, there were few dramas, although the BARC ran well behind time. Generally, an impressive couple of days.

## ENTRY AND PRACTICE

When the first round of the 2 litre sports car series in Europe finally got underway at Brands Hatch on Saturday for practice, it wasn't perhaps what we were all expecting to see. Far from such novelties as Alpines, Cheetahs, Chrysler engined Lolas, Abarths and works Osellas, there was a predominance of British built and powered cars, interspersed with the occasional foreigner (Toj or Osella), or BMW powered car. It didn't look too good.

For this Britannica 2000, the opening round of the European 2 litre sports car championship, there were 33 entries, of which six cars would actually come from overseas. That six was cut down to four by non-arrivals including the Cheetah for Reine Wissell, and cut down by another when Cosimo Turizio went off in practice when his BMW powered Lola turned sharp right at Paddock, probably due to a seizure, and severely damaged itself against the Armco.

Of the 33 entered, 26 practised, three minimally due to problems, and final practice times saw seven cars outside the 110 per cent of the first three cars' average time qualifying requisite. This left eighteen cars, and Turizio had already disappeared. "This'll kill sports car racing," one observer was heard to say, and it seemed true. Although most of the cars looked thoroughly presentable, something, somewhere was lacking, either in the engine department or in the driver's seat.

Perhaps it was notable that anybody who got within three seconds of the fastest man, the only one inside last year's 2 litre lap record set by Brian Redman's Chevron B26, had either a BMW or 2 litre Hart engine.

On the tyre front, both Dunlop and Goodyear were present, and the occasional outdated Firestone set. Goodyear's Keith Greene was

advising the G51, but one or two went for the softer G50, often against advice, and were soon back in the queue for G51s. Their alternative was Dunlop's product, but certain teams felt that to go over to Dunlops would need a new set-up, and preferred to stay on Goodyears. However, some cost conscious teams went over to Dunlops, as they were somewhat cheaper.

Practice took place on Saturday during two sessions of one and a half hours, but the afternoon session was stopped after an hour, because the surface was reported to be breaking up at Westfield over a 20 yard stretch on the racing line, and also on the subsequent two corners, Dingle Dell and Stirlings. Practice resumed for about twenty minutes after the track was inspected and swept, but stopped again after twenty minutes, and Wimpey's the firm who laid the track originally, called in to do what they could during the night. With the abbreviated second session and the rough track, few improved in the warm afternoon.

Benefiting from 295 bhp of Hart power was John Lepp in the March Hart entered Mach 75 S who set quickest time of the day during his first session with a 1m 26.5s, just 0.2s under the 2 litre lap record. The Altrincham jeweller tried harder rear springs for the second session, but found no advantage and had them changed back for the Sunday untimed session.

Sharing with him on the 2-2 grid was John Hine's KVG entered Chevron B31, also with Hart power. This was the KVG spare on which Hine tried Dunlops in the morning, but discarded them for the afternoon session, and came back with a time of 1m 26.8s before proceedings got difficult.

Jorg Obermoser was quicker than his team-mate Paul Keller to head the second row in one of his own Jo Marquart designed Toj SG03s with works BMW power, delivering some 276 to 280 bhp. The cars have been modified since last year with different monocoque, suspension, bodywork

ed, but they are minor details and less than testing at their neighbouring Hockenheim, the team had their problems well sorted for Obermoser to set a 1m 27.6s in his Team Warsteiner sponsored Toj.

Beside him was the Fisons sponsored Chevron B31 with Hart power of Martin Raymond, another to set his time in the morning session, despite the wrong gear ratios and a little understeering. His second session was abbreviated seconds after the second session was stopped, for driving round to the pits, Raymond got on the pebbles at Stirlings and at a very slow speed, the orange Chevron dinged the barrier damaging the bodywork and oil catch tank, which caused a little smoke, duly extinguished by the marshals. This left the mechanics spending the evening cleaning the extinguisher dust off again.

Heading row three was "Gianfranco" Trombetti in the very pretty little Osella PA3 with works BMW power. The car is privately owned, but had a works mechanic in attendance. Gianfranco was keeping cool because they only had one engine, but still set a 1m 28.6s.

Beside him, just 0.1s slower should have been Italian compatriot Cosimo Turizio whose Lola also had BMW power, but after setting his time in the morning session, and getting his gears sorted for the afternoon, he had just set a 1m 28.9s when the F2 driver had his Paddock accident, and that was that.

So next up, on row four, was Guy Edwards' Cl Caravans and Findlaters Whisky sponsored Lola T390 powered by 2-litre Hart power. This of course, is the controversial rising rate suspended model, but the few owners have now had that replaced, and Edwards had Eric Broadley in attendance with numerous bits to try and sort out the handling. The team have been sorting for weeks, and are now resolved to wind tunnel testing. After various different pickup points/suspension set ups had been tried, the Lola was left alone for the race, although the body was hacked around a little too. Edwards set a 1m 28.9s in the first session.

Sharing his row, with a record 67 laps of practice to his credit, was Porsche driver Paul Keller in the second Toj-BMW SG03. As with the other car, there were no problems, and Keller set a 1m 29.1s for his efforts.

Ian Grob was unaccustomedly far back in the regular KVG, 1000 kilometres raced Chevron-Hart B31, having broken down in his road car in the morning, delaying his start. He then had a brake problem with air and the disc collecting blisters. In the afternoon, he went off lightly, dinging the rear bodywork at Hawthorns driving really carefully. Such was the track.

Following a recent exposé in a Sunday paper, it was surprising to see Chris Skeaping at a racing circuit at all, but there he was, on row five in one of the Alroy Racing March-Hart/BDA 75S, the first of the non-Hart 2 litre/BMW entries, on 1m 30.1s. He set the time in the morning, for there was a little understeering in the afternoon.

Row six was headed by Richard Scott on 1m 30.3s in the Miles Roystone Racing Lola-Richardson/FVC T294, Scott setting the time in the afternoon having been puzzled by only a slipping clutch in the morning. Brazilian Antonio Prado's Roger Heavens run March-BMW 75S came next with no problems on 1m 30.7s. Another Roger Heavens car, the Lola T294 of Richard Lloyd headed row seven on Dunlops for a 1m 31.2s in the second session. Scotsman Iain McLaren had a Hart/BDA in the back of his Chevron B26/31 for a 1m 31.7s having had tyre and brake cooling problems. John Calvert, the Atlantic/Libre one, had John Blanckley's Chevron B23 on row eight with a 1m 31.8s, supposedly with a really demon mill. Last of the qualifiers were Tony Charnell (Chevron-Felday/BDA B23), the clutch breaking up and lack of practice on the circuit for five years; Robin Smith (Chevron-Smith/BDA B23); Richard Jones (Lola-Richardson/BDG T294), who had tyre trouble on Goodyears with the wrong choice and had the clutch go; and Mario Cabral in the Alroy March-Cosworth/BDG used last week at Le Mans and having fuel pump problems.

Non qualifiers were: Peter Andrews/John Corfield (Martin-Richardson/BDA BM10), problems including a misfire and brakes fading; Richard Jenvey (Vogue-BDG/Ark SP1), slowly developing; Manrico Zanuso (Lola-Heavens/FVC T294), a very slow Heavens customer "without a clue" and John Calvert (Huron-Smith/FVC), gear selection problems among others. Finally, there were three who'd encountered early bothers, so that their potential was never realised. Ian Bracey had the jackshaft break in his newly rebuilt Richardson engine after just two laps — another engine was being prepared for the race, if he

Alston with 1650 FVC power, and the tantant fire and extinguisher powder took the rest of the day to clear up, this after ten laps. Finally, Mark Cole took the day to find a fuel leak in John Cole's Chevron, eventually traced to a cracked aluminium refuelling joint, and they did four laps throughout the day. There was just one car left, which never turned a wheel. Derek Worthington working for Roger Heavens, never got a moment off to practice his Le Mans running Lola, still with Le Mans gears in it, and it lay idle throughout the day. And that was it, would it be race of attrition? Sunday would tell.

Sunday's half hour untimed practice was on the club circuit as Westfield's surface was being allowed to settle, saw little drama, apart from metering unit problems in Lepp's March. It was decreed that 25 cars would start, and that the 110 per cent rule would not be implemented, so that all the cars, with Turizio absent, would start. However, neither of the Coles turned up with their Chevron, so 24 cars went to the grid.

## PART ONE

The field lost a further runner during the three warm up/exploratory laps when Ian Bracey had his second blow up in less than ten laps, two large holes in the block.

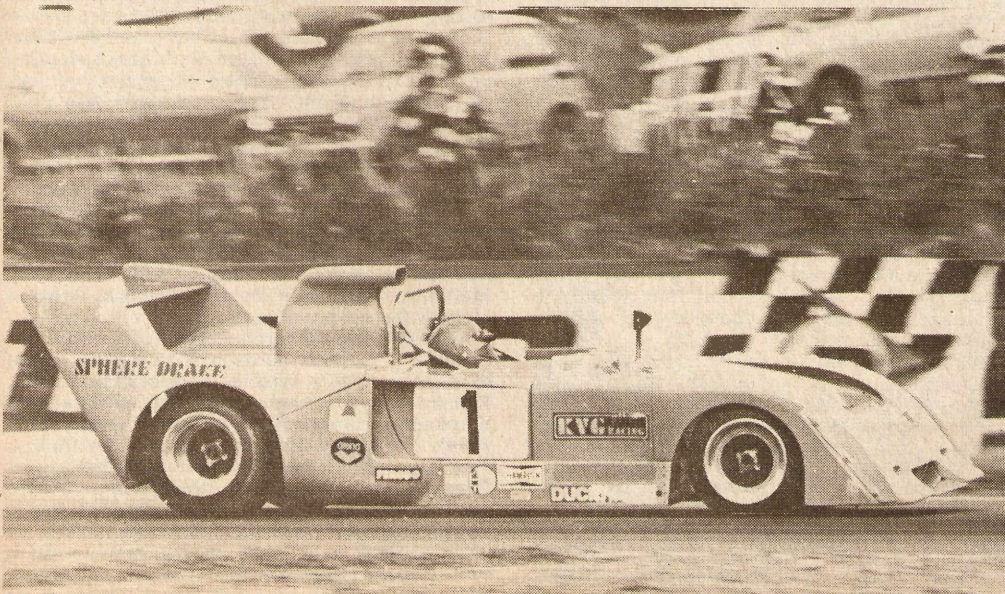
Under sunny skies, the field were let loose in fairly ragged formation, Hine grabbing a quick lead from Lepp, Raymond, Obermoser, Keller and then Edwards. McLaren had a quick spin at Bottom which was to drop him back for the race. Two more in trouble were Northern John Calvert and Mario Cabral who had moments at Westfield, Cabral not resuming. Hine's lead by lap one was quite reasonable, but the next three were having quite a ding dong. Edwards disposed of Keller on the next lap, and started pressuring Obermoser for fourth, getting by the Toj on lap four, now following a smoky Raymond.

By lap five, Hine had a healthy lead of over three seconds from Lepp, then came Raymond, Edwards, Obermoser, then Gianfranco, who had overtaken Keller who was now dicing with Grob. Scott had been involved in this tussle but went off at Stirlings, his own fault he said, but didn't suffer more than a little bruising. Peter Andrews, in the Martin, was to join him there.

Lepp was really beginning to pile on the pressure on leader Hine, but with the gap down to less than 1.5s, the March spun at Stirlings, dropping to eighth, which was to become twelfth a lap later with another spin, this time at Westfield. The problem was a locking front brake to which Lepp now had to acclimatise himself to, but not before dropping a couple more places.

At the front now, we had Hine, slowly being hauled in by Raymond's orange Fisons Chevron, still smoking. This was a do or die attempt, for the oil pressure was slowly dropping, but Raymond wanted a good showing, and down came the gap over the next six laps. Behind him, Edwards was still trying to shake off Obermoser, and as he slowly lost the German, so Raymond hauled in Hine. Back in fifth was Grob now, who had overtaken the pretty Osella. Skeaping led the rest from Prado, who had dropped Keller, steadily slipping back.

John Hine easily won the first part, but spun to a halt and couldn't start in the second.



just in front, Raymond's Hine engine let go as it surely had to, and that was the lead battle over, for Edwards was now over 20 seconds in arrears. Obermoser slipped back now, with a broken rear roll bar, so Grob came up to third. Just before half distance, Keller went off at Stirlings, into Scott's Lola, which damaged the Toj considerably and slightly injured its Swiss driver in the leg, but he was discharged from hospital.

At half distance, then, the order was Hine, Edwards, Grob, Obermoser, Gianfranco, Skeaping, Prado and Richard Lloyd, the latter suffering from having a cracked brake disc. The rest, headed by Smith, were all lapped, although Lepp was next up in tenth.

The next ten laps were relatively processional apart from two developments. Lepp retired with no oil pressure in his Hart engine, and the second placed bunch closed for what was going to be a tight final ten laps. By lap thirty, there was less than a second between Edwards and Grob, and less than that to Obermoser. And that's how the final laps reeled out. First Grob would close on Edwards, then drop back to Obermoser, so that all three were involved in a scrap to keep one at bay, and try and overtake another. Edwards had his hands very full with his car for the brakes weren't all they should have been and he was chunking a rear tyre. However, he kept his place, but the man in the middle, Grob, with his eyes full of the car in front and that behind, was caught out by a backmarker, and Obermoser nipped through for third, three laps from the end.

So first blood was to Hine, by over 15 seconds. The next three were covered by 2.1s, with Gianfranco's Osella seven seconds behind, the last car on the same lap. Skeaping was a lap down with a little understeer and some cutting out at Druids due to the wrong ratios, followed by Prado and Lloyd, despite a spin and then Smith. The others were all two laps adrift.

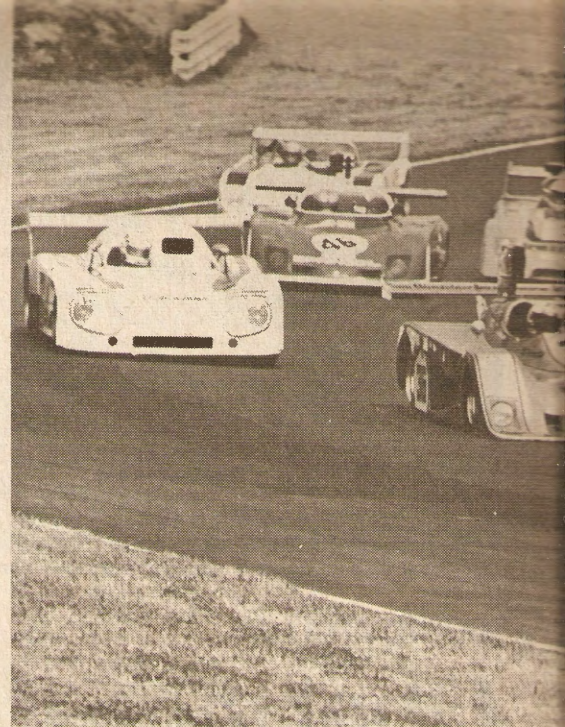
## PART TWO

Eighteen cars took the grid for part two, lacking Bracey, Keller, Lepp, Raymond, Andrews/Corfield and Scott. Lloyd had a new brake fitted, and Zanuso made himself unpopular with an unnecessary pit start which should have earned him a hefty fine for doing at least 70 mph in the pit road.

At the start, Hine got ahead of fellow front row man Edwards, then Obermoser, Gianfranco and then a gap to Grob and Skeaping. By the end of the lap, the Osella was in front of the Toj. At the back, Prado had had a spin being nudged by Richard Jones, which set the March's rear wing askew to the extent that it was unlikely that it would last. Jones had to have his front bodywork fixed.

But at the front, Hine was not losing Edwards, far from it, and Edwards was really pressurising the Chevron, and did so for the first seven laps, but never quite got his nose in front. Gianfranco in third, lost out again to Obermoser, for the Osella was without a clutch, and dropped back to Grob's Chevron, contesting fourth position. Skeaping was next, with Lloyd next, but to retire on the ninth lap when the sump plug fell out.

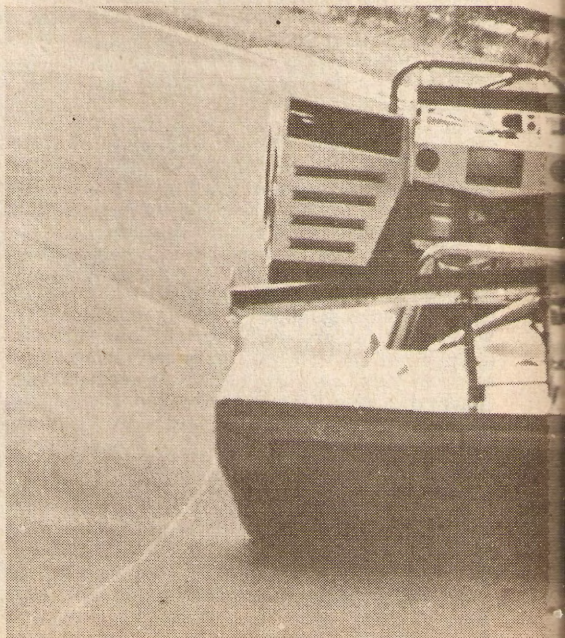
At about this time, Obermoser was getting into

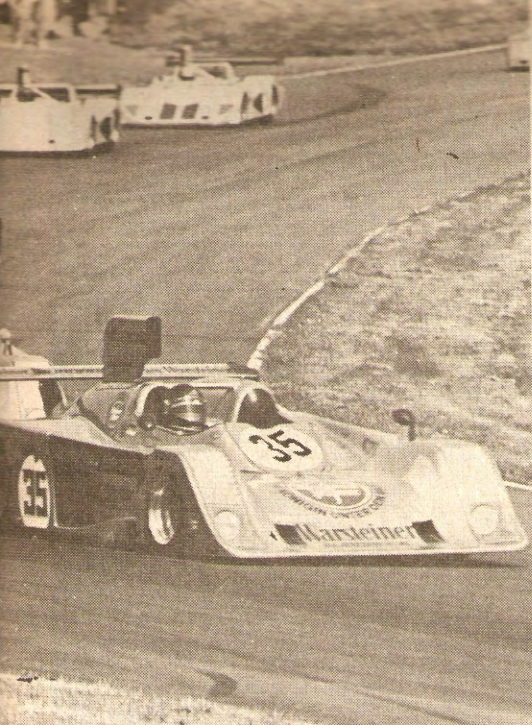


Jorg Obermoser leads Paul Keller's similar Toj in the first



John Lepp has one of his spins which dropped him down wing askew, follows Richard Jenvey in the second part.

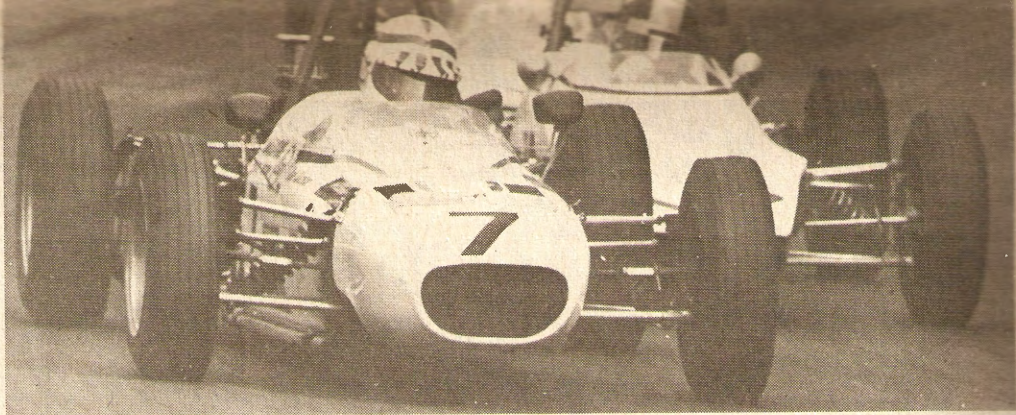
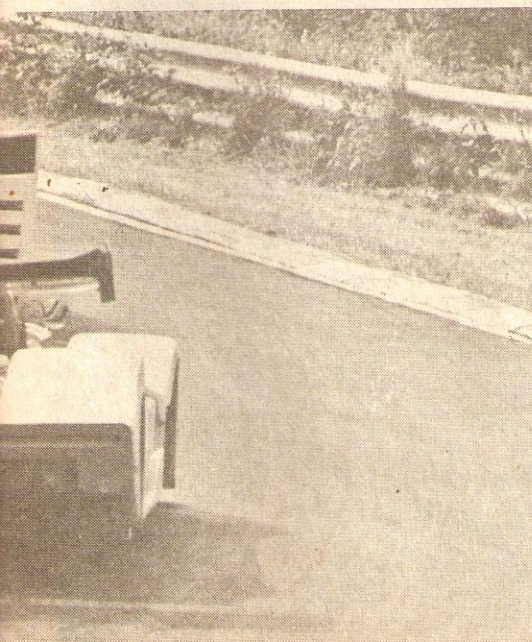




Edwards, "Gianfranco," Ian Grob and Richard Lloyd follow.



the first part. Below, Antonio Prado's March, with rear wheel up to fifth from eighteenth.



Rob Wicken leads the close FF dice from Phil Dowsett and Tiff Needell. Dowsett won.

the swing of things, and as Edwards relaxed his pace on the leader, so the Toj caught the Cl Caravans Lola. At a quarter distance, Obermoser was less than a second behind, and on lap twelve, got by at Paddock for second place. As he closed on Hine, Gianfranco dropped out from fourth place when the BMW engine, on its eighth race without a rebuild, had piston or valve failure.

Obermoser badgered Hine for a couple of laps, but Hine had a sticking throttle, and rather than risk the car and himself in a dice, soon let the Toj past, although he continued to keep in touch. But by half distance, Obermoser had 2.5s over Hine, then a gap to Edwards, who having lost his clutch on lap 15 now had Grob right up behind him. Skeaping, once again, was the only other unplaced runner. Behind him, Prado was still in the action, and had done really well to be up in seventh, from being eighteenth on lap one.

With Hine allowing Obermoser a small lead, but not one that would absorb his first heat advantage, the focus of attention was on Edwards who spent the whole of the second half of the race keeping Grob at bay. After eight laps of this careful line choosing and outfoxing, the battle suddenly became for second place, when Hine's brakes, which were somewhat uneven, forced him into a spin at Druids. But the car stalled, and with a battery flat, there was no way the car would start, and after two good drives, Hine was out of the running.

So Obermoser was left with his lead, and Edwards had to keep Grob at bay, or at least within 2.2s not to lose second place overall. As they went into the final ten laps, Grob actually pulled alongside Edwards on pit straight, but Edwards got it back at Paddock, and for another ten laps, Grob badgered, switched lines, swung out his tow, tried to outbrake—everything, but couldn't get through. Not even a final lap effort produced a nominal second, and the green Chevron finished 0.1s behind Edwards after 40 laps. Good stuff! Skeaping and suprisingly, Prado finished one lap down in their Marches, then Mario Cabral in his rather smokey version, before Iain McLaren's Chevron, a good effort for the Scotsman in this long race.

So Obermoser took overall victory by 24s from Edwards with Grob 2.2s further down. Skeaping and Prado covered 78 laps total before McLaren. Jones, despite his problems and the rather hairy Zanuso. Jenvey, Smith and northern John Calvert, completed the eleven classified finishers.

## SUPPORTING RACES

Kicking off proceedings was a ten lapper round the club circuit in ShellSport Escort Sports, for Encyclopedia Britannica employees versus some random MRS pupils. Two of the latter unfortunately eliminated themselves in practice with a paddock collision, and this thus deprived the front row of two runners. So it wasn't surprising to see the remaining occupant, Tony Barwell, open up a lead at the start, which he wasn't to lose. Fellow pupil Andrew Jackson followed him home, as did a third MRS man, Robin Donovan, no place swopping. Brian Bolton was the first Britannica man home, shades of experience. He had fought through a large bunch of dicing cars, which at least made it interesting.

After the first Britannica 40 lapper, a regular brands field of Formula Fords came out for 10 laps of the GP circuit for a trophy donated by Southern Organs. Six cars quickly showed themselves to be in there with a chance: Rod Bremner's Crossle, Phil Dowsett's similar car, Rob Wicken's Merlyn,

Tiff Needell's Elden, Miki Dee's Merlyn and Wil Arif in John Copson's 1969 Crossle. Bremner led the first three laps with either Dowsett or Needell just behind from Wicken and Dee, then Arif slowly losing touch. Needell led lap four, just, from Dowsett now, then Wicken and Bremner with Dee just out of it too. It was superbly close stuff, but lap six saw the battle down to three with Bremner spinning at Druids. So now Dowsett was leading closely followed by Needell, to be demoted by the end by Wicken. A mere three tenths of a second covered the three, so close was it. Dee followed from a recovered Bremner and Arif, a little further behind.

A Simoniz qualifying ten lapper for special saloons closed the day at 6.30, which would seem to be a Nick Whiting benefit. But he lost his Escort's clutch on the line, so Zekia Redjep led the first lap from Whiting, then Tony Sugden's Escort, and Bill McGovern's Bevan Imp, which had John Homewood and Jeff Ward in similar cars behind. On lap two, Redjep lost his clutch too, but kept it in fourth gear to the finish, so that Whiting got by and led home the field as usual. Sugden took Redjep a lap later, but the Cypriot held on throughout for third place. Homewood inherited fourth place at half distance when McGovern lost his oil pressure and Ward was holding off a determined Ray Calcutt for fifth until the latter's Imp took to the grass on the last lap at Clearways and thumped the Bank. Terry Harmer took the 1001 cc to 1300 cc class after overtaking Simon Ridge's similar Cooper S while David Enderby keeps his championship lead after fellow small class man Roger Gill retired while leading Enderby's Mini.

### Britannica 2000, European 2 litre sports car, round 1 Brands Hatch, 2 x 40 lap parts

#### Aggregate

1. Jorg Obermoser (Toj-BMW SG03), 2 hrs 1m 8.1s, 80 laps, 105.01 mph;
2. Guy Edwards (Lola-Hart T390), 2 hrs 1m 34.4s, 80 laps;
3. Ian Grob (Chevron-Hart B31), 2 hrs 1m 20.8s, 80 laps;
4. Chris Skeaping (March-Hart/BDA 75S), 78 laps;
5. Antonio Prado (March-BMW 75S), 78 laps;
6. Iain McLaren (Chevron-Hart/BDA B26/31), 76 laps;
7. Richard Jones (Lola-Richardson/BDG T294), 76 laps;
8. Manrico Zanuso (Lola-Smith/FVC T294), 75 laps;
9. Richard Jenvey (Vogue-Ark/BDG SP1), 74 laps;
10. Robin Smith (Chevron-Smith/BDA B23), 73 laps;
11. John Calvert (Chevron-Blankley/FVC B23), 73 laps.

**Part one (40 laps):** 1. John Hine (Chevron-Hart B23), 1 hr 1m 1.6s, 104.22 mph; 2. Edwards, 1 hr 1m 17.8s; 3. Obermoser, 1 hr 1m 18.2s; 4. Grob, 1 hr 1m 19.9s; 5. Gianfranco (Osella-BMW PA3), 1 hr 2m 26.2s; 6. Skeaping, 39 laps; 7. Prado, 39 laps; 8. Richard Lloyd (Lola-Heavens/FVC T294), 39 laps; 9. Smith, 39 laps; 10. Jones, 38 laps.

**Fastest lap:** John Lepp (March-Hart 75S), 1m 28.7s, 107.55 mph.

**Part two (40 laps):** 1. Obermoser, 59m 49.9s, 106.31 mph; 2. Edwards, 1 hr 14.3s; 3. Grob, 1 hr 14.4s; 4. Skeaping, 39 laps; 5. Prado, 39 laps; 6. Mario Cabral (March-Cosworth/BDG 75s), 38 laps; 7. McLaren, 38 laps; 8. Calvert, 38 laps; 9. Jones, 38 laps.

**Fastest lap:** Hine and Obermoser, 1m 27.7s, 108.78 mph.

**ShellSport Mexico, MRS pupils and Britannica employees (10 laps):** 1. Tony Barwell, 11m 29.4s, 64.75 mph; 2. Andrew Jackson, 11m 32.2s; 3. Robin Donovan, 11m 38.2s; 4. Brian Bolton, 11m 38.4s; 5. Brian Richards, 11m 39.6s; 6. John Layland, 11m 40.2s. **Fastest lap:** Barwell, 1m 7.6s, 66.04 mph.

**Formula Ford (10 laps):** 1. Phil Dowsett (Crossle-Minister 25F), 17m 23.9s, 91.39 mph; 2. Rob Wicken (Merlyn-Minister Mk 17), 17m 24.1s; 3. Tiff Needell (Elden-Scholar Mk 17), 17m 24.2s; 4. Miki Dee (Merlyn-Rowland Mk 11A), 17m 31s; 5. Rod Bremner (Crossle-Rowland 25F), 17m 36.4s; 6. Wil Arif (Crossle-Minister 16f), 17m 43.1s. **Fastest lap:** Wicken, 1m 42.2s, 93.35 mph.

**Simoniz special saloon up to 859 cc, 851 cc to 1000 cc, 1001 cc to 1300 cc, and over 1300 cc (10 laps):** 1. Nick Whiting (2.0 Ford Escort), 17m 16.6s, 92.04 mph; 2. Tony Sugden (1.8 Ford Escort), 17m 27.8s; 3. Zekia Redjep (2.0 Ford Escort), 17m 28.3s; 4. John Homewood (1.0 Sunbeam Imp), 17m 38.6s. **Over 1300 cc:** 1. Whiting, 92.03 mph; 2. Sugden; 3. Redjep. **Fastest lap:** Redjep, 1m 41.7s, 93.81 mph. **1001 cc to 1300 cc:** 1. Terry Harmer (1.3 BLMC Cooper S), 86.42 mph; 2. Tony Mann (1.3 Ford Anglia), 3. Simon Ridge (1.3 BLMC Cooper S). **Fastest lap:** Mann, 1m 48s, 88.33 mph. **851 cc to 1000 cc:** 1. Homewood, 90.12 mph; 2. Jeff Ward (1.0 Greetham Imp); 3. Pat Mannion (1.0 Hillman Imp). **Fastest lap:** Homewood, 1m 43.8s, 91.91 mph. **Up to 850 cc:** 1. David Enderby (Morris Mini), 80.46 mph; 2. Bernard Tester (Mini); 3. Terry Pryce (BMC Mini). **Fastest lap:** Roger Gill (Hillman Imp), 1m 55.8s, 82.38 mph. **(Record).**





*The Galant is of conventional design and attractive appearance.*

## Colt's delightful 2 litre Galant

The Colt Galant 2000 SL comes from the vast Mitsubishi factories and is yet another Japanese car. Completely conventional in design, it is not an exceptionally "hot" 2-litre and will have no BMWs for breakfast. Yet, it is such a sensible compromise that it has a delightful personality, and will be remembered after many other Eastern offerings have been forgotten.

The steel 2-door body is a coupé of quite sporting appearance, but it only misses being a full four-seater because the rear headroom is inadequate for tall Western males. In other respects, the interior is very comfortable, with many refinements, such as the adjustable angle of the steering column and the raising and lowering of the rear side windows. One keeps finding pleasant little details, such as the roof-mounted map reading light, with its accurately focussed pencil beam, and even the radio is standard equipment.

The chassis design embraces the usual MacPherson front end and semi-elliptic springs at the rear, predictably with a servo-assisted disc/drum braking layout. The sturdy 5-bearing engine has a chain-driven overhead-camshaft, a refinement being the automatic clutch to reduce fan noise. For the driver, the best feature is a truly superb 5-speed gearbox, which is something that Japanese engineers really know how to make.

On the other hand, the Japanese annoy me by quoting their power outputs by the SAE yardstick, which we have long abandoned. They claim 115 bhp or 6000 rpm for the Galant, but as installed the unit is way past it peak at 6000 rpm, the peak being at 5400 or 5500 rpm. From the performance figures, the DIN output must be 100 bhp or a little less, which is sufficient to push the car along at 102 mph in overdrive; it will just about reach 100 mph in direct fourth.

For a four-cylinder unit of this size, the Colt engine is quieter and smoother than some of its competitors, only becoming noisy above 5500 rpm. It has useful torque in the middle ranges, the almost unavoidable boom period being quite well suppressed. The low-speed flexibility on the high gears would be excellent, were it not for a slight

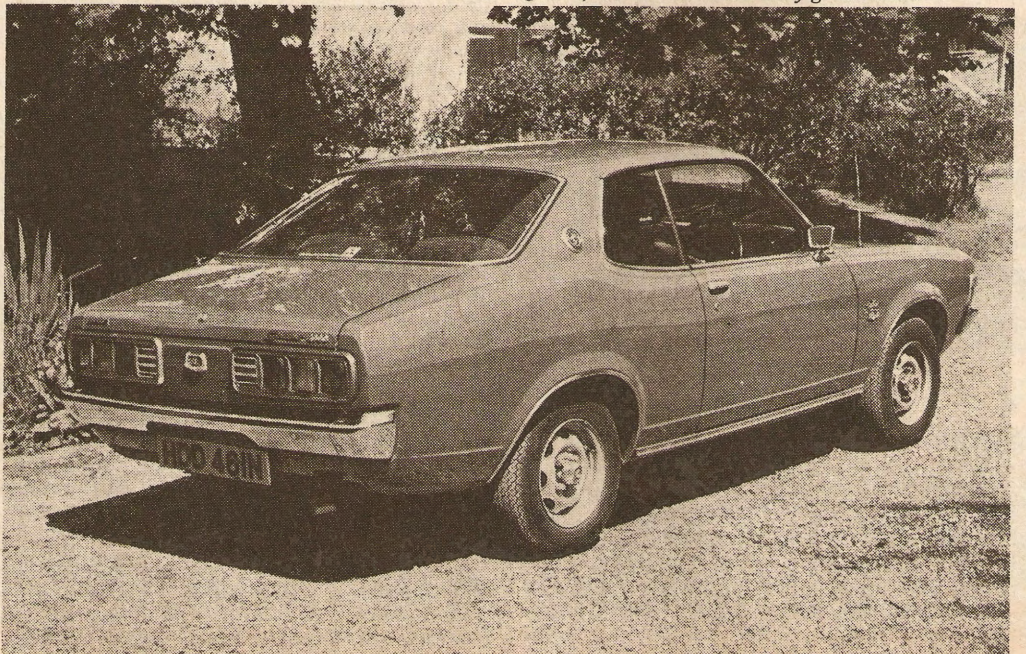
tendency to rumble like the products of Luton. In any case, the easy gearchange encourages the driver to change down. The overall impression is that this is a willing engine when driven hard but equally happy to crawl in traffic.

The steering is quite light and has useful castor return action. The car is well balanced, with only a moderate degree of understeer, cornering fast without too much roll. On bumpy corners, the rear end may hang out a little, but correction is easy. The back axle may also dance during a spirited standing start, but this will seldom be noticed in

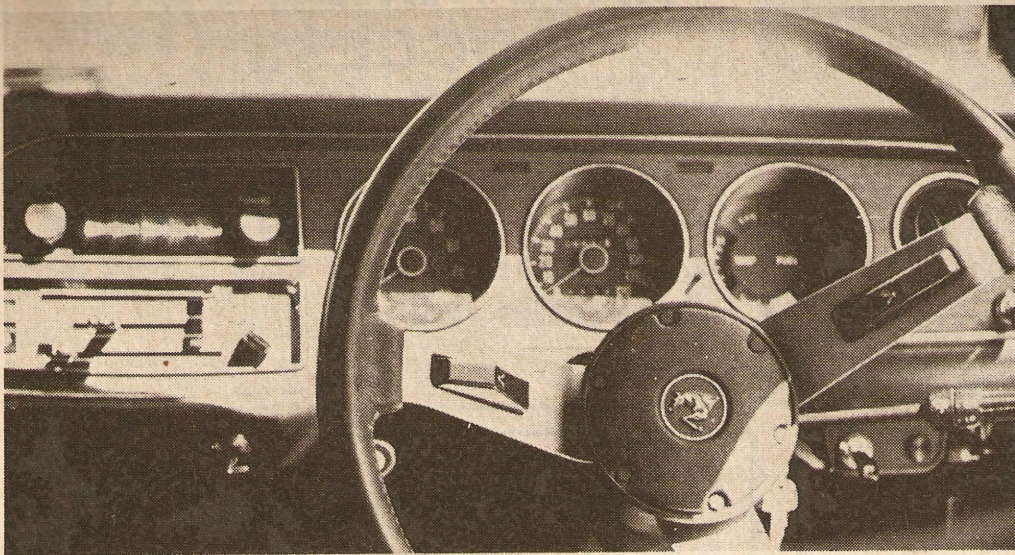
normal road driving. The suspension does not feel at all hard, the ride being comfortable on reasonably good roads. On the rougher country lanes, the suspension can be felt at work and there is some vertical movement of the body, but the ride is rather better than that of most cars with live-axles. A competition driver might ask for stronger damping but, as I have already indicated, this car represents a sensible compromise.

Though a vacuum servo, with dual hydraulic circuits operating on discs and in drums, is the specification of most of the braking dispositions of

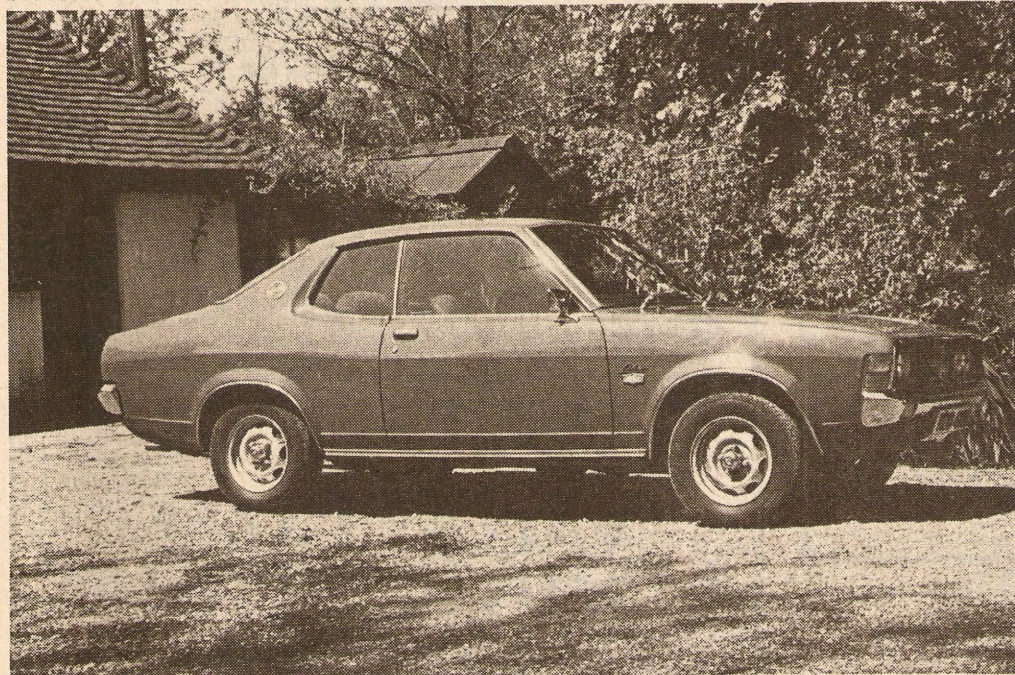
*The suspension does not feel at all hard, the ride being comfortable on reasonably good roads.*



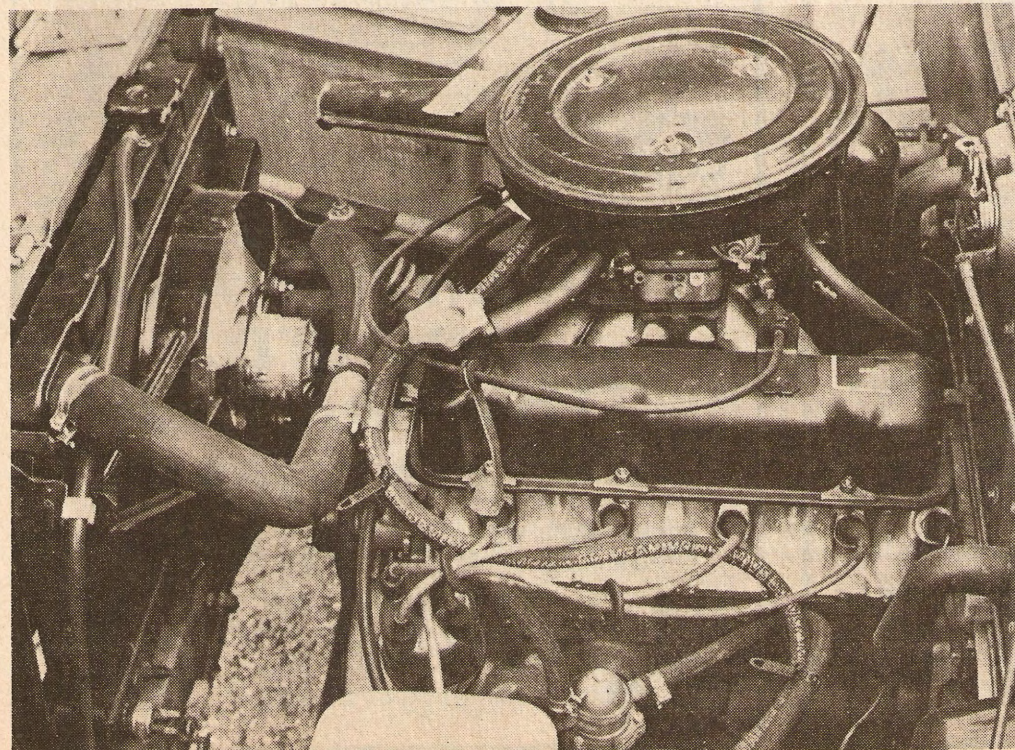
# Road test



The round instrument dials are easy to read.



Below, the sturdy 5-bearing 2.0 engine has a chain driven overhead camshaft, a refinement being the automatic clutch to reduce fan noise.



medium-sized cars, it is surprising how seldom the pedal response compares with that of earlier and simpler designs. Too often, either there is over much assistance for light applications or the pedal is too heavy in emergencies. After a trip, you never remember the brakes of the Galant, which proves that they give the expected response under all conditions, a compliment which cannot be paid to some other Japanese makes.

The heating works well on either fresh or recirculating air, with a three-speed fan that is unusually quiet. The fresh air for breathing comes through separate trunks and eyeball ventilators; it operates down to quite low speeds and can be instantly adjusted or shut off. The round instrument dials are easy to read but the speedometer is most unusual, being more optimistic at low speeds than high. It is only 4 mph fast at 100 mph but 5 mph fast at 30 mph which, being an error of over 10%, is illegal!

The automatic choke works very well and eliminates the danger of wasting fuel by forgetting to push a knob fully home after warming up. The fuel consumption is quite frugal, the hard driver probably averaging 25 mpg while his wife records 30 mpg or so. Road noise is moderate on virtually all surfaces and though wind noise is noticeable at normal cruising speeds, it is very little louder when the maximum is approached.

The Galant 2000 is perhaps not an out-and-out sports car, but it has enough performance to feel very lively on the road, and there is a pleasant reserve of power during normal driving. It has sufficient torque to pull the higher fifth gear up appreciable gradients and it will regain its cruising speed quite quickly after a check, without dropping down to fourth. Though fourth gear is the direct drive, fifth is equally silent and the change can be instantaneous.

There are no cheap cars nowadays and the price of this one is quite substantial. However, it's by no means high for a sporting 2-litre of attractive appearance and includes some items of equipment which are often charged as extras. The Colt is new to the British market but it seems to be well engineered and finished, while the straightforward design should ensure easy servicing.

## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Colt Galant SL Hardtop 2-door 2 + 2 coupé, price £2299 including car tax and VAT.

**Engine:** Four-cylinders 84 x 90 mm (1995 cc). Compression ratio 8.5 to 1.115 bhp (gross) at 6000 rpm. Chain-driven overhead camshaft. Twin-choke downdraught carburettor.

**Transmission:** Single dry plate clutch. 5-speed synchromesh gearbox with central remote control, ratios: 0.854, 1.0, 1.341, 1.955, and 3.238 to 1. Hypoid final drive, ratio 3.98 to 1.

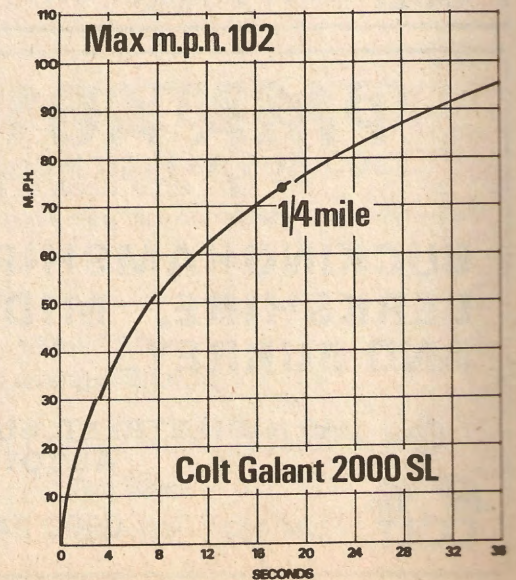
**Chassis:** Combined steel body and chassis. MacPherson independent front suspension with anti-roll bar. Worm and roller steering gear. Live rear axle on semi-elliptic springs. Servo-assisted dual-circuit disc/drum brakes. Bolt-on steel wheels fitted 165 SR 13 tyres.

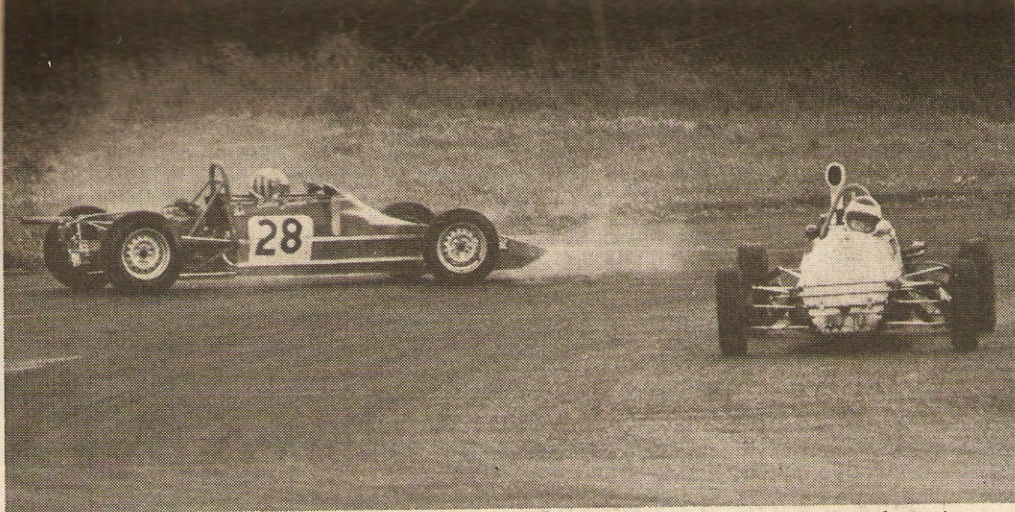
**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Clock. Heating, demisting and ventilation system, with heated rear window and tinted glass. Flashing direction indicators. Radio. Cigar lighter, reversing lights.

**Dimensions:** Wheelbase 7ft 11.3in. Track 4 ft 3.8 in/4ft 3.2 Overall length 13ft 9ins. Width 5 ft 4 in. Weight 18 cwt 20 lbs.

**Performance:** Maximum speed 102 mph. Speeds in gears: Fourth 100 mph, third 76 mph, second 52 mph, first 30 mph. Standing quarter-mile 18.0s. Acceleration: 0.30 mph 3.2s, 0-50 mph 7.2s, 0-60 mph 11.4s, 0-80 mph 22s.

**Fuel Consumption:** 25 to 30 mpg.





Eddie Jordan spins at Esso during the FF final, as Bernard Devaney's Hawke slips through to win.

## MONDELLO PARK

# Devaney's FF honours

Bernard Devaney and Des Donnelly were the dominant drivers at the MG Car Club's Formula Ford Festival Meeting on Sunday, June 15, with Devaney winning the 20-lap Formula Ford feature in one of the Mondello School Hawke DL12's and Donnelly securing a flag to flag win with his March 73B in the Formula Atlantic race.

In place of their previous superlooon attraction, MG Car Club decided to go Formula Ford on this occasion, financing the whole show on limited funds with some last minute financial assistance from Associated Tyre Services. A clash with a Southern Organs Formula Ford round at Snetterton mitigated against the hoped for English entry, and only Stuart Baird (Merlyn) and Chris Skellern (Crosle) crossed the Irish sea to do battle against the hordes of locals assembled from North and South of Ireland. Bernard Devaney easily won the first qualifying heat from Eddie Jordan, in Hawke DL12 and Crosle 30F, respectively, chased home by Crawford Harkness in a Van Diemen and Harry Acheson (Crosle 30F). Stuart Baird finished sixth, 4.6s down on Brian Edgar (Van Diemen); and Super Sports driver David Manley retired the works Crosle 30F after only two laps.

The second heat saw Derek Daly winning in a faster time than Devaney, with his Crosle 25F, but John Murphy in the second Mondello School Hawke DL12 ran him to within 2.4s. There was little between Richard Parsons (Crosle 25F) and Trevor Templeton (Lotus 69F); Danny Daly was next up in his 69F, with Chris Skellern holding off P. J. Fallon (Van Diemen) for sixth spot.

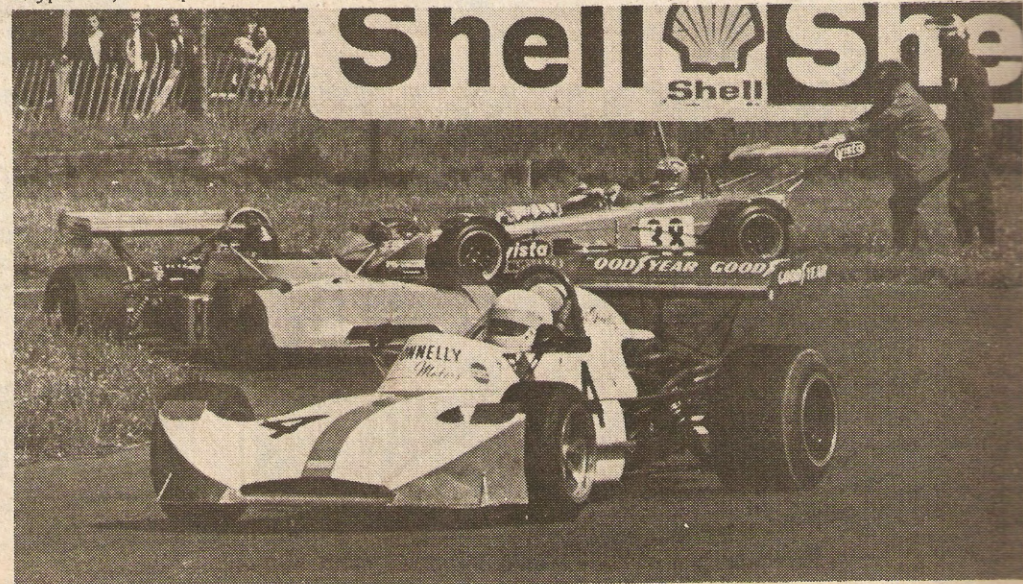
An impressive grid of sixteen lined up for the 20-lap final, the longest Formula Ford race yet at Mondello Park, and with dark clouds gathering overhead there was promise of exciting motor racing. And the promise was certainly fulfilled as Daly, Jordan and Devaney broke away from the pack to form a twelve-wheeled snake that writhed and twisted through every bend as the drivers flicked from lock to lock in a ceaseless struggle for adhesion on a track made slippery by occasional sprinkles of rain-on the rubbery road. Jordan was the first to break the delicate balance between grip and spinning, going off at Esso and letting Devaney through to second, but charging back to regain his third position ahead of Parsons, Templeton and Acheson, although too far back on lap nine to do anything about Daly and Devaney. Derek Daly slid wide at Shell on lap 18 and Devaney took his chance to grab the lead in the Hawke, which had lost its nose cone early in the proceedings, on lap five. Another driver might have settled for second place, but the hard-trying Daly is made of sterner stuff and on the last lap he tried to win back the lead by outraking Devaney at Shell. The Crosle 25F locked up under braking, shot up onto the back of the Hawke and flipped onto its roll bar. The yellow flags were out, the marshals righted the car and Daly walked away unhurt, but the race was Devaney's and Daly was the victim of his own undoing in the game of winners and losers. Jordan brought his Crosle 30F home second, 3.6s behind the winner and six seconds in front of Ulsterman Parsons. Templeton held off Acheson for fourth place; Harkness finished sixth, and Danny Daly (no relation to

Derek) got in the fastest lap, at 1m 3.6s, on his way to seventh spot. Best of the English drivers was Skellern (8th), followed by Murphy (Hawke), Baird, Brian Edgar, Brian Lennox, Greg Roberts and Fallon. Only other retirement was posted by John Megan who dropped out after six laps.

Formula Ford 1600 has definitely come of age in Irish motor racing, producing good grids, close racing, bringing in new people and developing the essential hunger for success in several — the skills are showing up too. But strangely, that 1m 3s lap record is becoming a real bogey. Brian Nelson first set the figure back in 1969 with a Crosle 16F; it was later equalled by Crawford Harkness (Lotus 61M) and Jay Pollock in another Crosle, and Eddie Jordan has got down to this time with his Crosle 30F. Every other class record has taken a hammering at Mondello in the past two seasons, which probably all goes to prove that Formula Ford development has pretty much reached its peak and drivers can concentrate on winning rather than pouring pounds into chasing records!

Of the other races, the Formula Atlantic produced the most satisfactory result in that Patsy McGarrity was beaten. It's not that anyone has anything against Patsy, but the tough little Ulsterman has so dominated Irish Atlantic races that it has become somewhat boring. Des Donnelly won his first Atlantic race in May, McGarrity spinning into retirement on the first lap. This time Donnelly had the satisfaction of beating his rival fair and square, powering his March 73B off the second row of the grid to lead the Chevrons of McGarrity (B29) and John Pollock (B25) into the all important Shell hairpin. Two cars chasing the one line around a tight track are obviously slower than one, and McGarrity had Pollock to contend with before he finally shook

Atlantic winner Des Donnelly leads John Pollock's Chevron as Derek Shortall prepares to restart his Gryphon after a spin.



of Donnelly. On lap 11, Patsy got down to 55.8s, his best lap to date this year at Mondello, but Donnelly was well in command and at the flag he had 0.6s to spare. Pollock dropped well back to finish a lone third, with Ken Fildes battling on determinedly in the uncompetitive Encyclopaedia Britannica Lotus 69 to easily beat Harold McGarrity's Chevron B25/7 for fourth. Only three Super Sports made the grid and Derek Shortall took this sadly depleted class with his Vista-Gryphon.

John Gale beat Arnie Black by two seconds in the MG Midget-dominated modsports class, which is rapidly becoming a happy hunting ground for this pair; and in the prodsaloons battle Frank O'Rourke scored his first win with his Opel Ascona 1900, despite the somewhat wild tactics of Joe Fitzgibbon, who bashed in the driver's door of the Opel with his Capri 3000 in an incident at Shell. Robert Ward's Triumph Dolomite Sprint retired in a sick state and Plum Tyndall had an anxious moment at Duckhams when his Onsala Vauxhall Magnum Coupe lost a wheel as he had made his way from the back of the grid to fourth on lap four. Arthur Collier scored another easy saloon win with his Skoda-Chev, which is vastly superior to the Escort-FVC's of Mattie McNamara and Rosemary Smith; and in the up to 1350 cc class, Stee Griffin had yet another win with the fabulous little Rolo Mini.

**BRIAN FOLEY**

**Vintage and veteran cars (7 laps):** 1, Arthur Robb (MG-TC), 11m 56.0s, 43.64 mph; 2, David Dunn (Lagonda), 12m 14.4s; 3, David Miller (Talbot), 12m 19.2s. **Fastest lap:** Dickie Lovell-Burt (MG K3), 1m 31.2s, 48.95 mph.

**Formula Ford, Heat 1 (12 laps):** 1, Bernard Devaney (Hawke DL12), 13m 2.6s, 68.45 mph; 2, Eddie Jordan (Crosle 30F), 13m 14.6s; 3, Crawford Harkness (Van Diemen), 13m 18.2s; 4, Harry Acheson (Crosle 30F), 13m 24s; 5, Brian Edgar (Van Diemen), 13m 25.6s; 6, Stuart Baird (Merlyn), 13m 30.2s. **Fastest lap:** Jordan, 1m 3.6s, 70.19 mph.

**Formula Ford, Heat 2 (12 laps):** 1, Derek Daly (Crosle 25F), 12m 51.4s, 69.44 mph; 2, John Murphy (Hawke DL12), 12m 53.8s; 3, Richard Parsons (Crosle 25F), 12m 58.0s; 4, Trevor Templeton (Lotus 69F), 12m 58.4s; 5, Dan Daly (Lotus 69F), 13m 9.6s; 6, Chris Skellern (Crosle 30F), 13m 18.0s. **Fastest lap:** Parsons, 1m 3.2s, 70.63 mph.

**Modsports (10 laps):** 1, John Gale (MG Midget), 12m 6.0s, 61.49 mph; 2, Arnie Black (MG Midget), 12m 8.0s; 3, Morgan Dempsey (MG Midget), 12m 33.2s; 4, Liam Plower (MG Midget), 12m 33.6s; 5, Denis McCarthy (MG), 12m 39.8s; 6, Tom Jenkinson (MG Midget), 12m 40.0s. **Fastest lap:** Gale, 1m 8.2s, 65.45 mph.

**Saloons (10 laps):** 1, Arthur Collier (5.0 Skoda-Chev.), 11m 6.2s, 70.17 mph; 2, Mattie McNamara (2.0 Ford Escort-FVC), 11m 18.0s; 3, Stephen Griffin (1.3 Mini), 11m 18.6s; 4, Rosemary Smith (2.0 Ford Escort-FVC), 11m 24.8s; 5, Fintan Cunningham (1.3 Wolseley Hornet), 11m 27.4s; 6, Cyril McCabe (1.3 Mini), 11m 40.0s. **Fastest lap:** Collier, 1m 1.2s, 72.94 mph. **Class winners:** Griffin and Collier.

**Formula Atlantic/Super Sports (15 laps):** 1, Des Donnelly (March 73B), 14m 19.6s, 77.90 mph; 2, Patsy McGarrity (Chevron B29), 14m 20.2s; 3, John Pollock (Chevron B25), 14m 37.6s; 4, Ken Fildes (Lotus 69), 14m 48.4s; 5, Harold McGarrity (Chevron B25/7), 14m 56.8s; 6, Walter Kinnear (Lotus 69), 15m 6.4s. **Fastest lap:** P. McGarrity, 55.8s. **Super Sports:** 1, Derek Shortall (Gryphon C4A), 13 laps; 2, Mike Martin (Sizzler Mk. 2), 13; 3, Richie Conroy (Gryphon C73/4), 10.

**Prod-saloons (10 laps):** 1, Frank O'Rourke (Open Ascona 1900), 13m 10.0s, 56.51 mph; 2, Joe Fitzgibbon (Ford Capri 3000), 13m 11.4s; 3, Larry Mooney (Audi 80), 13m 13.2s; 4, John Hynes (Ford Capri 3000), 13m 25.0s; 5, Fintan Newport (Ford Cortina Lotus), 13m 26.8s; 6, Dermot Faulkner (BMW 2002Ti), 13m 44.0s. **Fastest lap:** O'Rourke, 1m 17.4s, 57.67 mph.

**Formula Ford Final (20 laps):** 1, Bernard Devaney (Hawke DL12), 21m 47.2s, 68.30 mph; 2, Eddie Jordan (Crosle 30F), 21m 50.8s; 3, Richard Parsons (Crosle 25F), 21m 56.8s; 4, Trevor Templeton (Lotus 69F), 22m 1.6s; 5, Harry Acheson (Crosle 30F), 22m 2.0s; 6, Crawford Harkness (Van Diemen), 22m 2.8s. **Fastest lap:** Dan Daly (Lotus 69F), 1m 3.6s, 70.19 mph.



Warmbold's BMW screams through a fast left. The crisp sound of its Formula 2 based engine was an added treat for spectators.

**CIRCUIT OF DONEGAL CASTROL/AUTOSPORT—ROUND 5**

# Blitzkreig comes to Donegal

By PETER NEWTON

Photos by COLIN TAYLOR PRODUCTIONS

Peering over John Davenport's shoulder gave you some idea of why the crew of the gleaming KWS Autotechnik BMW had won the day. John had in his hands the Teutonic riposte to the challenge of Donegal's glistening tarmac. Seemingly infinite numbers of symbols dotted the carefully ordered pages — as much as three and a half daunting sheets of scribbled speed to cover a three mile stage — the Achim Warmbold formula for success. They had worked hard during the previous week and once the work was done they had stuck to the results of it implicitly. Achim is at his best on pace notes — he has his own system for noting and once the job is complete to his satisfaction, he is experienced and confident enough to drive absolutely to the letter of the page — something which few Irish or British crews are able to manage successfully. The unbridled professionalism of the whole operation was a lesson in the art of winning.

Then there was the car; an aggressive, striped projectile which on close inspection only mirrored the precision and purpose of the men within it. As it lay silent in the soft Sunday evening light — its gold BBS wheels blackened by molten brake dust, the countless admirers stared at it as they had the Stratos just two days before. The standard of preparation and equipment made the German machine a master of the parc fermé, it was a pleasure merely to look at it.

Who could have believed at the start that after two days of fiercely competitive motor sport, there would be just two seconds in it to be fought over on the Sunday . . . it was almost a theatrical cliffhanger. Achim had seemed to spend the first day acclimatising himself to the strange conditions and road surfaces; he was content to let the others set the pace, finding out what they had to offer before beginning his drive to the front on Saturday. The BMW returned to Letterkenny on the second evening two seconds behind Billy Coleman and 29 seconds ahead of Dessie McCartney; the scene was set for a finish as tense and as critical as it was possible to be. Under a blazing sun both Dessie McCartney and Billy Coleman strove mightily to stem the German's remorseless advance; they drove with icy determination, the situation extracting unforgettable performances from both men that will live on long after the clouds roll back to plunge the scene of their efforts into shadow. It was tyres in the end that defeated them, but there was in the back of one's mind the ever increasing suspicion that the calm professional at the wheel of the German car was rarely extending himself, the BMW was dictating the pace, and when a reply was needed to keep the hounds at bay it was delivered with a crushing ease that suggested vast resources of speed should the occasion have demanded it.

Irish scenery has a softness and an air of tranquility that is totally unique to the country. Kerry is perhaps one area that immediately captivates the traveller with its sense of timeless space, rich colours and rolling country untarnished by man-made scars — Donegal has all this but its compelling charm comes from the abrupt changes in the geography over a comparatively small area, so that within the radius of some fifty miles there is rich pastoral grazing ground reminiscent of the Sussex lowlands, there are high windswept plateaux, heather strewn and desolate, remote sea loughs festooned with mysterious islands, and outcrops of craggy mountains that seem to march endlessly into the misty horizon. It is a part of the world that lends itself to rallying like nowhere else in the British Isles and the smiling convivial natives seem to have achieved the impossible with the elements. They now control the situation so well that the Circuit of Donegal has been blessed with sunshine for the previous four years. Friday was warm, Saturday warmer, and Sunday was blazing hot so that the ribbons of tarmac shimmered in the heat and molten rubber lay glistening treacherously on the

interminable corners; a weekend of fierce competition, sun burn, fresh air, pint glasses, unforgettable scenery, endurance carousing and a sense of detachment from the mainstream of hectic everyday existence, this then was north west Ireland last weekend.

## ENTRY

Most crews had spent the previous week in the vicinity of Letterkenny busily preparing their notes for the coming struggle so there was time for most to acclimatise and the machinery that assembled gave promise of what was to come. With just 15 minutes of lateness allowance and three cars being sent off every two minutes, timing was tight. There were no fewer than 14 Porsche Carreras entered, and the list though lacking in foreign entries, was still really exciting. First away was to be last year's winner, 'the King of Donegal' Cahal Curley, in the Chequered Flag Lancia Stratos. With three events and three non-finishes behind it, everyone, not least the team, were hoping for success here. Cahal

however had certain misgivings. He felt that the car, with its total lack of suspension travel coupled with the wide track and short wheelbase was not ideally suited to the yumps and bumps of Donegal. On the Thursday he lost his wrist watch while playing golf, it was to be an omen which he was not to forget — neither was he too enthusiastic about the Pirelli tyre situation and remarked that they were "like all Italians — risky!" With the very capable Austin Frazer as Clerk of the Course, Cahal had Drexel Gillespie sitting next to him, for the first time. The pair of them scarcely knew each other at the beginning of the previous week but after a few days in each other's company the partnership was working smoothly and all looked well for rally.

The second car away from the ramp represented the sole prominent European interest, it was the works built G2 BMW 2002 sponsored by KWS Autotechnik and driven by Achim Warmbold who used to drive BMWs for the works when they were participating, and John Davenport who has been partnering Achim's efforts this season in a number of different cars. Achim's BMW is without doubt one of the most painstakingly prepared rally cars to be seen; a cursory inspection of the interior underlines the methodical ordered minds which were consulted at its construction. The wiring is an electrician's dream and the whole car, from its aluminium struts to its Formula 2 fuel injected 16-valve engine represents an ultimate rally weapon. Rumours as to its power output were progressively increasing as the rally continued, but it seems that 240 bhp is near the mark with substantially more torque than an equivalent BDA Escort . . . a car to dream about and one which responds superbly to Achim's neat driving style. Terry Harryman summed it all up when he said to Achim: "you're doing this all wrong — you should have one seat in the middle of the car!" The team, like the Chequered Flag equipe, were using Pirelli tyres, but there was some quandary over exactly what would be used and they had borrowed six CN 36 radials on Minilites from Robert Ward to broaden their choice. For Achim's part, he was slightly apprehensive of the width of the some of the stages and he was not sure whether to use 13 or 15 inch racers on the car. The BMW finally arrived from Germany courtesy of the Irish Government after KWS bookings had fallen through. The government keep two vehicle spaces permanently reserved on Irish ferries and the Donegal Motor Club eventually secured them for the BMW and its service crew so that Achim could make the start. Billy Coleman had his Thomas Motors Escort 2 over from Blackpool with tarmac suspension but otherwise largely unchanged from the Scottish; another last minute rush which left Billy short of tyres and without the race cams which he felt were very necessary if he was to be able to stay with the Porsche drag race. Adrian did not get his little blue Alpine back from Dieppe until the Tuesday prior to the event and after arriving at the docks to collect it, he was in the process of

in even larger Wellingtons casually asked him why he did not merely drive the car onto the trailer. Adrian explained in some detail that it was inadvisable to start up such a new, expensive and highly tuned engine merely to drive it onto the trailer and any attempt to do so might result in expensive damage to the mechanicals — to which a lilting Irish voice replied, "oh, it was alright when we drove it out of the holds!" Adrian seemed happy with the car although he had not had a chance of more than a very brief blast up the road in it — he would only say with a grin that it certainly felt different. Meanwhile he had been scouring the countryside for Elf Texograde, which he eventually ran to earth in Dublin.

Behind Adrian came the first of the myriad of Porsches, Dessie McCartney with Terry Harryman as usual, and behind them were Brian Evans/Roger Roderick Jones. Jack Tordoff, making a brief return to rallying, was over with a stunningly beautiful 3-litre Carrera RSR, one of only five made in right hand drive. Allan Greenwood, Bob Bean's usual right hand man, was reading the notes.

In the absence of Chris Sclater, who was not able to acquire the necessary parts to appear; and Brian Nelson, who was left without a car, current Castrol/AUTOSPORT leaders George Hill/Phil Short started next in the Martin Group Magnum. In their continuing search to get the suspension geometry right, the car had been considerably lowered all round by two inches, and George was running some really wide eight inch Goodyear racers. Behind the Vauxhall came a gaggle of Porsches led by David Agnew at 14. Behind him was Marek Gierowski, with Martin Holmes co-driving. Marek had managed to acquire a John de Stefano twin plug head 2.8 example for this event, while John Price brought along the car in which he recently won the Circuit of Munster. John Tansey was again unlucky with his Porsche and reluctantly had to stand down after the engine developed a crack in the block. Tony Drummond borrowed Paul White from Chrysler for the event and brought over the Derek Carman Escort equipped with race cams but otherwise little altered from the Scottish. Sean Campbell put a rod through the side of his engine in Munster the previous week and could not get the engine rebuilt in time and Andrew Dawson had the same problems as Chris Sclater. Thus despite gaps, the top twenty promised some very genuine excitement. A notable last minute absentee was the familiar figure of Paul Martin who, while propping up the edge of the bar, recounted a sad tale which explained away the plaster which now encases his foot. He had had the gearbox/engine unit up on chain shackles and was preparing to separate the two as they swung menacingly above the garage floor. Unfortunately he attempted to achieve this by tugging hopefully at the clutch with both hands. Suddenly the unit obliged him and it continued floorwards at a rapidly increasing speed until it was met by Paul's unsuspecting foot. He will be hors de combat for some weeks while the bones heal.

It was left to Autoextra to provide the most spectacular drama for the pre-rally gossip columnists, despite the attempts of the local Garda to wrest pride of place from them by going off into the bog while proceeding through the first stage on Thursday evening. Vincent Bonner's BMW which had just undergone an expensive rebuild at Autoextra, was being driven back to Dungloe from Dublin when the crankshaft went. That evening a light aircraft landed in a field near Vincent's home with all necessary parts and an Autoextra mechanic. By breakfast time on Friday, the work was done and Vincent was ready to start. None of this of course helped Ashley Armstrong whose BMW also expired prior to the event and was left sitting forlornly outside the hotel.

## RALLY

Cahal Curley was anxious to warm up the racing oil in the engine—it was only four miles or so to the first stage and in order to be sure of getting everything up to full working temperature he opened out the Stratos on the road. Despite its now very tall gearing, he was soon in fifth, the hedges a blur as the little car catapulted down the main road in the crisp early morning air. Both men knew the way to the start of the first stage so both were watching the road ahead being swallowed up under their feet when a tractor pulled out of a concealed turning and staggered haltingly into the middle of the road before the horrified driver saw the black and white shape hurtling towards him. Cahal was



Dessie McCartney overcooks his familiar yellow Porsche Carrera in his inspired efforts to get on top.

heading for the only way round the road block, the right, when he was horrified to see the tractor moving again — to the right. In attempting to get out of the way the tractor was rapidly cutting off his only line of escape. Cahal twitched the Stratos violently to the left and the car slid past the rear of the tractor with only the prayers of the crew to separate the two vehicles. It was not a good way to start a rally and three miles into Carn Hill, Curley made a rare mistake; they were approaching a right hand corner immediately prior to a bridge with a 'flat' crest over it. The car was off line from the start and grazed the bank just prior the parapet which swung the car sideways towards the menacing stone walls. Lightning reactions saved the car from becoming a total loss and Cahal slid through with just a graze on the walls. The damage however was done, a front upright was bent and the car continued on its way with the front wheel leaning drunkenly outwards, an inch of toe-out and resultant chronic steering and braking defects. A very chastened Cahal was forced to start the next stage with the car in the same state as there was no time to do anything there and then. Drexel had stopped reading pace notes by this time as the only requirement was to get the car to the end of the stage. The strain on the upright was proving too much, even at greatly reduced speed, and predictably it cracked. Ron Pellatt tried to brass weld it, but Cahal knew from his expression that it was not going to last. On Glen, the casting cracked open again and at the end of Atlantic Drive the limping car had the upright removed and it was electric welded in a local garage. This was the final chapter to the saga. At the start of

Crocknakilla the upright collapsed, the wheel being held on to the car solely by the brake pipe for some way before the wheel finally parted company with the car and it was all over. It is apparently a five/ten minute job to change an upright and its a spare part that Graham Warner has been trying to secure for the car since he took over ownership. Cahal flew out for Ypres on Monday, and the car will follow him later in the week — so long as Turin can oblige in the time available.

That first stage claimed two other principal contenders, both of whom fought back to worthy overall positions by Sunday. Tony Drummond had an off and bent the front nearside front wing. He reckoned that it was only the second time that he has hit a car on a rally and the experience upset him so much that "we were creepin' about on Friday . . ." He lost three minutes with the excursion and it took him until Saturday to really get going again. By the final day he was really enjoying himself, flinging the Carman car around and entertaining the crowds with the sound and fury of a howling Drummond engine. As part of a grand finale he executed an enormous spin on Knockalla 2 in a place where there is a wealth of sea, sky and altitude and very little besides . . . he was lucky to escape with only time lost on his way to a fine seventh overall, just 9 seconds behind John Price.

Bertie Fisher visited the bridge on Carn Hill and finished up hanging precariously over the edge. All was well however and he continued in the ex-Russell Brookes car to take the group 1 award and get himself in the top ten despite having to virtually rebuild the car throughout the event.

Billy Coleman taking off: . . . he was unlucky to finish third after leading the event at one time.





Jack Tordoff's immaculate Carrera RSR gets airborne. He dropped out on Sunday.

At the front Dessie McCartney was rapidly establishing himself as the rally pace setter and it was to be mid-afternoon on Saturday before his superiority was seriously threatened. The pace at the top was hotting up but the German challenge had yet to reveal the nature of its true colours; the BMW had been overheating slightly owing to a slight leak from the gasket around the water pump and as far as the crew were concerned there was no sense in rushing it at this juncture. Adrian, in his first day of competitive motoring in the works-style Alpine, was slightly disappointed that his steed was not able to go faster. He was happy with the suspension which was now much softer, but he was having to work really hard to stay on terms with the Porsches. He felt that the principal advantage of the Alpine, its chuckability, had been negated by pace notes where the lesser handling cars could get set up for corners and there was not enough sheer go to compensate. These factors, coupled with the severe yumps and uneven surfaces contributed to making his ride a totally different experience from those in the Porsches. He looked hot and thirsty by evening. The crew however were in good spirits, Frank determined to maintain the international flavour by throwing away the pace notes and using French letters, though worried about the ground clearance of his seat which was expected to lead to "piles of trouble;" and Adrian voicing serious thoughts about Beaujolais. He was fifth at the end of the day and 20 seconds behind him was the man who had become the sensation of the event, Chris Wathen in the Vospers Escort 2, still with its venerable 1700 BDA installed. Chris had been flying from the drop of the flag and had surprised everyone with his speed on his first trip to Ireland, not least the organisers who seeded him at 32. His fine run came to an end on Letterilly late on Saturday when a quarter of a mile after the start of the stage he severely damaged the car after a blind brow in a sequence of right and left hand bends. As you approached the brow there was nothing to see save the tip of a mound of earth. Apparently a half shaft broke at the critical moment and the car dived off the road and eventually assaulted a wall which must surely account for the bodyshell. No sooner had the car come to rest than hordes of eager spectators fell upon it, having thundered down through a corn field to get the crew out in a charge reminiscent of Crimea. They were too late for co-driver McNally however, who had wriggled out of the wreck in record time. Meanwhile the Porsche train wound onwards, the only major reduction in their massed ranks was the disappearance of Marek Gierowski who had just begun to go well after his lay off from rallying. The oil cooler is mounted low down at the front of his car and a yump on Muckish Gap saw the Porsche land on its nose, breaking the cooler and ruling out any possibility of by-passing it. The order on Friday evening then was McCartney 53.38, Evans 54.31, Coleman 54.32, Warmbold 54.46, Boyd 55.13, Saturday was going to be a big day.

In Group 1 Derek McMahon, the famous owner of Donegal, was out in front, having overtaken Bertie Fisher. However, lying handily in fourth was well-known Spaniard Henry Innurieta who had come over in search of Castrol/AUTOSPORT points. Unfortunately he had forgotten to bring his service crew with him, and his hard working co-driver was faced with the prospect of changing the head gasket on the Thursday night to enable them to start at all. He was hard to work in the small hours when a hobbling Paul Martin tottered out of the darkness and immediately joined in, so that job time was appreciably cut. Henry had an exciting rally. Trying very hard throughout, he had had an enormous moment on Friday teetering on top of a wall, before assaulting a Chapel on Saturday — a contretemps which resulted in a victory for the church, and finally writing off the Adlards RS2000 over Atlantic Drive on Sunday. The previous stage he had put the car on its side but they had managed to right it again, though the steering was damaged and the car would not turn right very effectively. On Atlantic Drive the exhaust fell off and while they were debating what to do about it, a passing wall jumped out and attacked the car with very final results, bringing to a premature end a hard and determined drive that deserved better reward after coping with a multitude of problems.

Saturday belonged to Warmbold and the BMW. He set a string of fastest times that demoralised many of his adversaries and as the long hot afternoon wore on, he and Billy Coleman reeled in Dessie who by 3.30 was losing oil through the seals of his gearbox. He was using about a pint of oil per stage and his concern over whether the leak would interfere with his clutch was sufficient for him to ease the pace fractionally, and so he found himself being passed by Coleman who in his turn was being pressed by the BMW. At 4 pm the halfshaft broke on the Martins Magnum in a series of uphill hairpins over Glengesh 2. George had been having a miserable rally with the car refusing to handle properly. The problem area is the back axle which is allowing lurid moments of rear wheel steering, especially over rough surfaces and yumps. It now appears that the suspension development on the car has regressed this season and the team are planning drastic revisions. Apparently nothing short of a major redesign of the rear axle location will cure the problem; but in the mean time the sun was out, and George, savouring the idyllic pastoral scene, settled down on the bonnet to await his service crew, intent on the serious business of acquiring a suntan.

Billy Coleman was having to make do with intermediate and wet racers as he had run out of dries, and he knew that when the crunch came on the last morning he would have to have dries to stand any chance of fending off the BMW. Eventually he borrowed some from Chris Wathen, but ironically it was these tyres which were to let him down and he was heard to remark later, shaking his head in disbelief; "I haven't had a puncture for two years and I got two today." Adrian appeared after a tough and frustrating Saturday, intent on hurrying out again to practice the infamous Knockalla; and brother Derek, who had been busily welding the front crossmember throughout the rally, had a brake pipe burst as he approached Gweebarra Bridge. Somehow he got around the corner and continued on his way.

The situation back in Letterkenny that evening was almost unbelievably tense with Coleman clinging onto a slender two second lead from Warmbold, and Dessie McCartney 29 seconds adrift. After two days high speed driving there was

everything to play for. The start on Sunday was a civilised 11.00am so the shouts of revelry and the roaring of the merry-makers could be heard far and wide on the still night air.

Looking in the mirror after it was all over, Dessie muttered with a grin that he looked 50 years older after the last day's efforts. He drove perhaps better than he has ever done in his attempts to snatch victory, and he had closed the gap on the leader to two seconds himself before two punctures on the second to last stage, Fanad Head, finally wrecked his chances. It was on this very stage that the BMW crew re-applied the pressure, concerned lest the flying Dessie get any closer. Achim got the BMW round the stage 18 seconds quicker than on his previous try. They had been saving their one remaining pair of good racers for a moment such as this, but as it turned out in the end, there was no need.

Billy started the morning in the worst possible way losing 1¼ minutes with a puncture two miles into Kindrum Lake. He was forced to drive six miles on the rim and when he got to the end there was not a trace of tyre left to be seen. They damaged the engine mountings here too after the engine dropped onto the steering following a yump. Resigned to third place Billy nevertheless drove his heart out to keep the heavier, less powerful Ford in contention. Another puncture completed their day of frustration. . . .

Poor Jack Tordoff, chased hard by a determined Adrian, spun after a blind brow on the second tour of Knockalla; and with a sheer drop on the left 300 feet into the sea, he missed the end of the armco barrier and clipped a concrete post with the nearside rear wing of the Carrera deranging the rear suspension enough to put him out and handing fifth place to the charging Alpine. David Agnew's eighth place turned out to be hard earned. Just before midday in Robert Ward's garage at Kerrykeel he managed to get the ailing gearbox out and swapped for Ward's road going 911 unit in 26 minutes. After this tremendous feat of 'mechanicing,' he made the next control four minutes inside his maximum lateness. Between Kindrum Lake and Garrygort, four of the principal G1 men retired and it was merely left for the final saga to be played out on Fanad Head 2 where the hard-trying McCartney's luck ran out and where the hackles of the BMW, so often hidden, were raised in anger.

Achim's win can only do good for this tremendous event. It has come at a time when Irishmen threatened to dominate their home events rather in the way locals dominated the Safari for so long. Not since Tordoff won the Circuit has anyone beaten the Irish at their own game; and that has got to be good for the sport. For Donegal's future international status it is doubly good that Achim was the man to do it. It is impossible to think of a rally that is universally more popular than Donegal and it is hard to think of one whose organisation is so efficient and whose people are so hospitable in the process — Donegal is an unforgettable experience.

#### 1975 International Circuit of Donegal

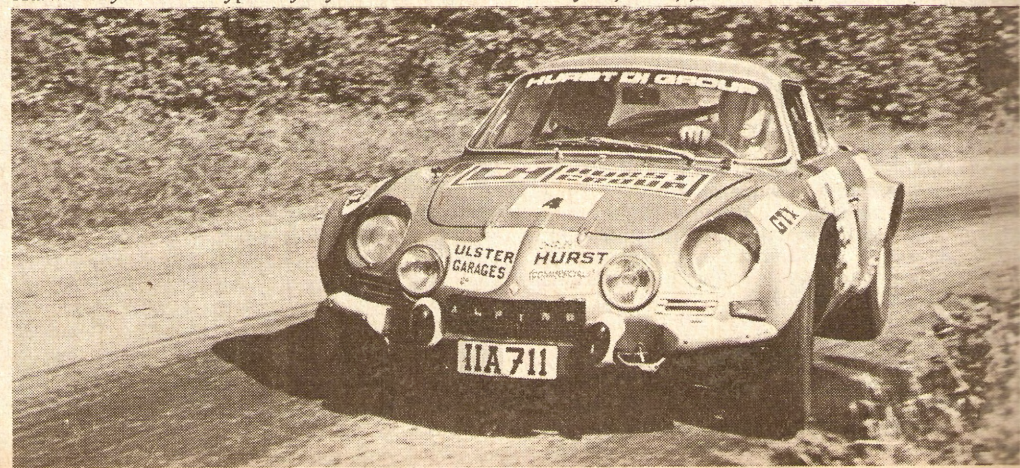
1. A. Warmbold/J. Davenport (BMW 2002) 251.16;
2. D. McCartney/T. Harryman (Porsche Carrera) 252.19;
3. B. Coleman/P. Scott (Escort RS 1800) 252.50;
4. B. Evans/R. Rhoderick-Jones (Porsche Carrera) 255.08;
5. A. Boyd/F. Main (Renault Alpine) 260.35;
6. J. Price/M. Sones (Porsche Carrera) 262.21;
7. T. Drummond/P. White (Escort RS 1975) 262.30;
8. D. Agnew/R. Harkness (Porsche Carrera) 263.44;
9. D. Boyd/R. Kerneghan (Escort RS 1600) 265.00;
10. B. Fisher/D. Smyth (Escort RS 2000) 274.24.

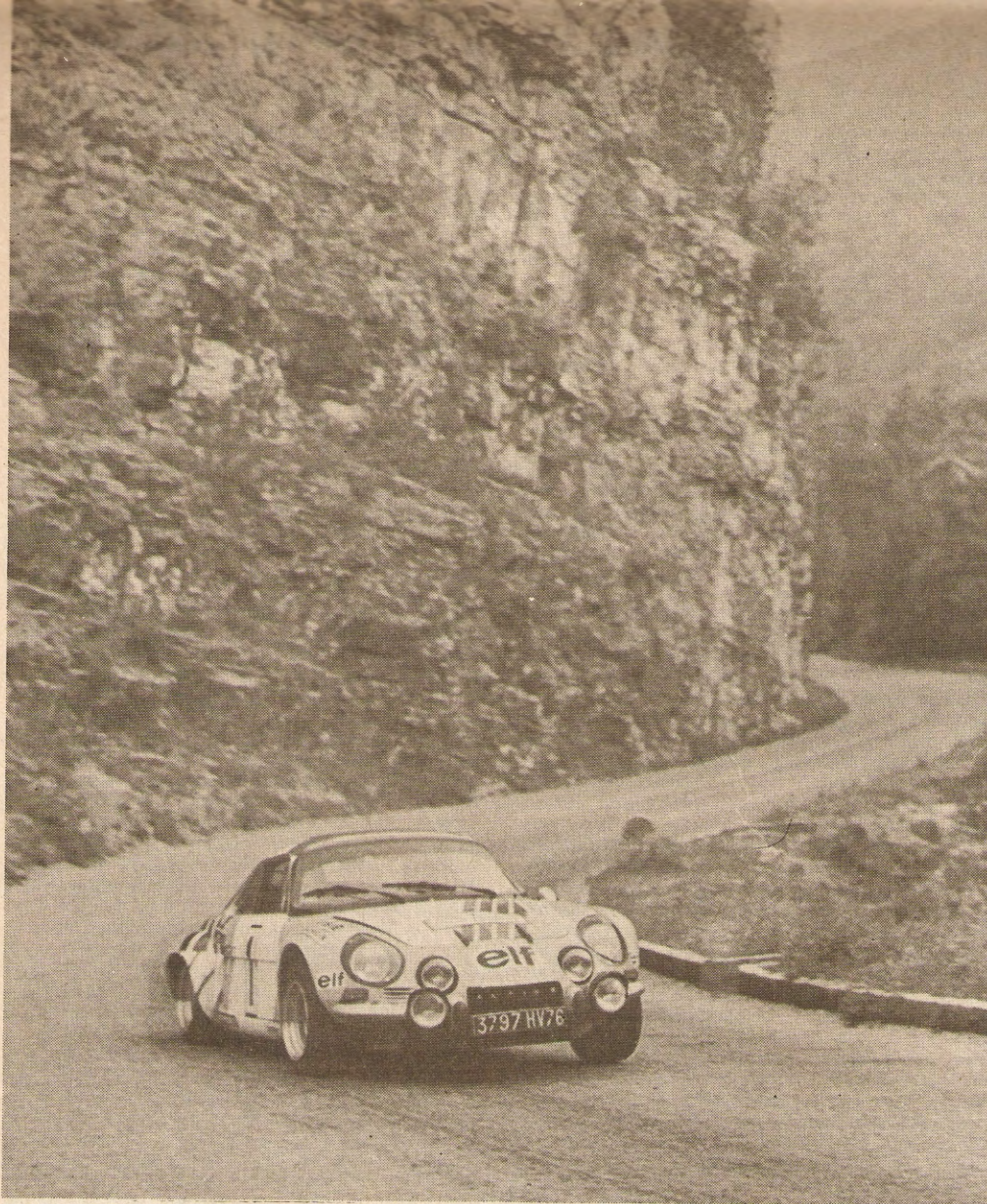
#### Group 1

- B. Fisher/D. Smyth (Escort RS 2000).

(for Special Stage times see "Special Stage")

Adrian Boyd drove a typically stylish and determined rally to finish fifth in the Alpine.





Nicolas started at the front, courtesy of last year's win, and stayed there again this time.

## CRITERIUM d'ANTIBES

# A predictable win for Nicolas

Jean-Pierre Nicolas and Vincent Laverne ran away to an easy victory on last weekend's Antibes rally, another counter towards the European championship carrying the importance of coefficient three, their 1.8 Renault-Alpine simply outlasting the opposition, most of which fell by the wayside on the first night of this two-night event. There were only 36 finishers from 105 starters. Franco Ravot and Pierre Trecco made it a one-two for Alpine holding off the group 3 Porsche Carreras of Lynri, Brunel and Gardauot — leading lady was Michel Mouton (Alpine). Jean-Louis Clarr took group two with his BP-Opel Marseilles Ascona.

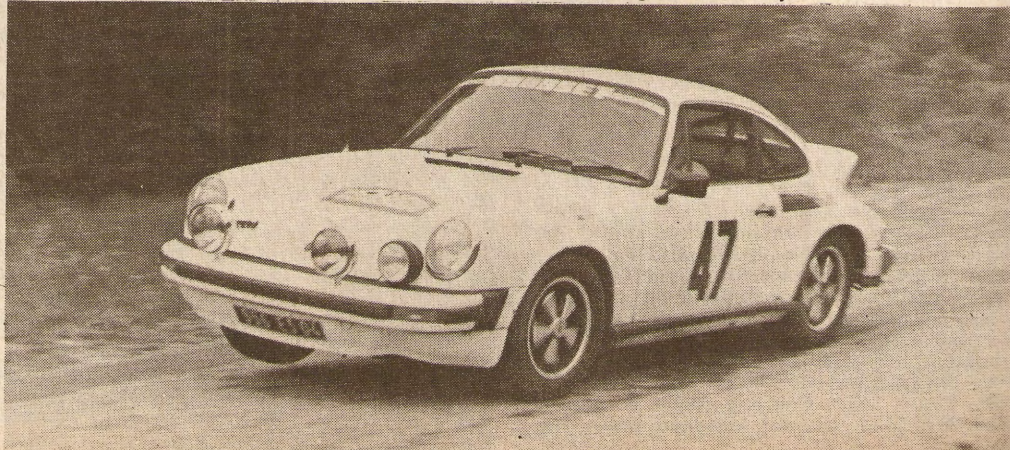
## ENTRY

Based on the small seaside resort of Antibes, just along the coast from Nice on the Cote d'Azur, this year's rally had even more International interest than previous events, and by far the most internationally flavoured entry must have been the intrepid Australian pair of Evan Green and John Bryson in an Italian car — a "works" Alfetta GT with four valve per cylinder engine and fuel injection, who were sponsored by the English firms of Endrust and Brut 33 on this French event. They came over to try to find out about the car prior to using a similar, but two-valve version, in the Southern Cross and other Australian events. Alfa-Romeo apparently have been more than helpful, even sending out their chief technical advisor. Also in a 4-valve Alfetta GT was the more usual pairing of Jean-Claude Andruet/"Biche" both cars coming from AutoDelta. Their problems began at scrutineering, being too noisy, but wire wool soon cured this.

Renault-Alpine also brought along two works cars, the familiar 1.8 Berlinettes, preferring to plug on with this well-proven model until further development has been carried out on the A310. One car was for Nicolas and the other for Jacques Henry/Maurice Gelin. Boreham were making one

of their all-too-seldom sorties to the continent with a brand new and virtually untried Escort 2, their first in tarmac trim. Suspension was similar to that used on the Circuit of Ireland and the engine was on carburettors. The "dynamic duo" Roger Clark and Jim Porter, flew out to do their

Fourth place fell to Brunel's Porsche Carrera seen here on the Aiglun-Colde Bleyne test.



recede immediately after winning the Scottish and described one of the roads which was to have been on the rally as "an unforgettable experience just to drive at walking pace let alone on the rally." Due to an avalanche, however this stage, which climbs out of the village of Roquebilliere up Mount Tournaret, was eventually cancelled. Competition in the group 2 category was to be pretty fierce, on top of the two Alfetta GTs there were the very rapid BP-Opel Marseilles entered Asconas of Guy Chasseuil and Jean-Louis Clarr, both cars having fuel-injection cross-flow engines.

Entered in group 1 was the all conquering Alfa Romeo 2000 of Guy Frequelin in the familiar colours of Christine Laure Robes. Not so familiar was the car of Jean-Louis Barailler, the French group 1 champion, who was at the wheel of a Renault 5 LS, Renault's answer to the Cooper "S." No less than 40 Alpines were also to be found among the entries whilst the only other Britishers were Stanley Palmer and Roger Young in G 1 AlfaSud.

## RALLY

The rally started from Port Vauban in Antibes at 7 pm on the Friday night, a short run out brought competitors to the first of the 33 scheduled special stages. Even this short run was too much for Barailler's Renault 5 LS however and he was forced to retire even before the first special stage. The two Alpines were quickest over the first three stages, Jacques Henry just having the edge on Nicolas on each occasion with Andruet in the pretty Alfetta GT close on their heels. Roger Clark was already in problems with rear-end steering; the axle moving half an inch or so on its mountings and he was also down on power compared with the Alpines and on the many mountain climbs they just walked away from him. A seventh fastest was the best he could do on the tortuous St Auban-Col de Buis stage.

Perhaps the biggest problem on this now all tarmac event were the patches of loose gravel lying on the road, everyone except Clark was running on slicks, mostly from Michelin, while Roger was on some new Dunlops but just wasn't getting enough rubber on the road. With well over 50 per cent of the route on special stages and the rest all tight road sections, little time was available for servicing, there being only 15m maximum lateness allowed. So that even the slightest problem could put you out of the rally, as Stanley Palmer had already discovered going out on stage 1 as the result of damaging a wheel on a rock. Evan Green was also dropping well back with a recurring electrical fault, something similar to the problem which dogged Andruet in the Isle of Elba rally. Henry continued setting fastest times on every stage and was well in the lead, though Andruet was splitting the two Alpines frequently and was by now chasing hard, leading the Gp. 2 category from Clark and Guy Chasseuil's fuel-injected Opel Ascona, although it was the fuel injection that put him out after stage six.

But it was just two stages on the 37 km. test from Ascros-Toudon to Bonson that the shape of the rally really began to appear, Clark suffering a front suspension failure, making the descent to the finish even hairier and was sadly forced to retire. Jean-Claude Andruet fell foul of some gravel on the same test crashing the car heavily and out of the rally while lying third. Gabriel Ratto, too, had crashed in his Alpine putting both crew members in hospital, fortunately only suffering from the odd broken limbs (!), though it



Not a smooth event for Clark who battled with many problems, including lack of power, bumpsteer and front suspension failure, before retiring.



Tenth place and first group one car was the Frequelin/Rousseau Alfa Romeo.

could easily have been much worse, while De Meyer too had put his Alpine off the road.

A second 15 min. service halt was put in at Roquebilliere before the detour led to the familiar Monte test St. Sauveur-La Couillole and it was here that the electrics on Evan Green's Alfetta GT finally cried enough. The next test, stage 12 from Valberg to Guillaumes (14 kms without a single straight) caught out Jacques Henry, who had now set fastest time on every previous stage, another patch of gravel responsible for putting him off the road and out of the rally. So it was that Jean-Pierre Nicolas inherited the lead overall and Jean-Louis Clarr the lead in group 2. Group 1 was as usual being dominated by the Alfa Romeo 2000 of Guy Frequelin from the Radio Monte Carlo-Opel Ascona of "Tchine"/Gandolfo. Second behind Nicolas was a further Alpine of Franco Ravot, while behind him came the battle for the group 3 category with the Porsche Carreras of Christian Lunel, Alain Brunel and Christian Gardavot all after the £500 that was at stake.

Back in Antibes at the end of the first leg only 50 of the original 105 cars were still running, Nicolas holding a four minute lead over Ravot who was a further 4m up on the first Porsche, Lunel's, Brunel held fourth, while in fifth place was Clarr from Gardavot and the petite Michel Mouton who was leading the coupe des dames.

The second leg was basically a repeat of the first with an extra stage thrown in, though the final stage on each leg had been cancelled. Once again

there was action straight away as Lassage and Knoll rolled their Simca Rallye 2 out of a second in class at a hairpin in the middle of the very first test. Ravot was quickest here and on several of the tests throughout the night, but he was never really able to 'eat into Nicolas' lead and eventually

Once again Clarr took group two with his seventh place finish.

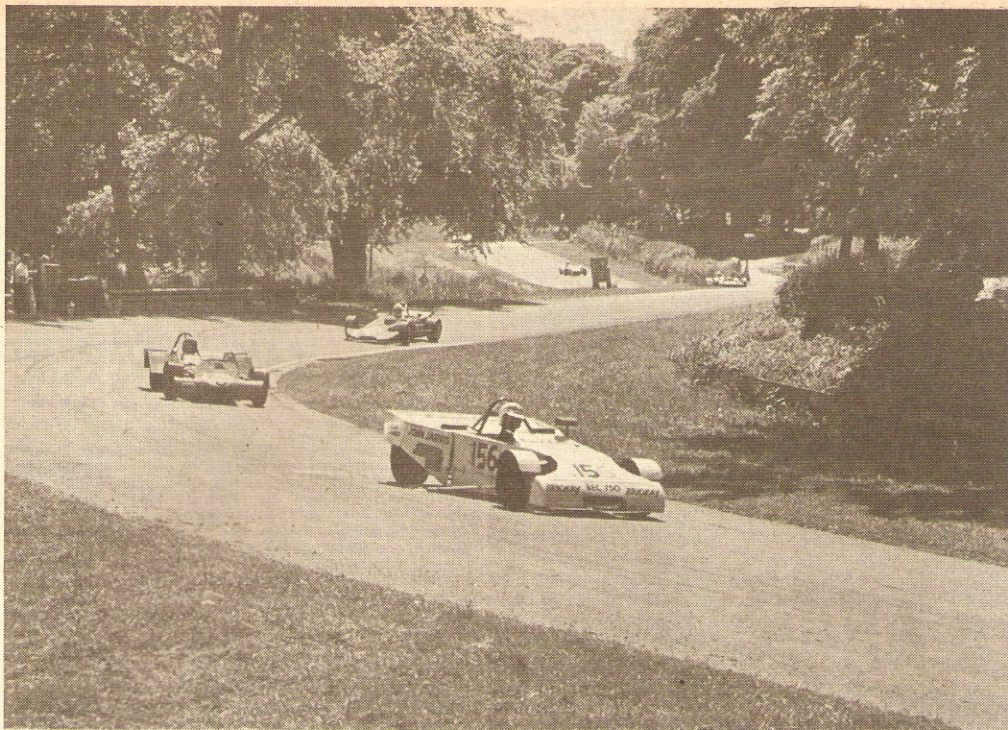


dropped back a further minute settling for a very good second overall. Lunel held firmly on to third as Brunel was forced back with a puncture on that fateful Ascros test, eventually finishing just four tenths of a second in front of Gardavot who had overhauled Clarr's Opel, as had Michel Mouton in her Esso backed group 3 1600 class winning Alpine A110. In eighth place behind Clarr was De Libran's Alpine having worked his way up from 14th at the halfway halt. Ninth and second group 2 car was another Ascona, in Air Inter colours driven by Alain Errani just ahead of Frequelin in the Dan-Auto Alfa Romeo who easily won the group 1 award. Once again a well organised event, with results coming out promptly at 5 pm on the Sunday, and with some £7,000 in the prize fund it is rather surprising why more enterprising young stars don't tackle this event in the sunny, if somewhat expensive, South of France.

## HUGH BISHOP

1. J. P. Nicolas/V. Laverne (Alpine-Renault A110 1.8), 8h 02m 54.9s; 2. F. Ravot/P. Trecco (Alpine-Renault A110 1.8), 8h 07m 18.2s; 3. Ch. Lunel/C. Giordanella (Porsche Carrera), 8h 14m 53.2s; 4. A. Brunel/F. Bondil (Porsche Carrera), 8h 22m 11.5s; 5. Ch. Gardavot/S. Defranoux (Porsche Carrera), 8h 22m 11.9s; 6. M. Mouton/F. Conconi (Alpine Renault A110 1.6), 8h 22m 39.2s; 7. J. L. Clarr/J. F. Fauchille (Opel Ascona 1.9), 8h 24m 11.9s; 8. R. de Libran/J. F. Du Roure (Alpine-Renault A110 1.8), 8h 40m 27.7s; 9. A. Errani/R. Luparia (Opel Ascona 1.9), 8h 44m 57.5s; 10. G. Frequelin/M. Rousseau (Alfa Romeo 2000), 8h 45m 38.5s.





Brian Cocks' Briokay Elva leads other F1300s through the glade towards the hairpin.

## CADWELL PARK

# Friswell's outright record

Considering the relatively few opportunities competitors get to race at the fabulous Lincolnshire circuit of Cadwell Park, many of the grids at last Sunday's NSCC meeting were disappointingly small. Notable of these was the non-championship F3 event for which only five cars came to the grid and three finished. The NSCC were a little upset as apparently they had been promised a good entry. Despite all this, the highlight of the day was the tremendous drive by Geoff Friswell in the U2 Mk 16 to completely dominate the Pole Position clubmen's round and set a new outright circuit lap record.

A fair number of F1300s came to the line to open the day with a round of their championship. It was Philip Lloyd's Nomad which quickly established itself in the lead. Early second man R. Davies fell out with gear selection troubles letting Alan MacBeath's Gopher through to chase the leader. MacBeath closed the gap on Lloyd to only 0.6s at the end setting a new class lap record but could not quite pass him. Dick Miller's Centaur was third after a bad start and passing the misfiring US Mk 14 of eventual fourth man Vic Waterhouse.

Russell Dell's Ripspeed car led the Mini Miglia round throughout the race but was chased by Alan Curnow's Longman car. Both were very hairy and sure enough, Curnow spun at the hairpin letting Dell win easily and set a new lap record. Curnow recovered to come eighth so second place went to John Hazell who was given no time to relax by his constant shadow, John Bradburn, in his Aldon car. Phil Spurling recovered to take the fourth place he had held on lap one after a spin on lap two at Park.

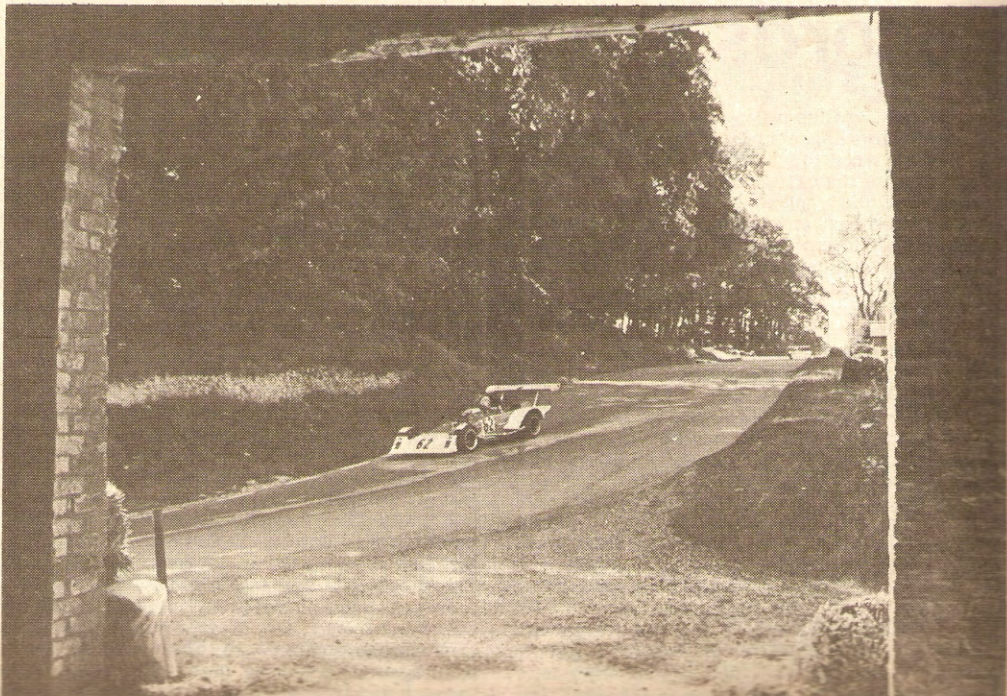
On paper, it didn't look as though anybody would get near Geoff Friswell in the Pole Position clubmen's round. Sure enough, Friswell whizzed away and although completely unchallenged, he put on a remarkable display of driving, lapping all but second and third men in the eight laps and establishing a new outright lap record. David Orbell (Stallwood U2 Mk 16) was a lonely second throughout, finishing over 30s behind Friswell. Ian James (U2 Mk 12) was the only unlapped runner in third place. The only dice was for the FF engine class between Tony Harris (U2 Mk 11B), and Nigel Christmas (DRW), which the U2 won by 1.6s.

Only three cars really featured in the modsports thrash. The experienced Richard Sutherland made no mistakes in his 1.3 Sprite leading throughout and equalling the class lap record. Behind him Ian Wilkinson's similar car was chased by Peter Richings' 1150cc Midget until lap six when a couple of wheel studs broke on Richings' car allowing a rear wheel to flap in the breeze leaving Wilkinson an easy second from Mike Taylor's Sportspares Sprite.

A pitiful five F3 cars came to the grid for their 15-lapper. Chris Barnett's March-BMW 753 led throughout, Barnett using his SuperVee experience at the circuit to good effect. He was chased all the way by the Brazilian, Ingo Hoffman (March-Novamotor 753), who could have made a race of it had he made a better start. Peter Clark's Wisharts Modus M1 was a distant third and the only other finisher. Ken Silverstone's March 743 retired on lap 5 with no gears and the only other starter, Peter Dugdale (March 733/743), spun at Charlie's on lap 10, went across the infield, through a hedge and bumped into a marshal's car. No serious damage was sustained.

Paul Rhodes' 1850cc Escort led the Alan Pond saloon round throughout with Paul Taft's Motospeed Mini a secure second. Geoff Byman's Mini led the similar car of Clinton Bourke for third after a spirited battle with the one litre class winner, Bill Barrett (Cooper S) from Nick Wadham's 1.3 Cooper S and the similar 1.0 cars of Roger Turner and David Peake.

*The Barn doors are left open for safety purposes these days, but Geoff Friswell didn't require them while setting a new outright circuit record.*



The difference in speed between the quickest and slowest Formula Vees looks even more exaggerated at Cadwell but 18-year-old Embassy Hill mechanic Ian Flux was certainly quick enough at the front with his Shellsport Scarab as he held off the more experienced Peter Wimhurst (Veemax 4D) and set the new lap record. Back in third place, Gordon Rae (Rae 73) held off the repeated challenges of John Morrison having a one-off drive in the aerodynamic Caldwell D13. Alex Lowe's Valiant in fifth was the only unlapped car.

The Merlyn Mk20A of Tony Barley led the final race for FFs on lap one but he went off across the field dropping to fifth on lap two. This let Peter Harrington's Merlyn Mk29 into an expected lead which he held to the end from Nigel Haywood's Merlyn Mk20/24. Barley recovered to claim third place but he could not shake off Steve Williams' similar car which shadowed him to the line with the Ray 73Fs of Michael Burdett and Clive Broughton, who had a spin at the Mountain next up.

## PETER RICHINGS

**F1300 Super Visco championship round (8 laps):** 1, Philip Lloyd (Nomad), 14m 7s, 76.51 mph; 2, Alan MacBeath (Gopher), 14m 7.6s; 3, Dick Millar (Centaur Mk 14), 14m 42.6s; 4, Vic Waterhouse (U2 Mk14), 14m 48.6s; 5, Tony O'Neill (U2 Mk11A), 15m 24.6s; 6, Henry May (U2 Mk8B), 15m 34s. **Fastest lap:** MacBeath, 1m 43s, 78.64 mph (record).

**Mini Miglia championship round (8 laps):** 1 Russell Dell, 14m 51.2s, 72.71 mph; 2, John Hazell, 15m 24.4s; 3, John Bradburn, 15m 26.8s; 4, Phil Spurling, 15m 40s; 5, Tom Hurn, 15m 50.2s; 6, Derek May, 16m 56.2s. **Fastest lap:** Dell, 1m 50s, 73.64 mph (record).

**Pole Position clubmen's championship round (8 laps); overall and race modified engine class:** 1, Geoff Friswell (U2-Hart Mk16), 12m 1s, 89.88 mph; 2, David Orbell (U2 Mk16), 12m 36.2s; 3, Ian James (U2 Mk12), 12m 53.2s; 4, Chris Hart (U2), 7 laps. **Fastest lap:** Friswell, 1m 28.4s, 91.63 mph (outright circuit record). **FF engine class:** 1, Tony Harris (U2 Mk11B), 73.43 mph; 2, Nigel Christmas (DRW), 3, Ken Brown (U2). **Fastest lap:** Harris, 1m 47.2s, 75.56 mph.

**Modified sports cars (8 laps); overall and up to 1300cc:** 1, Richard Sutherland (1.3 Austin Healey Sprite), 14m 26.6s, 74.78 mph; 2, Ian Wilkinson (1.3 Austin Healey Sprite), 15m 3.4s; 3, Mike Taylor (1.3 Austin Healey Sprite), 15m 47.4s; 4, Ian Gorrie (1.3 Austin Healey Sprite), 16m. **Fastest lap:** Sutherland, 1m 46.6s, 75.99 mph (equals record). **1300 cc to 2000 cc class:** 1, David Conley (1.6 MGA), 63.75 mph; only starter. **Fastest lap:** Conley, 2m 4.8s, 64.90 mph.

**Formula Three (15 laps):** 1, Chris Barnett (March-BMW 753), 22m 43s, 89.14 mph; 2, Ingo Hoffman (March-Novamotor 753), 22m 51.4s; 3, Peter Clark (Modus M1), 23m 26.2s; no other finishers. **Fastest lap:** Barnett, 1m 29.6s, 90.40 mph.

**Alan Pond special saloon championship round (8 laps); overall:** 1, Paul Rhodes (1.8 Ford Escort), 13m 58.6s, 77.27 mph; 2, Paul Taft (1.3 Cooper S), 14m 17.8s; 3, Geoff Byman (1.3 Cooper S), 14 35.6s; 4, Clinton Bourke (1.3 Cooper S), 14m 38.4s. **Up to 1000 cc class:** 1, Bill Barrett (1.0 Cooper S), no speed given; 2, Roger Turner (1.0 Cooper S); 3, David Peake (1.0 Cooper S). **Fastest lap:** Turner, 1m 53s, 71.68 mph. **1001 cc to 1300 cc class:** 1, Taft, no speed given; 2, Byman, 3, Bourke. **Fastest lap:** Taft, 1m 45.8s, 76.56 mph. **1300 cc to 2000 cc class:** 1, Rhodes, 77.27 mph; no other starters. **Fastest lap:** Rhodes, 1m 42.6s, 78.95 mph.

**Formula Vee championship round (8 laps):** 1, Ian Flux (Scarab), 13m 45.6s, 78.49 mph; 2, Peter Wimhurst (Veemax 4D), 13m 53s; 3, Gordon McRae (Rae73), 14m 22.6s; 4, John Morrison (Caldwell D13), 14m 23.4s; 5, Alex Lowe (Valiant), 15m 9.6s; 6, Douglas Copeland (Peco), 8 laps. **Fastest lap:** Flux, 1m 41.2s, 80.05 mph (record).

**Formula Ford (8 laps):** 1, Peter Harrington (Merlyn Mk29), 13m 59.8s, 77.16 mph; 2, Nigel Haywood (Merlyn 20/24), 14m 6.4s; 3, Tony Barley (Merlyn Mk20A), 14m 19.8s; 4, Steve Williams (Merlyn Mk20A), 14m 20.2s; 5, Michael Burdett (Ray 73F), 14m 32.8s; 6, Clive Broughton (Ray 73F), 14m 38s. **Fastest lap:** Harrington, 1m 42.4s, 79.10 mph.



Marc Smith's Capri is chased by the Britax saloon pack.

## CROFT

# Robertson stars again

Croft again hosted the BARC Yorkshire Centre for a meeting of six races, which included Britax Production Saloons and British Air Ferries Formula Ford Championship rounds as well as the usual FF, Modsports, special saloons and Libre events.

Winners were Mick Starkey, Jock Robertson, Andy Smith, Bruce MacMichael, Brian Whiting and Willie Wood on a bright sunny day which saw the usual BARC efficiency able to finish ahead of time.

Once Mick Starkey in the ATS Merlyn had taken the lead in the first Formula Ford race it was left to John Simpson (Nike) to try and catch him but this he was unable to do as Starkey extended his lead to win by over 4s at the flag. Second place saw a fierce struggle by Simpson to stay ahead of John MacGilvray (Crossle) and Neil Williamson (Van Diemen) with George Franchitti (Hawke) coming through into fourth at the end demoting Williamson.

With none of the heavy metal in Class A turning out for this particular round of the Britax Production Saloons it was left to the Mazdas to make the running. Tony Lanfranchi's Mazda led initially but then Jock Robertson's similar car got past and opened out a good 10s lead by the end of the 15th lap. With the premier positions filled by the Oriental screamers it was a pair of Capris — those of Marc Smith and Neil McGrath — which came home in third and fourth places. In the small class the Simca Rallyes gave a good account of

themselves for Neville Knight and Simon Kirkby to take ninth and tenth overall holding off Tim Dodswell's record breaking 1275 GT.

Only eight cars started the Modsports race and, inevitably, the ASM Team Elan and Clan of Andy Smith and Kenny Allen took an easy 1-2. Ian McCollough (Sprite) and John Bury (Midget) fought over third place until Bury dropped out, this being the only change in race order.

Eight non-starters cut the field down for the BAF FF round, but the racing turned out to be close with five cars in a chance at some stage. Bruce MacMichael (Crossle) led for the first three laps and was overtaken by Rick Morris (Hawke) who seemed to have control over the race until his brakes locked up and he hit the infamous Chicane rather hard on lap eight. This allowed MacMichael back into the lead where he held off repeated challenges from Mick Starkey (ATS Merlyn) who made a vain last ditch attempt although the timekeepers found it impossible to separate their times. Some way behind the leading pair a real scrap had developed and featured Dave Buttigieg (Dulon), John Kent (Royale) and Eric Horsfield (Alexis), who eventually finished in that order after Kent lost third place in a "moment" at Tower on the penultimate lap.

The Special Saloon Car race started off with Stuart Oliver (Escort BDA) outragging everybody to take the lead, but then on lap two Eric Smith in his exceedingly quick Mini GT took over at the front. This state of affairs lasted until lap

five and the Mini had a misfire set in and dropped steadily back into fourth place at the end. Brian Whiting (Escort BDE) had been harrying Smith and led the way home from Oliver and Norman Hodgson (Escort FVC).

Last on the programme was, as usual, the Libre event which saw Willie Wood bring the F5000 Trojan out to hold a race long, but narrow, lead from Andy Barton in his Lotus 69 (his March is still suffering the effects of its trip over the banking at the last meeting). At the end it was Wood by 0.6s but the fastest race lap had been put up jointly by Wood and Barton. John Muirhead (Mallock) took third place over one minute behind the leaders.

## PAUL BOOTHROYD

**BARC Northern Formula Ford Championship (10 laps):** 1. Mick Starkey (ATS Merlyn-Scholar), 12m 43.0s, 82.57 mph; 2. John Simpson (Nike-Scholar Mk 10), 12m 47.2s; 3. John MacGilvray (Crossle-Minister 25F), 12m 48.0s; 4. George Franchitti (Hawke-Scholar DL12), 12m 51.8s; 5. Neil Williamson (Van Diemen-Scholar RF75), 12m 52.2s; 6. Dave Buttigieg (Dulon-Newbridge MP17), 12m 57.4s; **Fastest lap:** Richard Philip (Crossle-Scholar 20F), 1m 15.0s, 84.00 mph.

**Britax Production Saloon Car Championship (15 laps):** **Overall:** 1. Jock Robertson (Mazda RX3), 22m 23.8s, 70.32 mph; 2. Tony Lanfranchi (Mazda RX3), 22m 33.2s; 3. Marc Smith (Capri 1), 22m 37.0s; 4. Neil McGrath (Capri GT), 22m 50.4s; 5. Stuart Patterson (Capri), 22m 53.0s; 6. Bill Sydenham (Mazda RX3), 22m 57.0s. **Over £2,300:** No starters; **£1,700-£2,299:** 1. Smith, 69.64 mph; 2. McGrath; 3. Patterson. **Fastest lap:** Smith, 1m 28.0s, 71.59 mph. **£1,300-£1,699:** 1. Robertson; 2. Lanfranchi; 3. Sydenham. **Up to £1,300:** 1. Neville Knight (Simca Rallye 1), 65.33 mph; 2. Simon Kirkby (Simca Rallye 1); 3. Tim Dodswell (BL Mini GT). **Fastest lap:** Knight, 1m 34.0s, 67.2 mph.

**Northern Sports Cars/Players No. 6 Modified Sports Car Championship (10 laps):** **Overall:** 1. Andy Smith (1.6 Lotus Elan), 12m 39.4s, 82.96 mph; 2. Kenny Allen (1.1 Clan), 12m 53.6s; 3. Ian McCullough (1.3 A-H Sprite), 13m 11.0s; 4. Ron Harper (1.1 Triumph Spitfire), 12m 52.9s; 5. William Langley (5.3 Jaguar V12E Type) 9 laps. **Over 1,300 cc:** 1. Smith, 82.96 mph; 2. Langley. **Fastest lap:** Smith, 1m 14.8s, 84.23 mph. **1,151 to 3,000 cc:** 1. McCullough, 79.65 mph. No other finishers. **Fastest lap:** McCullough, 1m 17.0s, 81.82 mph. **Up to 1500 cc:** 1. Allen, 81.44 mph. No other finishers. **Fastest lap:** Allen, 1m 16.0s, 82.90 mph.

**British Air Ferries Formula Ford Championship (15 laps):** 1. Bruce MacMichael (Crossle-Scholar ZOF), 18m 58.8s, 82.98 mph; 2. Mick Starkey (ATS Merlyn-Scholar), 18m 58.8s; 3. Dave Buttigieg (Dulon-Newbridge MP17) 19m 12.4s; 4. John Kent (Royale AVJ RP16); 19m 18.8s; 5. Eric Horsfield (Alexis-Ford 23B), 19m 23.0s; 6. Frank Potts (Hawke-WRA DL11), 19m 35.0s. **Fastest lap:** MacMichael and Starkey, 1m 14.6s, 84.45 mph.

**Wendy Wooll Special Saloon Car Championship (10 laps):** **Overall:** 1. Brian Whiting (1.8 Ford Escort BDE), 12m 42.2s, 82.65 mph; 2. Stuart Oliver (1.6 Ford Escort BDA), 12m 57.0s; 3. Norman Hodgson (1.8 Ford Escort FVC), 12m 57.4s; 4. Eric Smith (1.3 BL Mini GT), 13m 8.4s; 5. Gerald Clark (1.5 Mini-Cooper S), 13m 30.2s; 6. Oliver Holmes (3.8 Janglia), 13m 47.6s. **Fastest lap:** Whiting, 1m 12.4s, 87.2 mph. **Over 1300 cc:** 1. Whiting, 82.65 mph; 2. Oliver; 3. Hodgson. **Fastest lap:** Whiting, 1m 12.4s, 87.2 mph. **1001-1300 cc:** 1. Smith, 79.91 mph; 2. Clark; 3. Ian Rogerson (Cooper S). **Fastest lap:** Smith, 1m 15.0s, 84.00 mph. **Up to 1000 cc:** 1. Simon Davey (Cooper S), 73.56 mph; 2. Alan Ritchie (Mini); 3. David Haigh (Mini). **Fastest lap:** Peter Pitman (Imp), 1m 21.4s, 77.40 mph.

**Formula Libre and Clubmens (10 laps):** **Overall:** 1. Willie Wood (5.0 Trojan-Chevrolet 101), 11m 12.8s, 93.64 mph; 2. Andy Barton (Lotus-Barton 69 BDA), 11m 13.4s; 3. John Muirhead (1.6 Mallock-Holbay U2), 12m 16.4s; 4. Roy MacNab (Gryphon C74A), 9 laps; 5. Bruce MacMichael (Crossle-Scholar ZOF), 9; 6. John MacGilvray (Crossle-Minister 25F), 9. **Over 1600 cc:** 1. Wood, 93.64 mph. No other finishers. **Fastest lap:** Wood 1m 5.8s, 95.74 mph. **Up to 1600 cc:** 1. Barton, 93.56 mph; 2. MacMichael; 3. MacGilvray. **Fastest lap:** Barton, 1m 5.8s, 95.74 mph.

**Clubmen's up to 1600cc:** 1. Muirhead, 85.55 mph; 2. MacNab. No other finishers. **Fastest lap:** Muirhead, 1m 11.6s, 87.99 mph.

## DOUNE

# Records are hammered

The Lothian Car Club played host to the RAC and Woking Motors Leaders hill climb championships last Sunday when they staged the sixth round of both series on the extremely tricky Carse Hill at Doune. They did a splendid job and such was the sickness of the organisation that all competitors received up to four practice runs on Saturday and an additional run on Sunday morning and yet the meeting still concluded at 4pm. The competitors also rose to the occasion, none more so than Roy Lane, who hurtled his Fenny Marine GM1 up the narrow confines of the hill to take not just BTd and the vital ten championship points, but also Mike MacDowel's hill record. The story was the same in the classes for by the end of the day just one of the original records remained intact, many of the others having been shattered by as much as three seconds.

John Stuart's non-record breaking victory in his U2 put him into second place in the Leaders championship along with Sprite driver Russ Ward who was not competing at Doune. The battle may be on for second place in the Leaders championship but certainly there is no disputing the fact that at the moment the boss of the series is Alan Richards with the Cheltenham Cameras Gryphon 3AR for, despite the fact that he had never seen Doune before last weekend, he really took the

1100 ccs single seater class record to pieces, trimming it by over three seconds, with the supercharged car and also extending his championship lead to an almost unassailable 21 points.

The top ten run-off saw a close battle between the two Griffiths', Tony and Martyn, and Reg Phillips for the last three places with Martyn (Severn Advertising McLaren M10B) just getting the steal to score his first ever championship points as he took eighth place at 44.21s, just over 0.18s ahead of Tony (Brabham BT33). Phillips (Chevron B25/27) only failed by 0.03s to catch the Brabham with his second run.

David Franklin again improved with the Huntsman Ensign getting down to 43.00s but this still left him in seventh place and again he came out second best to class winner Alan Thomson (Chevron B17) whose second run of 42.78s put him just 0.02s ahead of John Cussins's first run time in the W&G Chevron B32. Cussins looked determined on the second climb and was visibly quicker than before on the lower reaches of the hill but he was unable to better sixth place as he just left the braking too late at the Junction and shot off into the undergrowth. Ken MacMaster continued his tidy improvements with the Modus and shrugging off memories of Doune gone by. He really came through well to take a fine fourth place just half a

second astern of Alister Douglas-Osborn, who really was trying with the NJR Installations Pilbeam, but even he was really unable to stay with the two championship leaders Roy Lane and Chris Cramer. Lane ran first and really screwed on the power of the Chevrolet motor, his first run was within 0.05s of the hill record and looked like a winner, especially as Cramer had a moment in the Tunnel and was trailing a little. Lane, however, still gave everything on the second trip and improved yet again to lower the course record to 40.55s. Cramer's Grunhale March had a mighty task ahead of it. Chris left the line in fine style and was really quick on the bottom end of the hill, but he had to be to catch Lane who had really been motoring, tidily through East Brae and over the line but, despite a fine improvement on his first run, he could not quite get on terms falling by 0.31s. So now Lane heads the championship table, just one point clear of Cramer with everything to play for at Harewood in a fortnight.

## ROBIN BOUCHER

**BTd.** Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 40.55s (record).

**RAC Hillclimb championship round 6:** 1. Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 40.55s; 2. Chris Cramer (2.2 March 74B Hart), 40.86s; 3. Alistair Douglas-Osborn (2.2 Pilbeam R15 BDG), 41.78s; 4. Ken MacMaster (2.0 Modus M4 Hart 420R), 42.27s; 5. Alan Thomson (1.6 Chevron B17 Ford TC), 42.78s; 6. John Cussins (5.7 Chevron B32 Chevrolet), 42.80s; 7. David Franklin (1.6 Ensign LNF373 Holbay), 43.00s; 8. Martyn Griffiths (5.8 McLaren M10B Chevrolet), 44.21s; 9. Tony Griffiths (3.0 Brabham BT33 DFV), 44.39s; 10. Reg Phillips (2.2 Chevron B25/27BDA), 44.42.

**Class Winners:** Bill Donald (1.0 Hillman Imp), 49.92s (record); Jim Dryden (1.3 Mini Cooper S), 49.38s (record); Barrolog Angus (1.0 Davrian Imp), 47.36s (record); Tom Sleight (2.0 Jensen Healey), 47.78s (record); John Stuart (1.8 Mallock U2 Mk 15 BDA), 44.94s; Alan Richards (1.1 Gryphon 3AR Ford, 45.66s (record); Alan Thomson (1.6 Chevron B17 Ford TC), 43.13s (record); Chris Cramer (2.2 March 74B Hart), 41.35s (record).

# Volnik beats Turpin

By dint of some very hard work by the Midland Manor officials, a respectable 60 plus entries were received for last Sunday's second round of the BT&RDA four abreast Autocross Championship which moved to the pleasant Long Marston airfield venue near Stratford-upon-Avon.

With such a small entry and quite a few holes left in the entry after practice and the first runs, each car had three runs with the best two on aggregate to count towards the points and trophies.

By dint of being able to get the power onto the road rapidly, Nick Seymour deservedly collected BTD in his Volnik but Mike Turpin tried very hard on the last run, got alongside the Volnik only for the pair of them to spin into the dust of the outfield. David Baskerville, the shy young West Countryman was most unspectacular but neat with two identical runs to see off Terry Smith by almost a second and Nick Garner was the meat in the sandwich of Messrs Cleaver and Piggott in their yellow Mini.

A slight dent has appeared in the crown of champion George Warren — beaten by an ever bigger smiling Dave Fuell (first class win), while Roger Burn got it all together to hold off the torrents in the sports car class.

Following another hollow victory for Martin Barnard's Datsun — it suffered its first damage for ages in a practice punch up — Derek Cleaver produced the best time among the small engined Minis with a sparkling 1m 42.9s second time out to take the class from Garner by a precise two seconds while Derek Piggott was only six tenths away from putting the

Midlander back into third spot.

Bob Merridale picked up his second class win in the series. Last time he was all alone with his 1300 Escort, this time Clive Trueman provided a 100 per cent improvement in class opposition but was five seconds slower. No such tameness among the sports cars! Burn's Clan did the best individual run in 1m 39.0s but Gibson's aggregate of 3m 19.8s left him ahead by two seconds with Paul Northall, who later broke the gearbox of the Triumph GT6, third. As the gearbox locked up in his third run, Northall was ahead of Burn who did not realise until too late that he could have rushed past in pursuit of the yellow Sprite...

A curious misfire sidelined Tony King/Anne Harris in the Imp and left Terry Westley to go on holiday with an easy win in his VW and despite swearing he was "running in" a new engine, Roger Brunt blasted his way to a fine five second class win with his 1 litre Mini, now painted on the inside but still scruffy on the outside.

Dave Fuell's win in Class F — he beat Paul Eaton's Twin Cam Escort by a second — cost him a seized gearbox and it was small consolation for Warren that he had the fastest run and was still only third in class. Tony Merridale was a contender but broke the back axle and Dimi (The Blackbird) Mavropoulos bust a head gasket when flying ahead of the rest on the third run.

**BTD:** N. Seymour (Volnik), 3m 14.1s.  
**Class winners:** D. Cleaver (Mini), 3m 28.1s; B. Merridale (Escort), 3m 30.0s; R. Gibson (Sprite), 3m 19.8s; R. Brunt (Mini), 3m 19.9s; T. Westley (VW), 3m 37.5s; D. Fuell (Escort), 3m 24.9s; D. Baskerville (Mini), 3m 17.8s; M. Turpin (Turpin Special), 3m 16.8s; N. Farrington (Porsche), 3m 28.3s **Ladies:** Mrs A. Spray (Cortina), 3m 59.4s.

## Hot class competition

Rob Turnbull, the Sutton Coldfield single seater sprint exponent, had one of his most satisfying BTD's at the Owen Motoring Club's Cur-bough event last Sunday when he beat the redoubtable Bob Rose. Both Turnbull, using his Brabham BT35 and Rose, usual McLaren M14D, returned 32.4s under nigh perfect conditions but Rose had put up his time on his second run after a spin in the first so Turnbull collected the Graham Hill Trophy.

In keeping with the weather, there was hot competition in several classes. J. Farmer's Imp put it across Neal Johnstone's usual class winning Mini in the up to 1 litre class, a standard RS 2000 beat a BMW 3000CSL and P. Rambout's AC Ace had to fight hard to stay ahead of the spirited driving of L. S. Spittle in his MG 'M.'

Among the single seaters, David Render BT29 was a fraction quicker than Alan Turnock, sharing Turnbull's car.

**BTD:** R. Turnbull (Brabham BT35), 32.4s.  
**Class winners:** A. Forrest (RS 2000), 40.6s; J. Farmer (Imp), 37.8s; T. Wood (Cooper), 35.4s; M. James (Austin A30s/c), 38.1s; H. Shepherd (Jag E), 39.4s; D. Richardson (Turner), 37.9s; G. Wood (Elan), 35.8s; P. Rambout (AC Ace), 43.5s; P. Harvey (Cooper-Norton), 39.3s; M. Green (Endrout Lotus), 35.4s; I. Curtis (Mallock U2), 34.3s; D. Render (Brabham BT 29), 33.0s; R. Rose (McLaren M 14D), 32.4s; C. Southall (Dolomite Sprint), 43.7s; N. Harrison (Midget), 43.1s; M. Lock (TVR Tuscan), 39.5s. **Best Owen Member** (Graham Hill Cup); P. Darbyshire (Cooper), 37.6s.

## Autocross opener to Buckley

The inaugural round of a new autocross series — the Journal Trophy/ANECC Autocross Championship — took place last weekend at Hedshaw Farm near Selkirk in front of large and enthusiastic crowd. Superb weather plus nearly four hours of close racing set the scene for this opener. Berwick driver John Lindnes took BTD with his two litre BDA engined Escort from rally drivers Dominic Buckley and John and Les Eagleton (both with their rally prepared Escorts).

Fifty competitors were attracted to the meeting and Scottish competitors appeared numerous. Dominic Buckley also took the class for road prepared cars, the other classes being won by Ian Spark (Mini) up to 1000 cc engines over driven wheels; Trevor Olds (Mini) over 1000 cc engines over driven wheels; David Black (Sprite), front engined, rear drive; John Lindnes (Ford BDA), over 1300 cc front engined rear drive.

● A nice touch at Aintree over the weekend was the donation of alcoholic refreshment to marshals from Huyton Volkswagen, who took the opportunity to participate at the track where a Supervee event took place.



Can you stand the suspense? If so, go to Blackbushe this weekend.

## French 2CV invasion

A minor invasion from France is expected at Blackbushe airport this weekend when the 2CV Autocross is run by Hants and Berks MC. About half the 50 strong entry is from France and the main awards are

expected to cross the Channel again. A French students band is due to tour the area on a coach on Saturday and a couple of pop groups will keep things lively on Saturday night. Racing on both days starts at 2.30 pm.

## Friswell and Aintree meet

Geoff Friswell felt that there was a lacuna in his racing experience which ought to be filled so he entered for last Saturday's Aintree meeting to see what the Liverpool circuit had to offer. He soon found out how tight the first corner, Country, is when he spun on his first lap of practice into the crops and spent the next few laps swallowing grass inside his Bell Star. A fastest lap of 55.8s (105.80 mph) and 2.2s outside the outright record saw him on pole position with "expatriot" Liverpoolian Frank Synter alongside 0.2s slower.

The promise of a great battle was never fulfilled, however, for Geoff's diff broke as the flag fell and Frank was left to hold off Malcolm Jackson's older U2 with a new record of 56.4s. Frank recalled afterwards that his first race at Aintree had been in 1963 in a bog standard Lotus Cortina.

## Honda problems

It appears that Honda are not exactly helping their racing image in this country currently. We've had a letter from Graham Harper of Stoke-on-Trent who says that having been racing for ten years, he's now had to stop because of a piece of paper. That piece of paper is, of course, the homologation form for his Honda Civic, Honda haven't apparently produced the relevant piece of paper, and the car can't be reinstalled until October. Which is rough luck on a bloke who's leading one championship and second in two BTRDA series.

## Only 18 at Carlisle

Only eighteen competitors turned up at the Pirelli company's car park Carlisle last Sunday for the BTRDA autotest championship round run by the Cumberland Car Club. Trevor Smith took BTD in his Midget on 623.8 heading second overall Dick Squires (Sprite) by a 14s margin.

Regulars in the championship took all classes — John Larkin and Steve Stringer leaving the several Scottish lads behind by considerable margins. Novice winner Robert Laurie was fifth overall.

**BTD:** T. Smith (Midget), 623.8s.  
**Class winners:** D. Squire (Sprite), 637.8s; J. Larkin (Clubman GT), 651.4s; S. Stringer (Lotus7), 674.6s. **Novice:** R. Laurie (Midget), 781.1s.

## Humphreys' BTD

On a fast smooth course, of more than 1000 yards to a lap, David Humphreys (1.3 Mini) took BTD last Sunday at the Rugby MC autocross near Rugby. His best run of 118.4s beat Bob Marshall (1.3 Mini) by exactly a second while Dick Keen's Escort was only a fraction slower in third spot.

Best class was the large capacity front engined rwd class with sixteen starters where a fine scrap developed with eventual winner Barry Stretton (Escort) pipping Bernard Banning's Avenger by a tenth while David Thompson's Mexico was a close third. Shoe manufacturer John Grocock collected the small Mini class with ease and Brian Betteridge took the rear engined class in his VW despite a slipping clutch.

**BTD:** D. Humphreys (1.3 Mini), 118.4s.  
**Class winners:** J. Grocock (Mini), 121.8s; D. Keen (Escort), 119.6s; B. Betteridge (VW), 124.1s; R. Fitt (Cooper), 120.6s; B. Stretton (Escort), 122.2s; R. Marshall (Mini), 119.4s.

## The Doctor at Gurston

Roger Willoughby (3.5 Techcraft) took BTD at another of the successful BARC (South West Centre) hill climbs at Gurston Down last Sunday with a time of 34.06s. In nigh perfect conditions, a fair gathering of the public saw several fine class scraps but, rather surprisingly, no class records were broken.

The touring car class, up to 1500cc, set the pattern for the day with Terence Pattam's Mini being only a fraction ahead of Stuart Brown's Escort TC and among the 850cc non-standard machinery, Jack Astley's Saab 96 gave close fight indeed to Nigel Mustill's Mini. Dick Dare (Longman Mini), and Terry Clifford (Cooper), could not be split on their best run in 41.86s but Clifford had made a right mess of his other run.

Best of 15 in the over 1300 special saloons was Gordon Banks' Mini who had a tenth in hand over Alan

Humphries' Escort. The special class for Alvis owners was exciting with Humphrey Collis (Alvis 4.3) beating Rod Jolley's Alvis TA 21 by a whisker while Maurice Ogier nipped over from the Channel Isles to collect the mod sports to 1300cc in his Clan Crusader.

Among the sports racer class Norman Hutchins collected the gold in his Mallock U2, the Martin BM8 of Dave Good and Richard Brown having broken its clutch in practice.

**BTD:** R. Willoughby (Techcraft), 34.06s.  
**Class winners:** T. Pattam (Mini), 42.29s; D. Rylett (Bristol 401/3), 50.8s; N. Mustill (Mini), 44.07s; D. Dare (Mini), 41.86s; J. Meredith (Cooper), 39.30s; G. Banks (Mini), 40.10s; H. Collis (Alvis 4.3), 46.8s; P. Channon (AC Cobra), 38.22s; M. Ogier (Clan Crusader), 40.8s; J. Haynes (TVR Tuscan), 39.38s; A. Boshier-Jones (Mallock U2), 36.93s; D. Moores (Dextra), 38.23s; N. Hutchins (Mallock U2), 37.35s; B. Brant (Cooper Mk 10), 40.65s; S. Hutcheson (Ginetta G17), 37.67s; G. Watts (March 733), 34.64s; T. Brown (Brabham BT 36X), 35.29s.

Paul Channon won his class in this beautiful 4.7 Cobra.



## Lack of entries

A first run time of 2m 38.6s was good enough to give John Bailey's McLaren M10B the best time at last Saturday's Basingstoke & District CC's sprint at Greenham Common RAF station. The meeting suffered a dearth of entries with major events the week before and this coming weekend in the area and only 39 cars started on the modified course.

One of the best drives of the day was that of Brian Curd in his Elan who got within three seconds of the TVR Griffiths of Simon Brookman which only did one run before being retired with overheating in the 4.7 litre unit. Philip Henshall had problems for a lot of the day with his Unipower GT which finally came good on the last run.

**BTD:** J. Bailey (McLaren M10B), 2m 38.6s.  
**Class winners:** M. Gardner (Cooper), 3m 28.0s; D. Harvey (RS 2000), 3m 14.2s; P. Henshall (Unipower GT), 3m 8.4s; D. Beams (Ginetta G 15), 3m 7.0s; S. Brookman (TVR Griffiths), 2m 59.6s; D. Basson (Taydec 1600), 2m 54.4s; C. Tebby (Lotus 35), 2m 57.8s.

● The BTRDA autocross championship and the RAC series goes down to the South West this weekend to Ivington Farm, Clyst St Mary, Exeter, where the Exeter MC are running the event. It starts at 2 pm.

## Mather starts again

After several seasons of struggling with insufficient finance and finding rides in other people's cars, including David Taylor's old BRM P153, St Helens driver Kim Mather scraped together all his pennies for 1975 and built himself a "new" March 74B with 1,940 cc BDA for some competitive *libre* racing.

At Aintree on the Tuesday before last weekend's meeting, he lapped in 52.8s, 0.8s under Tony Dean's outright record, and then the engine digested its internals. This leaves Kim with one highly raceworthy chassis but nothing to propel it. Undeterred, he intends selling it for enough to buy an old chassis and engine to rebuild and start all over again. Some people never give up!

● Geoff Lees extended his lead in the Brush Fusegear championship and for his efforts, was awarded the Allied Polymer Group Driver of the Day award.

● Trevor Scarratt is back in the lead of the Monoposto championship despite only finishing sixth at Aintree last weekend. He leads with 68 points from Alan Baillie, 66 points, and Paul Maxwell, 62 points.

## Weekend's 'climbs

Two good hillclimbs take place this weekend at Fintray, near Aberdeen, and Shelsley Walsh, nr Worcester. Fintray has an entry of around 80 cars, including Jim Dryden's Longman Mini, Dave Ross' Stiletto, Barrowgill Angus' Davrian and Bill Smith's Ginetta G17. There's a historic class too with a brace of Allards up against that well known Bentley expert, Keith Schellenberg in either the World Cup rally model, or his Barnato Hassan special. The action takes place on Sunday.

Shelsley Walsh has an entry of nearly 80 historic cars alone for their Saturday meeting, run by the Midland Automobile Club and the VSCC. Among the entries are John Nutter's 8.0 Bentley Speed 6/8, a 1.5 Bugatti Brescia, a number of Alfas, Clutton's Itala GP of 1908 vintage, and Alan Cottam's Connaught. There are a few modern cars for comparison, with some of the RAC contenders present, including Chris Cramer, Alister Douglas-Osborn and Ken MacMaster. Big bangers are represented by Johnny Williamson's 5.7 Surtees, and Martyn Griffiths' 5.8 McLaren M10B.

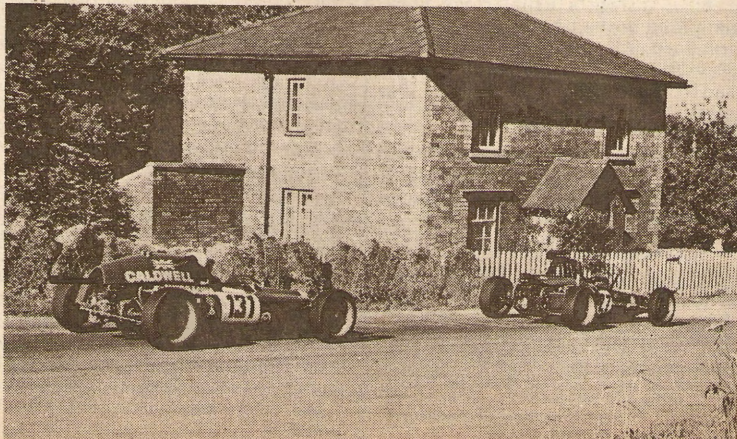
Sunday sees the more modern machinery take to the hills with entries including Gerry Tyack's 3.0 BMW CSL, Di MacMaster's Clan, a host of 500s, Rob Turnbull's Brabham, and once again, a good entry from the RAC fraternity. Climbing starts at 2.30 on Saturday, and 2.0 on Sunday with practice in the morning of both days.

## Welsh dates

The Welsh Autocross championship seems to be getting off to a good start, for the following clubs have applied for dates: July 27, Sixty and Worcs; August 3, Forest of Dean; August 10, Swansea MC; August 17, Trostre MC; August 31, Port Talbot MC; September 7, MONTAC; September 14, Welsh Border CC; September 28, Hereford (Final).

The Gloucester club also want to hold a round on August 25 or September 21. The championship secretary is Len Evans, 4 Railways Cottages, Tram Inn, Wormbridge, Hereford, who can supply further details.

John Morrison took a step down in the Vee hierarchy by trying the Caldwell at Cadwell (!) last weekend. Here he follows Gordon Rae's Rae.



## Thwaite resigns

Andy Thwaite, secretary of the BT&RDA autocross committee for the past seven years, will finally give up the post at the end of August.

He tendered his resignation from the post at last Saturday's committee meeting but will stay on the committee. Andy finds that his RAF commitments are taking up more and more of his time and he has decided to give up rather than suddenly find he has been posted and a gap would be left.

Martin Barnard will take over some of his duties and Norman Williams will also act in parallel on publicity, etc.

## Gibson diversifies

Rob Gibson had a break from autocrossing last Friday and went and won the Potteries & Newcastle MC's grass autotest at Hatherton. Using his Sprite he was easily the quickest on the four tests which were done twice.

Class winners were Brian Garton (Mini), Graham Harper in both his wife's Mini and the sponsored Honda Civic, John Clarkson (Escort), Danny Owen (Imp), Neil Pope (Dimple). Mrs Lesley Cowcill was best lady in the family Clan Crusader and Mike Ridgale was best novice in an Escort.

## More 'crosses

Potteries & Newcastle MC are likely to run at least two more autocrosses this year at Hatherton, near Nantwich, site of their recent Shaftesbury event. The Club's AGM was told last week that the landowner would welcome them to take over from the motor cycle scramble clubs who have moved to another venue. The site could be the venue for the BT&RDA Autocross Championship final in September.

Another Staffs club, GEC (Stafford) MC have been told they can also have their new venue at Walton Farm, nr Stafford, almost any time.



Peter Harrold's 2.1 VW kicks up the dust for John Greasley's 3.5 Imp to consume.

## Douglas takes 4 abreast

Speedcross had a successful first outing in the south last weekend when Falcon MC had no trouble in gathering a full house of 64 cars for their Knebworth Park exercise which was comfortably won by Ron Douglas in a 2 litre BDA Escort who was the only driver to win all four races over a very dusty and hard course. Most of the leading lights in the south were present chasing a portion of the £130 prize fund and about 30% of the entry collected something for their troubles.

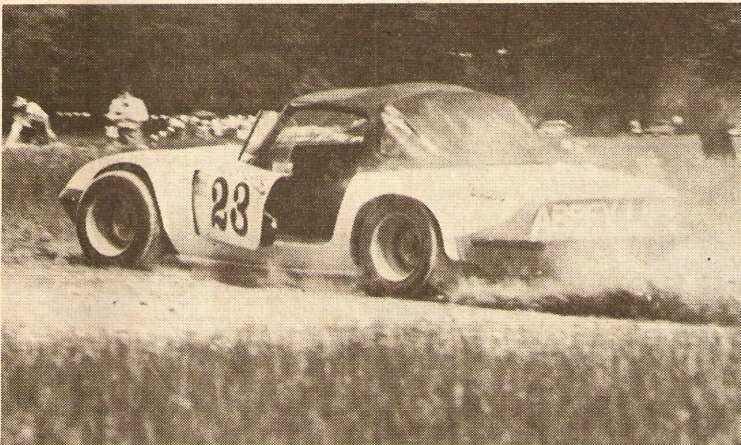
Crunch race was early in the third round where Douglas, Barry Crump, Peter Kearney and Keith Ripp came face to face. Ripp's 1500 Mini outraged the Escort initially but Douglas soon got past and Crump had an almighty moment but stayed on the course in his 1 litre Mini and

Kearney's 1.6 Elan was busy eating everyone else's dust.

Ripp ended up with 14 points as did John Greasley in his thundering 3.5 Buick engine Imp. Greasley's only defeat was at the hands of Douglas and he also collected a vital penalty marker in his pursuit in that heat which cost him a pound or two. Only man who might have been a real threat to Douglas was Neil Bray in his 998 Mini. He had the audacity to hold off Douglas for a whole lap when they clashed but he only managed 10 points, penalties reducing him from being a potential runner-up.

**Leading positions:** R. Douglas (Escort), 16pts; K. Ripp (Mini), J. Greasley (Imp), 14pts; P. Kearney (Elan), B. Crump (Mini), B. Pearce (Anglia), P. Robertson (Avenger GT), J. Young (Scorpion), 12pts.

Peter Kearney has a spot of bother with his Elan, but still won his class.



## Club novelty Clot

A new venture for Morecambe and Kirkby Lonsdale MC is the Lakeland Stages rally planned for August 30. The event counts for the BTRDA Gold Star and Triple C clubmen's championships. Kendal showground hosts the start at 8.15 am and the route includes twelve stages. There's £100 for the winners plus the Lakeland Motor's trophy and entries at £22 until July 31 will be accepted by Alan Banks, 43 Greenwood Crescent, Bolton Le Sands, Carnforth.

● Although the BT&RDA four-abreast Autocross Championship is struggling after only two rounds, the rest of the series will go ahead as planned and the final in September will probably be a four- and a two-at-a-time event. Next event is this weekend down at Exeter.

Officials stared open-mouthed in disbelief as a spectator, with two small children in the back, drove his Escort under the public enclosure ropes at Knebworth Park in between runs at last Sunday's speedcross.

He did three-quarters of a lap of the circuit and then promptly thumped his car head on into one of the Landrover breakdowns at about 20 mph.

Expecting to find a drunken driver slouched over the steering wheel officials were amazed when they found to the contrary. Needless to say the offender will not be welcomed at future Knebworth Park ventures.

● Herbert Shepherd's win in his E-Type at Curborough last Sunday brought his total to 161. Can anyone better this?

## Comfortable winners

Mid Cheshire member Tony Vernon predictably set BTD last Sunday at his club's autocross at Kinderton Hall Farm, Middlewich, Cheshire. His first run of 84.6s in his 1300 Cooper gave him BTD by half a second from Trevor Buckle in his 1450 Mini. Most of the class winners collected comfortable successes but Neville Garlick and Peter Futers disputed the up to 1 litre Mini class in furious style, Garlick managing to get the verdict by a mere tenth.

Spectacular on both his runs over the tight 700 yds course was John Clarkson's Escort — a six second class winner — while Muriel Banks achieved a fine win in the rally car class with her standard Cooper S beating Graham Harper's Honda Civic by half a second. John Howarth, a lone sports car entry, was thrown in with the 1300 cc Escorts and Anglias, won his class with his Midget then promptly shed a wheel.

**BTD:** T. Vernon (Cooper), 84.6s.  
**Class winners:** J. Hopwood (Mini), 90.4s; J. Howarth (Midget), 95.7s; J. Cotton (Californian), 88.9s; N. Garlick (Mini), 92.6s; J. Clarkson (Escort), 87.4s; T. Buckle (Mini), 85.2s; R. Watmough (Special), 85.7s; Miss M. Banks (Cooper), 90.9s; P. Ratcliffe (Cooper), 92.4s.  
**Ladies:** Mrs J. Harper (Mini), 90.7s. **Novice:** N. Peatfield (Mini Special), 90.1s.

## Markey appeals

Following last week's Mazda saga, John Markey of Arian Automotive was, under normal conditions, given a week in which to appeal. On Monday, he gave notice that he would indeed appeal against the tribunal's decision.

Correcting a statement in our report of the tribunals, Cozy Powell, Wendy Markey and Barry Andrews were in fact fined £100 and not as stated.

● Overheard in the scrutineering bay at a recent autocross:

**Scrutineer:** "I think your brake pads are a bit thin."

**Competitor:** "That's all right then isn't it — I only use them in the paddock."

## BRIEFLY...

● Sign of the times. Nick Seymour has worked it out that for every minute of actual motor sport in a BT&RDA Autocross it now costs him £3.90 and if he stays within a radius of 100 miles of home, his average is still £1.60 per minute of motor sport. Organisers take note!

● One man who will want to forget the narrow confines of Doune very quickly is Mini driver Peter Summers who was fortunate to escape from his totalled Mini Cooper after a devastating accident at the Garden Gate.

● Chris Woodcock will shortly be taking to the tracks again, this time in an MRE sponsored by Colin Emery's Dairy at High Wycombe. He'll be contesting the Brush Fusegear championship at Silverstone.

● A 1955 TR2, rescued from a scrapyard about three years ago at a cost of £30, was adjudged winner of the Concours d'Elegance at the Owen Motoring Club's sprint meeting at Curborough last weekend.

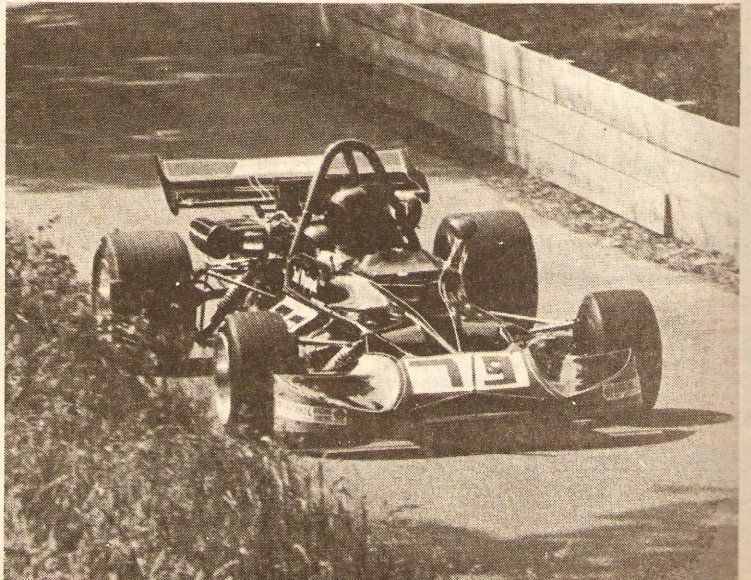
● Popular new president of the Dartford and District Motoring Club is Barrie Williams, well known club racer of many years.

● Chevron single seater driver, Richard Shardlow, despite not competing at Doune, appeared at the meeting and gave a demonstration run with his latest road car a Porsche Turbo. However lack of rear brakes caused a few problems and even a spin, but when sorted it could make an exciting hill climb car as well as a fantastic roadie.

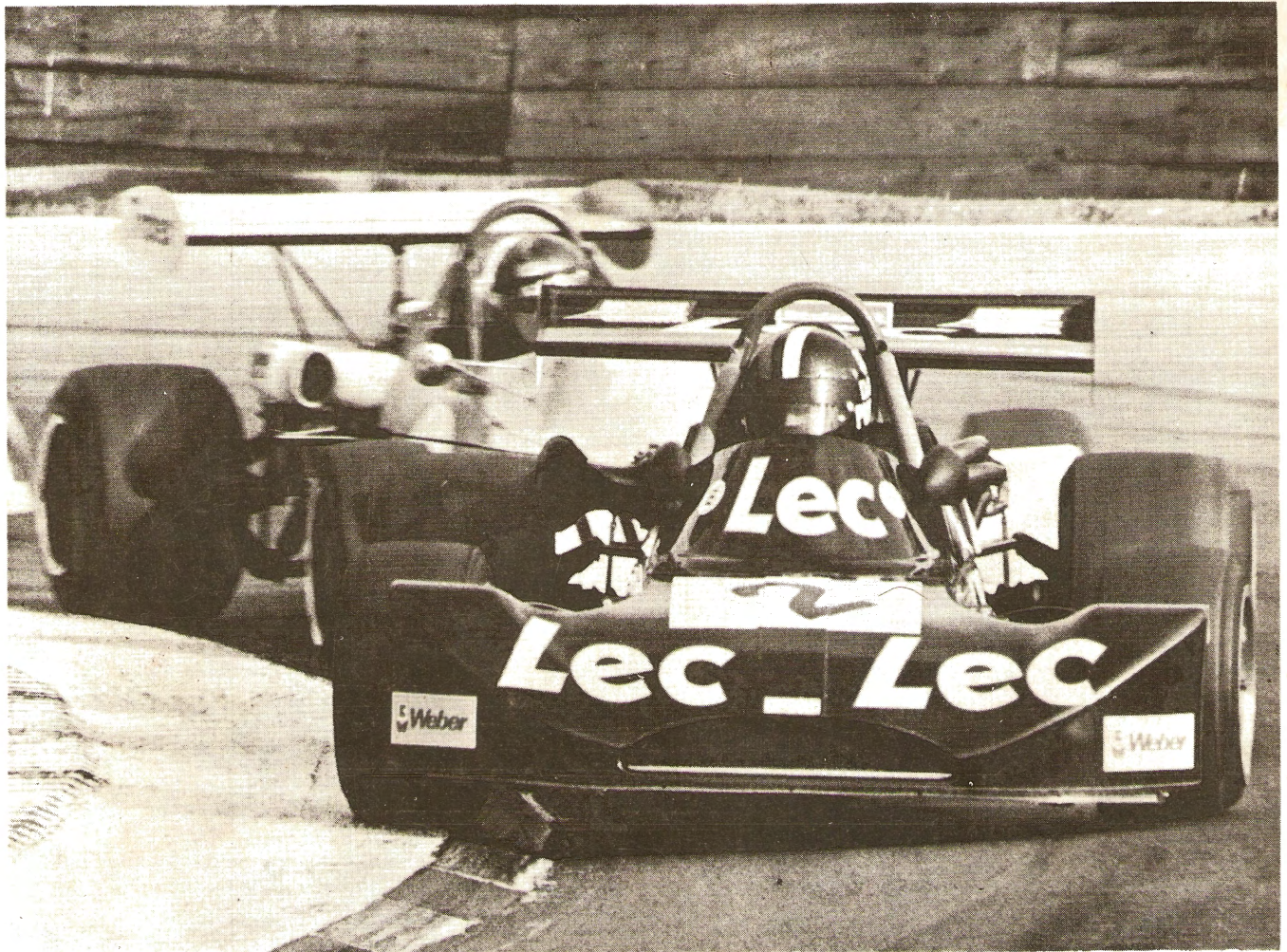
● Jim Yardley, the Lichfield builder of the Beagle became the first Monoposto driver to average more than 100 mph round the Aintree club circuit last weekend on his way to smashing 2.6s off the old lap record. His new time is 59s.

● Making his debut in Clubmen's Supersports last Sunday was *Autocar* journalist Andrew Shanks. He's just bought the ex-Geoff Friswell 1972 Championship winning U2 which has been campaigned in recent years by John Taylor.

Ted Dzierzek took his Atlantic Hawke to Doune at the weekend, forsaking the northern Libre circuit.



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