ARCTIC RALLY - SCHECKTER - DAYTONA - ALFASUD Ti

AUTOSPORT

Full review of the 1974 club racing season



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

Broadcast the message

Last weekend's Snowman Rally heralded the start of a new and more prosperous season of special stage rallies in Scotland. The championship's new sponsor, Gaelic Oil, could not have been a more heartening involvement at the present time, especially in view of Shell Scotland's withdrawal. But the Snowman Rally served to demonstrate much more than Gulf's new Scottish operation's sensible approach to public relations in supporting a Scottish motor sport branch with Scottish oil. The rally received superb pre-publicity in local and regional newspapers. The results, when still provisional, were broadcast on BBC Radio Scotland. Above all, the Scottish Rally Championship is considered and treated as a true *sport* by the population of that country; though obviously not to the extent whereby an aspiring driver would feel justified in applying to his local authority for a recreational facilities grant for a new 16-valve Escort rally car.

This happy state of affairs must be, in many ways, largely due to the keen support given by *The Scotsman*, a premier newspaper distributed throughout Scotland to a discerning readership. This Thompson Group newspaper has successfully taken rallying, wrapped it most presentably, and has put the message across : the message that rallying is a growing sport, a spectacle worth watching and a valuable publicity medium to be involved with. Credit must also be apportioned to the *Belfast Telegraph*, the *Western Mail* and the *Birmingham Post* for their support of rallying as national/regional daily newspapers.

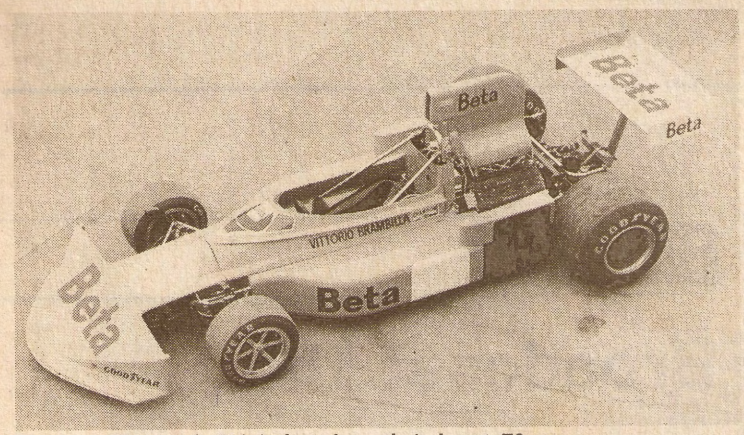
Scotland, as any SNP supporter would say, is a largely self-contained country and it is easier for such rally coverage to be organised and implemented. England and Wales comprises much more of a challenge. Neither the RAC National championship or the Castrol/AUTOSPORT series receives a comparable mass-press coverage per population. Yes, it would be very satisfactory if the BBC were to allocate a half hour's radio air time devoted to rallying each week in their various regions. Splendid too, if the national dailies would recognise the vast and literate rally fraternity and include news on their sport pages.

This, of course, will never materialise in such a way. The only way we can improve our standing and widen our audience is to go as individuals and promote individually. If a rally driver, sponsored or not, would check that his local paper knows what is happening and where; pester his BBC or commercial radio station for an interview—ask how he can help to inform them of results and stories : then we would be on the right road to fame and fortune.

our cover picture

This Formula Ford scene at Silverstone is typical of British club racing. Ian Titchmarsh's review of last year starts on page 38.

Photo : Peter Burn



The new F1 March 751 is based on their latest F2 car.

March unveil new F1

Resplendent in its orange Beta Tools livery, March Engineering unveiled their brand new Grand Prix challenger last Sunday, prior to it being taken down to the Ricard circuit for testing.

Based along the lines of their latest F2 car "as it works rather well," the new F1 751 follows the March trend that has existed since the 721G by going for a small and uncomplicated car. The frontal area and bodywork of the 751 is identical to the F2 in every dimension, except for the wider tyres. In order to accept the longer Cosworth DFV engine and the resultant increase in power, the chassis has been suitably strengthened. The fuel capacity has been upped from 26½ gallons to 42½ by the addition of two eight-gallon bag tanks ahead of the others and situated toward the tapered end of the monocoque tub.

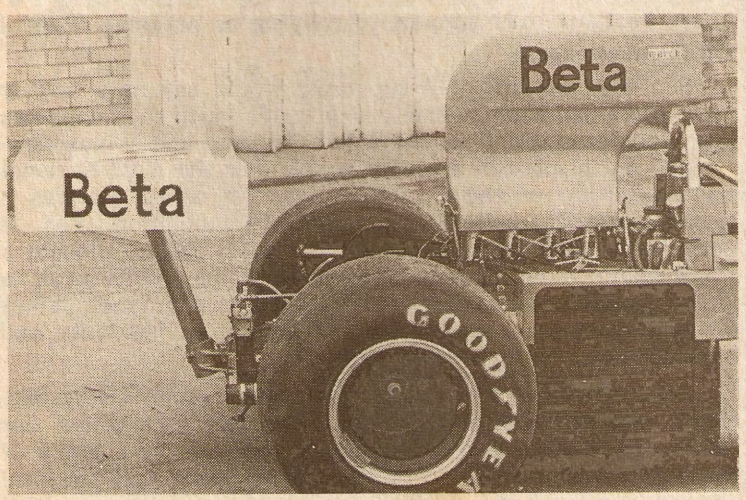
The front suspension incorporates the same geometry as on the F2, although the bottom wishbone is substantially stiffer. According to designer Robin Herd it's "slightly more elegant, infinitely more expensive but pleases the mechanics!"

The rear suspension is along the same lines as the F2 car with parallel wishbones and radius arms. Herd has decided not to incorporate a rising rate suspension system at present, although "like every other designer, I've got my own version."

The water and oil radiators are mounted flush with the bodywork, their extra height allowing the use of a pair of stabiliser fins placed on top of them.

Two cars are expected to be ready for Vittorio Brambilla and Lella Lombardi (although her F1 sponsor is still to be announced) to drive in South Africa. In the meantime, the team will be conducting back-to-back tests between the new car and the 741 that Brambilla drove in South America down at Ricard all this week.

The radiators are mounted flush with the bodywork while the rear wing stay is to be streamlined with a shroud.



● Even though they've tried every variation of rising rate suspension and many other tweaks, Bobby Unser has been unable to better James Hunt's lap times in the new F5000 Eagle in recent testing at Riverside.

● The Pau F2 date has been changed from May 18 to May 19. An extra addition to the calendar is a Formula Renault race at Ricard on April 26/27, while a 12 Hour G1 race is planned for the Monza Autodrome on June 15.

Shadow to try Matra V12

As you will read in our exclusive interview with UOP Shadow's Grand Prix team manager Alan Rees (see page 10), the team will be running a Matra V12 engine in the back of one of their Formula 1 cars in the not too distant future, providing negotiations are concluded with Engins Matra in France and that, judging by the recent performances of the car in the hands of Jean-Pierre Jarier, can't be far off.

Rees said that the team would try anything if it looked likely to improve the performance of their cars in Grand Prix racing this season. Although it would require basically a new monocoque to incorporate the potent and thirsty V12 unit, a car could be running in about eight weeks.

Regarding the team's F5000 programme in the States, Rees added that although there was a possibility of the team running another car alongside Jackie Oliver's, it was too early to say as to who the only driver would be. "It will probably be a last minute choice" said Rees.

Meanwhile, 4000 miles away at Daytona, Ronnie Peterson mused expectantly at the thought of driving a F5000 Shadow when our American correspondent questioned him upon it. As to the future of the CanAm cars, Rees said there was little chance of them ever racing again and at the moment they were being used as show cars.

Clermont loses GP

The French Grand Prix will definitely not be at the beautiful Clermont Ferrand circuit in central France. This was decided last Friday after an inspection by the CSI and other interested parties.

The inspection committee decided that there was no way the circuit could be brought up to the standard required, mainly due to its mountainous location but also due to economic problems.

A meeting of the FFSA, the French controlling body, yesterday (Wednesday) was due to decide whether to make an application for the race to be held at Paul Ricard. It is almost inevitable that they will take this course; if they don't then there will be no French GP.

For the moment there is no future for the Clermont circuit although proposals for a 5 km permanent circuit are still being discussed.

Migault to replace Hill?

Francois Migault could be replacing Graham Hill in the Embassy Racing Grand Prix team starting at South Africa in March. Migault has apparently found the necessary backing to run in the team but an Embassy Racing spokesman said earlier this week that the report "was a little premature." Further reports say that Migault will share a 3-litre Lola sports car with Hill in long-distance races and that Graham would gradually phase himself out of the Grand Prix driving seat.

● Count van der Straten, patron of Team VDS, took delivery of his two new Lola T400s last week.

Still no decision

Ronnie Peterson has gone on holiday to Barbados, Jean-Pierre Jarier is relaxing "in the mountains," Alan Rees is waiting by his phone and Tom Pryce is contemplating taking a



Ronnie Peterson — on holiday.

holiday as well. And yet the Peterson/Pryce swap from Lotus to Shadow saga still continues, although life is a little quiet at the present time. The calm before the storm perhaps? Or maybe it will just peter out?

We spoke to Pryce earlier this week at some length and it was evident that the talented Welshman was a little disillusioned about the whole affair. Commenting on stories that he hadn't put out an "I stay put" statement, Pryce told us how in fact the story we carried prior to the Brazilian GP came about. He added that what it said was "more or less true."

● Zakspeed, with a rapidly deflating championship to contest, are going for smaller fish this year, contesting the Monza ETC round with Hans Heyer and Klaus Ludwig, and then returning to Germany with no further foreign plans. Coupled with the lowered status of the championship, Zakspeed have lost their support from Castrol.

Bell in works Alfa

Autodelta and Alfa Romeo are back in sports car racing, thanks to German Willi Kauhsen and a large German sausage manufacturer who are to sponsor the team. The former Interserie champion is to manage a two car "works" team of TT33/3 12s and they will contest all the qualifying rounds of the World Championships of Makes, save for the now non-championship Le Mans race.

Teamed in one of the cars will be Emerson Fittipaldi and Derek Bell, although the World Champion has yet to finalise his deal. The addition of Bell is indeed a surprise, having been a regular driver for John Wyer's Gulf team. Bell said that he was "rather disappointed not to be continuing with Gulf as he has done for the past four years. It's a great team (reflecting upon his association with people like the late Jo Siffert and Pedro Rodriguez) but it's also a marvellous opportunity to drive with the World Champion in the same car."

Commenting on the Alfa flat-12 engine, Bell added "the Alfa is the fastest engine in motor racing at the moment. The main thing will be to discover how reliable it is."

However Bell is not totally divorcing himself from the Gulf team as he still intends to drive for them at the Le Mans 4 Hour and 24 Hour races.

Derek Bell — unexpected.



March's V6 F2

In preparation for next year's European Formula 2 Championship, March Engineering, the leaders in the F2 field, are already planning their 1976 car and have been in touch with Alpine-Renault for the loan of one of their V6 engines which won the French firm last year's 2-litre European sports car series.

March designer Robin Herd told us that the Renault V6 was a very heavy engine but he hoped to have it in the back of an F2 chassis in the next couple of months in order to carry out a thorough testing programme.

As to earlier reports that the asking price for the Renault V6 would put F2 into an early grave, Herd added that Renault were going through a price restructure and hoped to sell the 300 bhp unit on a comparable figure with the present all-conquering BMW engine.

● Stories from the States say that Carl Hogan has still yet to sign up David Hobbs for this year's F5000 series.

New format for the EHC

The FIA have recently announced the new revised regulations for the European Hillclimb Championship. The series will now cater for Groups 1 to 7 divided into three classes. The two-seater G7 cars which participate will be subject to the G5 weight limits but although single-seaters will be also allowed to run, they will not now be eligible for the championship. The qualifying rounds are:

March 16, Ampus-Draguignan, France; Apr 27, Dobratsch, Austria; May 18, Serra da Estrela, Portugal; May 25, Montseny, Spain; June 8, Berchtesgaden/Rossfeld, Germany; July 6, Trento-Bondone, Italy; Jul 13, Bolzano-Mendola, Italy; July 27, Mont Dore, France; Aug 3, Coupe Bruno Carotti-Rieti-Terminillo, Italy; Aug 17, St Ursanne-Les Rangiers, Switzerland.

More F3 at Ring

Due to lack of funds and the ADAC's fears of a poor entry, the Nurburgring 300 kms sports car race scheduled for March 30 has been cancelled. In its place will be an international Formula 3 race which unfortunately clashes with the BP round at Thruxton, although doubtless several teams interested in the very high prize money (by F3 standards) may well prefer to learn the 'Ring instead.

Supporting the F3s will be a two-part G2/3/4 race. Any interested parties should contact Barry Bland at MRC on 01-930 9546.

No F1 for Long Beach

CSI secretary Claude Le Guezec told us early this week that they had not received any application for a Grand Prix, or even an F1 race to be held at the proposed round the houses Long Beach circuit in America.

There has been an application for an F5000 race to be held in September and this has been agreed to pending an inspection of the circuit.

Le Guezec went on to say that even if there was an application for an F1 race, "I'm quite certain that we would not agree to it. The quoted date is not right and at the moment one Grand Prix per country is quite sufficient. In the current economic climate we are almost looking to reduce the number of races not increase it."

Le Mans out

After the Le Mans organisers dropped their bombshell last week by announcing more or less their own regulations for the 1976 24 Hour race, the CSI have added further fire to the conflict that seems to exist between the two parties by dropping Le Mans from the World Championship of Makes this year.

This is the first time in the history of the World Sports Car Championship that this prestigious race has been omitted from the series. It reflects the serious state of sports car racing.

Stuck will drive F5000

It looks as if Hans-Joachim Stuck will be doing the American F5000 series after all. Jochen Neerspach said at Daytona last weekend that he and BMW were very keen to get Stuck into a F5000 car and that it was extremely doubtful as to whether he would compete in F1 again this year.

Our earlier reports that Stuck might team up with Brian Redman have been discounted by team patron Carl Haas. As to what chassis and what engines Stuck will use, Neerspach wasn't letting on. He did say that they had two possibilities.

Although it is purely speculation, it must be remembered that the entire works BMW IMSA effort is now based at Bobby Allison's spacious workshops in Hueytown, Alabama, and Allison is, of course, a Roger Penske-contracted driver. Could Neerspach be thinking of a Penske F5000 based on the current F1 car as rumours in the States suggest?

In the meantime Stuck will be staying over in the States to carry out a further test programme with the BMW CSL Coupes, mainly at Sebring. In recent testing at the Talladega Superspeedway, Stuck improved on John Greenwood's Corvette record by 2 s.

RAC's lawmen

In order to take care of the eligibility problems arising as a result of the many different formulae, not only in international but also national championship events being held in Britain during the coming season, the RAC has formed a new Technical Commission.

Each major formula will have appointed to it a member of the Technical Commission to specialise in that formula and to act as a technical co-ordinator on matters concerning it.

The Technical Commission and their respective formulae are, C. Mitchell (F1, F2 and F3), P. Jowitt (G1), H. Mason (FF, FF 2000 and Mexicos), B. Morris (F At), A. Bewley (FR5) and B. Goodge (F Vee).

Works FSR for Cudini

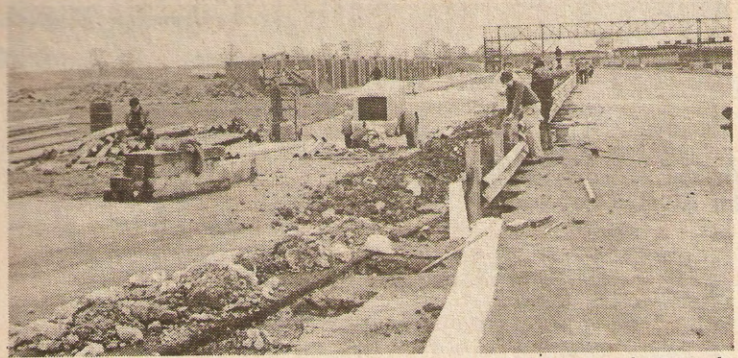
Continuing their support for French drivers which is more or less dictated by their heavy financial involvement with Elf Petroleum, March Engineering will be running Alain Cudini in their works Formula Super Renault car this coming season.

Cudini drove with the Elf Alpine team last year in both F2 and 2-litre sports cars, winning the first round of the sports car series at Ricard. His occasional F2 outings in an Elf 2 weren't anything special, although he did drive particularly well at Karlskoga to finish in the points after an early pit stop. Prior to last season he competed in F3 with an Elf-backed Martini.

McCall's US Tui?

Although American Super Vee exponent Freddy Phillips has ordered a new March in which to contest the Canadian Atlantic series, he was approached recently by Alan McCall who proposed he run the ex-Bert Hawthorne F2 Tui, suitably updated to the latest Atlantic spec instead. It will be remembered that the likeable New Zealander Hawthorne, who was tragically killed in an F2 race at Hockenheim three years ago, made his name in the States driving McCall's prototype Tui in Formula B races (later to become known as Atlantic).

● Wealthy German Interserie and G4 racer Georg Loos has bought one of the ex-works Martini Porsche Carrera turbos. Added to his fleet of G4 Carreras and a solitary Interserie Porsche 917-30K turbo, Loos has secured the services of European GT champion John Fitzpatrick, Rolf Stommelen, Tim Schenken and possibly Derek Bell.



Installation of the Armco barrier continued at Silverstone last week where work is still in progress on the new pits.

Big year for Silverstone

Silverstone outlined their plans for the year at an informal press conference at the circuit last week. In what is their most ambitious programme to date they have four major international meetings, the *Daily Express* International Trophy (April 13), the John Player Grand Prix (July 19), the European F2 Championship meeting (August 31) and the Access TT (September 27). The Daily Express and John Player meetings will both be held over three days while the others will occupy two days. All these major meetings will have full programmes of supporting races which include all the popular formulae such as Formula Atlantic, F3, FF and saloon cars.

Negotiations are currently in hand for the F1 entries for the *Daily Express* meeting. BRDC Secretary Tony Salmon reported strong interest and said he was hopeful of a very representative entry. As usual the best of the F5000 runners from the day before will be allowed on to the grid.

Negotiations with the saloon car manufacturers have resulted in a few detail changes only for the Access TT regulations and these will be announced shortly. In addition to last year's prizes there will be an Index of Performance award based on fuel economy in the event.

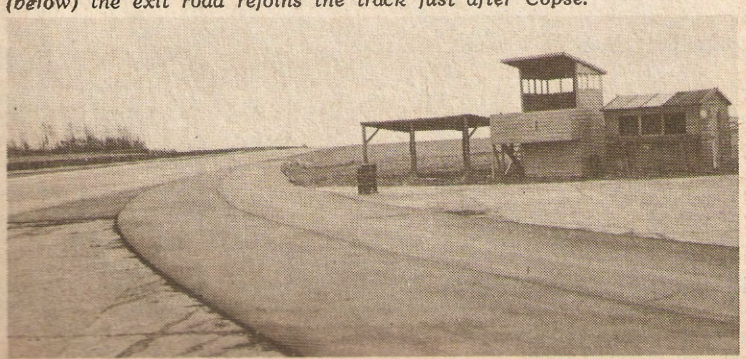
In addition to these internationals the BRDC will be running their own championship club meetings to their well-proven and successful format.

The biggest change at the circuit will, of course, be the new £120,000 pits complex. Work is progressing well in this department and when it is finished, in time for the *Daily Express* meeting, it should be one of the most advanced buildings in the world. Track manager George Smith said that the pits had been designed for the future and that they fully expected that they would cope with all demands for at least the next 10 years.

Peter Clark, chairman of Silverstone Leisure Ltd, said that, despite a few planning problems, he fully expected a number of new and exciting projects to be completed at the circuit in time for the 1977 Grand Prix.



An indication (top) of just how wide the new pit lane will be while (below) the exit road rejoins the track just after Copse.



Bagley's Daytona FSV

Supporting the Daytona 24 Hour sports car race at the weekend was the opening round of the American Formula Super Vee series. It provided an excellent win for top FSV runner Tom Bagley driving a brand new works Zink, who started the race from 28th position on the grid after only completing 2 laps of practice in a car he'd never driven before.

The only European interloper was Britain's John Morrison in his works Supernova, the Carl Haas works Lola entry for Swede Freddy Kottulinsky having been withdrawn following the death of Kottulinsky's father the week beforehand. It will be remembered that these two occupied the front row at the last Daytona FSV race back in December. Well with Kottulinsky away, Morrison really socked it to the Americans with his Max Heidegger powered car and claimed pole at 2 m 01.570 s, the only driver under the 122 s mark and over .5 s clear of the rest led by Bill Neuhoff's Royale, Freddy Phillips' Elden (who was destined not to start after he ran out of brakes on the warm up lap) and last year's US National Vee champion Harry MacDonald in a brand new Royale RP19.

The 13-lap race featured a large scrap for the lead between a group consisting of up to 8 cars at one point. Howdy Holmes in a brand new Lola T322 featured strongly but was suffering from a gradually deflating tyre right from the start. Up front it was Morrison and MacDonald usually challenging for the overall supremacy but any hopes of a British win faded when these two collided with each other just before half distance and they both retired with superficial damage.

This allowed Bagley, who had pulled superbly through to the front, to pull away from the pack and at one stage he had a 10 s lead, eventually winning by a more sedate, but comfortable, 3 s.

Twenty-two-year-old Jon Batchelor emerged into the runner-up slot, having hired the all-conquering ex-Elliott Forbes-Robinson Lynn (née Lola T252) off Bill Scott and pipping Bob Lazier's brand new Supernova on the last corner. Richard Melville (Royale), Neuhoff and Bill Alsup (Tui BH3) took the next leading places.

Brands is rescheduled

The two practice days originally planned for Sundays, February 16 and 23 on the newly resurfaced Brands Hatch track have been postponed due to the work not having been finished.

Instead it is now planned to hold a short circuit practice on February 23 for both cars and motorcycles with the GP circuit practice for cars *only* on Saturday, March 8.

The ordinary short circuit general practice days will resume on Wednesday, February 26.

Magny-Cours F2 approved

There is to be a non-championship F2 race at the French Magny Cours circuit on May 4. The application for the race was granted last weekend after the circuit owners agreed to CSI safety improvements.

The original plan was for a non-championship F1 race but in the current economic climate this was thought to be too expensive.

● Another American F5000 doyen who will be using McLaren prepared Chevrolet engines this year in his new Lola T400 is Canadian veteran Eppie Wietzes.

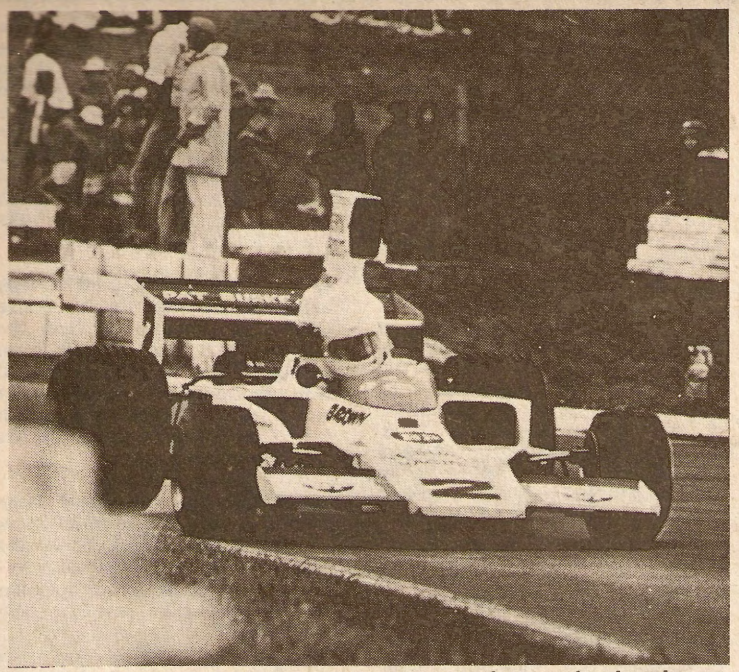
● Aintree Circuit Club are playing host to F3 for the first time in many years on April 19, when J. Blake and Co Ltd, local Ford main dealers, are putting up £500 prize money. Would be competitors should write to Ian Smith, 13 The Clough, Halton Brow, Runcorn, Cheshire.

● Contrary to the list of racing car manufacturers in the January 2nd issue of AUTOSPORT, the Australian Birrana concern are no longer building their immaculate little cars for sale.

After only three years of commercial manufacturing, this small enterprise has found that it cannot economically produce a car of high enough standard to satisfy themselves and so have opted out of the business altogether, leaving Garrie Cooper's Elfin concern, their Adelaide neighbour unchallenged as Australia's leading constructor.

● The Easter F2 race at Thruxton will be held in two 30-lap parts and not in heats and a final as has been the case in past years. The opening round of the BP British F3 Championship will be over 20 laps.

● Having sold his entire Porsche equipe to a Mexican team, for whom Hans Heyer was driving at Daytona, Erwin Kremer will be keeping a slightly lower profile this year. He expects to take in only two foreign races with a Carrera driven by Helmut Kelleners with Jagermeister sponsorship, contesting the German GT championship.



Warwick Brown won his second Tasman race last weekend and now heads the series.

Brown dominates

Australian Warwick Brown driving his regular Pat Burke Racing Lola T332 moved into a clear lead of the Tasman F5000 Championship by winning the fifth race of the series as the teams moved across from New Zealand to Australia.

Brown led the Oran Park race from start to finish, beating his nearest championship challenger Graeme Lawrence, also in a Lola T332, by a comfortable 34.3 s. Before the start of last Sunday's race, both Brown and Lawrence were equal on points.

In third place yet again was the consistent Johnnie Walker in yet another Lola T332 and even though he has yet to win a race, he remains very much in touch with Brown and Lawrence in their race for the championship.

Following his superb win the week before, Chris Amon could only manage 4th place in his Talon MR1, the New Zealander's progress hampered first by Walker and then gearbox problems which saw him finish the race stuck in 4th gear.



Johnnie Walker—third again.

Although John Surtees was unavailable for comment earlier this week, we understand that Henri Pescarolo (below) will partner John Watson in a pair of TS16s at the South African in April, the bearded Frenchman having extensively tested for Surtees recently.

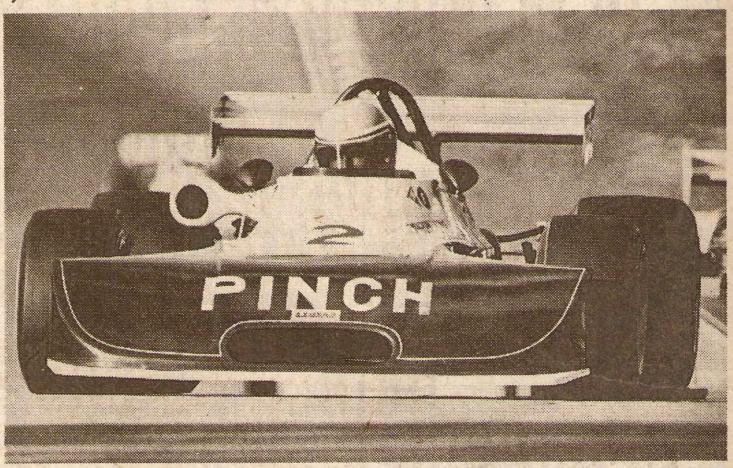


Nicholson off to USA?

Sources in Canada suggest that John Nicholson would be contesting the John Player Formula Atlantic series over there. Nicholson confirmed that his company were interested in selling engines to Stateside Formula Atlantic competitors, and that two deals had been offered to him to run works cars in the series.

However, being loath to side with one sector of his customers by driving for March, Chevron or Lola, he has rejected a drive with each of them and will be testing for a relatively small company in the near future, although he says this will not be Lyncar. It was thought that Nicholson had a tobacco sponsor fixed up, although the American series' organisers are known not to be keen on having other tobacco sponsors driving to win John Player's money.

British Player's Atlantic champion John Nicholson may well be bound for the Canadian and American series this year.



Alpine plan six races

The prospects for this year's World Sports Car Championship are looking even less attractive. Alpine, who look to be the only team to contest the full championship with their 2.2-litre turbocharged V6 engined cars, have decided that they will only compete at Dijon, Monza, Enna, Nurburgring and Osterreichring. If they have not won, or can still win the championship, they will compete in the final round at Kyalami.

There are no plans to run at Le Mans as the car is designed specifically for races up to 1000 kms.

However a 2-litre works car will be prepared specially for Marie-Claude Beaumont and Lella Lombardi to drive at the Sarthe circuit.

● The two IMSA races scheduled later this year at Monterrey, Mexico, are doubtful. The race at Mexico City on March 2 has been cancelled but the autumn date at Mexico City will go ahead as planned.

● Sydney's Kevin Loy, whose elderly Matich F5000 Lella Lombardi drove with great gusto in her recent Australian sortie, is hoping to purchase a brand new F5000 Lola T400.

● Renault have denied that a 1½-litre supercharged W9 cylinder engine ever existed. They said this story was an indiscretion on behalf of Elf.

Blackburn buys works Capri IIs

Holman Blackburn, who last season drove the Hermetite Ford Capri in the RAC G1 rounds with ever-increasing speed, is planning an ambitious saloon racing programme this comjng year, in Europe as well as Britain.

Blackburn has only just taken delivery of his new Capri II although there is some doubt as to whether it will be ready for the first SO/RAC round at Mallory Park on March 9.

Two interesting additions to the team's Chiddingfold premises are the Spa specification ex-works Capri IIs which Blackburn has recently purchased. He hopes to run these cars in the proposed 15-round Coupes de Avenir series which is rapidly gathering strength among the European organisers. These races will cater for cars in more or less the G1¾ Spa trim, or next year's revised G2 regulations. It is expected that many of this year's G2 dates will become rounds of the Coupes de Avenir according to Blackburn.

● The FIA have confirmed a date for the proposed non-championship F1 Swiss Grand Prix. It will be at Dijon on August 23/24 and falls neatly between the Austrian and Italian Grands Prix.

Woodner goes Lola

American F5000 driver Jon Woodner who has been driving one of Jack McCormack's Norris Industries Talon MR1s in the States last year has confirmed that he will not be staying with the team for the forthcoming season. Instead he has ordered a brand new Lola T400 which will be run under the banner of Interscope Racing, the patron of which is Ted Field, a wealthy

Jon Woodner—F5000 switch.



gentleman from "the entertainment business."

The team will use McLaren-prepared Chevrolet engines and Carroll Smith, who has worked for Shelby and Ford in the past, will prepare the car. The enthusiastic Field is talking of a European programme for next season and has even expressed interest in Formula 1 with Carroll Smith designing the chassis.

● Sam Posey confirmed to us at Daytona last weekend that he would not be driving a F5000 Talon this year and, as of this moment, only had his IMSA commitment to race a works BMW CSL.

Best ever do?

This year's BRSCC Dinner Dance promises to be the biggest and best yet. Peter Browning is currently dreaming up a large number of novelties as it also coincides with the running of the first race meeting, 25 years ago, on a tarmac circuit at Brands Hatch. It is hoped that many past and present GP drivers and personalities will attend this, the first of the Silver Jubilee celebrations.

The Dinner will be at London's Royal Lancaster Hotel on Feb 14. Tickets are £14.50 for a double and cheap rates are available at the hotel. Further information from the BRSCC at Empire House, Chiswick High Road, London W4.

G1 Camaro for NSB

Nigel Stovin-Bradford, who last year briefly campaigned a Chevrolet Camaro in production saloon car club events until sponsorship broke down, has come to an arrangement with Yankee Doodle Dandies DB Motors of Leicester for 1975.

Stovin-Bradford will again be in a Camaro prepared by DB Motors, this time contesting the SO/RAC championship for G1 cars. DB Motors' workshops are supervised by Martin Dilks, well known to the drag racing fraternity. The team will be carrying a vast number of spares to all rounds of the championship, and these will be available to other Camaro competitors. As well as the RAC championships, Stovin-Bradford intends to participate in the Avon/*Motor* Tour of Britain. They intend to have quite a few surprises for fellow competitors up their sleeve for the first round at Mallory Park.

● German driver Willy Deutsch, who has been a regular F3 competitor for the past three years, will be competing in F2 this year with a new March-BMW.

● There's still no news about the second driver for the Stanley-BRM team. Louis Stanley told us early this week, however, that he expected to make an announcement "very shortly." He said that the team were far from discouraged by recent showings and that they knew how much had to be done. An intensive test programme will take place between now and the South African Grand Prix.

● Fastest race laps from the Brazilian GP were Jarier, 2 m 34.16 s; Andretti, 2 m 35.19 s; Lauda, 2 m 35.22 s; Depailler, 2 m 35.59 s; Regazzoni, 2 m 35.63 s; E. Fittipaldi, 2 m 35.73 s; Pace, 2 m 35.75 s; Hunt, 2 m 35.77 s; Scheckter, 2 m 35.95 s; Reutemann, 2 m 36.30 s; Mass, 2 m 36.32 s; Watson, 2 m 37.02 s; Ickx, 2 m 37.19 s; Donohue, 2 m 37.51 s; Merzario, 2 m 37.56 s; Pryce, 2 m 37.87 s; Peterson, 2 m 38.11 s; Laffite, 2 m 39.75 s; Hill, 2 m 39.97 s; W. Fittipaldi, 2 m 40.33 s; Stommelen, 2 m 40.92 s; Wilds, 2 m 41.84 s; and Brambilla, 2 m 59.49 s.

● American FSV ace Elliott Forbes-Robinson has lost one of his sponsors, Grey Egerton, and this means that his proposed Canadian Formula Atlantic programme with a Bill Scott Lola will be run on a somewhat tighter budget than originally planned. The chances of him returning to F5000 (he drove for Dan Gurney on occasions last year) now look extremely remote.

● Mike Jones, an early Formula Atlantic contestant under the *Kentish Times* banner, will be re-entering racing after a two year lay-off with the ex-Nick von Preussen F3 March, once again under the *Kentish Times* banner and with backing from Derek Edwards. As well as Formula Atlantic, Jones drove a *Kentish Times* E-type with verve.

● John Greenwood, pilot of that extraordinary 220 mph 7-litre Chevrolet Corvette dubbed the "Batmobile," has retired from racing at the tender age of 29. However he will have two equally exotic cars at Sebring next month for Carl Shafer and Vince Muzzin.

● Jim Hall of Chaparral fame and the wizard behind Brian Redman's F5000 success in the States has made it clear that following reports of Brian winning the championship last year by virtue of "steady and reliable" driving, he's going to make sure that Redman wins it by "speed" this season. The Carl Hass team have already taken delivery of their new Lola T400 and will start testing at the beginning of next month. A T332 will be retained (the car crashed at Mosport last year) just in case the new car proves troublesome.

● There are no less than five Opel Commodore GS/Es planned to compete in this season's SO/RAC G1 series, two of them works cars and two of them for journalists.

Although he survived this shunt at the last round at Riverside, Bobby Unser is one of the favourites to win the IROC Camaro series at Daytona next weekend.



CATCHPOLE

By Barry Foley



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Alan Rees: activities behind the Shadows

By CHRIS WITTY

Even during his career as a racing driver, Alan Rees was not a man of many words. Over the years since his retirement, during his stay at March Engineering, and latterly at UOP Shadow, one came to accept Rees far more as a s h r e w d - thinking individual, assessing the judgements he made as a Grand Prix team manager by sound, logical thinking and certainly not one for voicing his opinions to the motoring world via the media of the Press.

During the past few weeks, the American - f i n a n c e d Universal Oil Products Shadow Grand Prix team has been pitched right into the forefront of the Grand Prix world. The phenomenal speed shown by their new Formula 1 car and the emerging brilliance of their young French Grand Prix hope Jean-Pierre Jarier in the two opening Grands Prix is one factor. The other is the constant rumours surrounding a proposed move by Swedish Grand Prix star Ronnie Peterson from his domain at John Player-Team Lotus to UOP Shadow.

T h e s e and many more questions surrounding the UOP Shadow team warranted us taking a trip up to Northampton to see Rees, on his return from the Brazilian GP, in an effort to gain an insight into the team who are setting a very hot pace at the moment.



Alan Rees — Shadow team manager.

Why is the new DN5 Grand Prix car so much quicker than the DN3?
When you've raced the DN3 for a year, you can reflect and think that a lot of what we've tried to do has worked. It's not a bad car but there are certain areas where we know we can improve. The DN5 is the next development of the car and I think that what has happened can be attributed to a constant and intelligent development by Tony Southgate.

One of the DN3s greatest assets was particularly good traction out of slow corners. Was this also something that you learned from the original DN1?
It was perhaps a shade of good fortune that it performed on slow corners. But from that point on, we said we've got to keep this slow corner performance and we've got to make the next car go on quick corners as well. I think that's been the real stepforward, the fact that we've obtained far more knowledge from the DN3 to enable us to do what we've done with the DN5.

When Peter Revson joined the team, were you progressing quicker with the DN3's development before his accident than you did afterwards with Jean-Pierre Jarier and your other drivers?
Looking back on it, I would say we didn't. We only had Peter for two Grands Prix and it was the first two with a brand new car. It's not until you get into the season that you start to learn more about your car. I think that Peter certainly was putting us very much on the right track, giving us a lot of information and certainly driving the car very quickly. However, I feel that it was in the middle of the season that we tended to learn most about it because you can analyse it much better when you have a certain amount of knowledge about a car. You can see what's happened in the last three, four or five races and then as things happen, you can analyse it much better in relation to the earlier races. Certainly Peter put us on the right path, there's no question about that. He was a very intelligent and a very experienced driver and a very good test driver. From the point of view of learning about the car, we certainly got off on the right foot.

Had he not had the accident, do you think you would have hit your peak sooner? Do you think that's what's happening now would have happened at all last year?
No. I don't think the DN3 would have been quite good enough except that Peter would have driven it very quickly at all circuits and got some very good results. We couldn't actually just develop the DN3 and, from what we learnt from it, we realised we had to make another new car because there were certain major components on the DN3 that you couldn't change without making a new car. I think that even if Peter had been with us through the season, the situation would have been exactly the same.

You don't think you would have carried out these latest modifications last season?
Well you couldn't because you actually needed a new car to do it. The monocoque is different to start with and almost as soon as you start to redesign a monocoque, in fairly small detail I must admit, you're talking about a new car. That's what we've done with the DN5.

How much of the recent performances have been the car, or the driver or the engine or even the tyres?
We've done a little bit of engine development and that's helped and I think that the car seems to be a fairly big step forward. However, last year Jean-Pierre did a total of 27 top international races and I think that this has helped him take a great stride forward as a driver. Certainly he's always had the skill and I think now he's shown that he's got a lot of experience, or a lot of maturity as a driver, he did in Argentina and Brazil; people have generally underestimated Jean-Pierre's part of it. But at the same time, I don't want anybody to think that the car isn't as good as I think it is because I think that Tony has done a tremendous job in the way that he has developed that car from the DN3 to the DN5.

You mentioned that you've done some engine development. A leading Grand Prix driver said after the Brazilian GP that, judging by the amount of rear wing you were running on Jarier's car, you must have had at least an extra 10 bhp. Have you been doing this engine development over here or at your American workshops?
We've done it over here through John Dunn.

You've been running the car with megaphone exhausts.
Yes.

Where, and how, have you found this increase in power?
Well, I'm not going to go into too much detail but there's a little bit of work inside the engine and, as you say, we've got megaphone exhausts. The two together have helped and the engine puroduces more power now.

When did you first run one of these engines? At Ricard in testing?
Yes.

And the two that Jarier blew up in practice in Brazil, they were John Dunn engines?
We changed one because the one Jean-Pierre had in the first day was our Argentine engine. It had done all of practice but hadn't started the race of course. It then did all of the first day's practice in Brazil. We had a *very* good engine to follow and this was the one we really wanted to get into the chassis. We put it in after the first session and he did his quick time, 2 m 29.8 s, on this good engine. It performed up to expectations and then it just blew up so the engine we had in the race was actually 350 revs slower which, for a Cosworth engine, is a fantastic amount of difference.

That was a brand new Cosworth?
No. It had actually run before but it was rebuilt last September and had been sitting around during the winter, except that it had been run on the brake again. We knew it wasn't as good, it never has been, but he still gained two seconds a lap. There's no question about it, everybody plays around with engines. McLarens do it and all sorts do it. But now we're doing it. If you do some fairly logical development, you're generally bound to improve. I think we've got better engines this year than we had last year.

Are the exhausts longer in length?
No, they're the same. It's just that the hole at the end is bigger, almost double I would think.

Has Tom Pryce been running with the megaphone exhausts?
Yes. We took a couple of megas out to Brazil for him to run.

And he thought they were good as well?
Yes. He seemed to think they were working.

So this has enabled you to run more wing on the car?

People say we run a lot more wing but we've got a different rear wing to everybody else. We achieve our downforce differently to other people. They see our great big flaps hanging over the back and say we've got more wing. I'm not so sure, if you take the wing as a whole, whether we have got more.

Where did you carry out your aerodynamic testing?

In England. *(He laughs.)*

Do you do a lot?

Yes. We've done a lot in the last year.

This is really one of the areas that is still relatively unexplored in modern racing circles.

Well I think so because everybody's got a different wing and there must be a wealth of difference in efficiency between the various teams' wings.

What are Jean-Pierre's views on the differences between the DN3 and DN5? Has he said anything specific?

Nothing specific. It just seems to work. Whatever's on it, whatever you do, whatever type of corner you go into, wherever you are on the circuit, it just seems to work without having any vices. A lot of people in Brazil had understeer one day and then oversteer the next. We never had any of these problems. The car just seems to be very neutral. It just seems to do the job. There's nothing you can really put your finger on and say "it's better in that particular way."

What tyres did you run on?

We were on the soft ones in the race. When we got the car back after the race they were absolutely perfect.

Was Jean-Pierre under instructions not to go flat out?

Oh yes very much so. We pointed out to him that once he'd got into the lead, he could really look after his tyres and not slide the car. Then he'd end up in a better position as a result of doing that than the people who'd have to work a bit harder.

Was it his choice to run on the soft tyres?

I think everybody was in agreement although basically it's my decision. But anyway, Jean-Pierre always wants to run on the softest tyre. On this occasion we knew he could look after his tyres.

Was Tom having problems?

Tom had a lot of problems.

So in fact if Jean-Pierre had the DN3 . . .

. . . he'd have had problems with that there's no question. We had the hard tyres on Tom's car because we reckoned he'd never live on the soft ones. But he still had problems. The fronts went off very quickly and he understeered a lot.

Are you happy with the way the tyre situation in Grand Prix racing has now become?

As long as Goodyear are getting what they want out of it on their development side, then I'm very happy. I've never wanted more than just the same as everybody else.

Do you think you would have had better results last year had this present structure existed then?

I would say so, yes.

So one could reflect and say that tyre companies have been greatly stunting the growth of chassis development?

Well, I wouldn't go as far as to say that. I think Goodyear's attitude last year was that if a particular driver in one team can go quickly, these are the teams we need to concentrate on because we've got to beat Firestone. I can understand their point of view from that angle but it didn't help us too much. But it meant that they could develop their tyres. No, I don't think it stopped anyone developing their chassis. You could still develop it even if you were switching tyres.

Although with tyres being so critical, a particular compound can almost overcome a chassis deficiency in some ways.

Yes, if someone else hasn't got it in their car, there's no question about it. You could put a very good tyre from a different circuit on say, a chassis that's not as efficient as someone else's and it can make that chassis quicker I agree. But there again, I don't think anyone can claim that the tyre situation has ever stopped them developing their chassis because if you're quick one weekend, you're not necessarily going to be quick all through the season.

Therefore you've got to keep trying like hell. Which brings me to the point, can you keep it up?

Who knows. It's impossible to answer that question.

But do you feel that you are sufficiently clear of the opposition to remain on top until mid-season?

I think we would be pretty stupid if we said we've got an advantage and we're going to keep it without doing something about it, like making our car quicker.

Are you surprised that you've got this much advantage at this stage of the season?

" I think we would be pretty stupid if we said we've got an advantage and we're going to keep it without doing something about it, like making our car quicker "

Yes, inevitably surprised if only for the fact that we've never been as good before as other people. Okay, we can always hope that by developing our car we can catch up but I suppose we have to be surprised that, at the moment, we seem to have a bit of a lead. But unless we keep trying very hard and keep developing, we won't keep a lead.

What's been other people's reaction towards it?

Well, I think everyone's surprised and I think quite justifiably because on our past record, we haven't been one of the best teams.

Although you have shown flashes. You've always threatened. At Dijon with Tom, at Monaco with Jean-Pierre and, even in Canada, it's always been evident.

Well, I think on certain circuits last year our car was always very good and on others it wasn't. But even on slow circuits we could have been better. I think with the DN5, it'll work on all circuits. If we'd had the DN5, say, at Monaco last year, or Dijon or Mosport, I think it would have been better again.

Jean-Pierre said after the American races at the end of last year that his Ford engine wasn't as good as the other leading runners and that he was having to work incredibly hard to try and stay on terms. Did he relate this to you?

Very much so.

So this is one reason why you've done this engine development over the winter?

Well, it's very hard to work out whether we had worse engines. Personally I don't think we did and I think they were as good as most people's. But there are two further points, one is that we really don't know how much development other people were doing at that point. Maybe because they had been doing development they had better engines shall we say. The other possibility is that the car was never quite quick enough, either on the straights or quick circuits generally. I think this is why Tony went and put particular emphasis on making the car good on quick circuits without losing the slow circuit form. At the moment I think that what he's done has been completely successful.

This lack of horse power, did lead to the Matra engine saga.

Yes, that's right.

How did that come about?

Jean-Pierre was, of course, very close to Matra and we always heard these stories of how fantastic the Matra was and possibly it is.

So it was quite a tempting carrot?

Yes.

How did it progress from there?

Well, through Jean-Pierre the contracts were made and negotiations took place but they dragged on for quite a long time. They started back in August or September originally.

But why has nothing come to fruition?

Well, they seem to have some sort of problem that we can never quite work out. They've obviously had some problems in their own situation which didn't necessarily relate to us and which never really became clear to us.

Is it a nationalistic problem?

No, I don't think so. I think it was almost certainly some financial problem, probably with Gitanes who they had been talking to for a long time. That particular deal didn't come off either so whether that problem became our problem I don't know.

You were quite happy to run Matra engines in the back of your cars?

Yes.

And at one stage you must have been thinking that that was the way you were going to go?

There was a strong possibility to go that way because negotiations were continued. There was always a chance that it was a good engine even without knowing really 100 per cent as there was no comparison to go on.

I can understand Matra supplying Jarier with an engine but were they happy that Pryce would get one as well? Did they want Jean-Pierre Beltoise in a car with Matra engines?

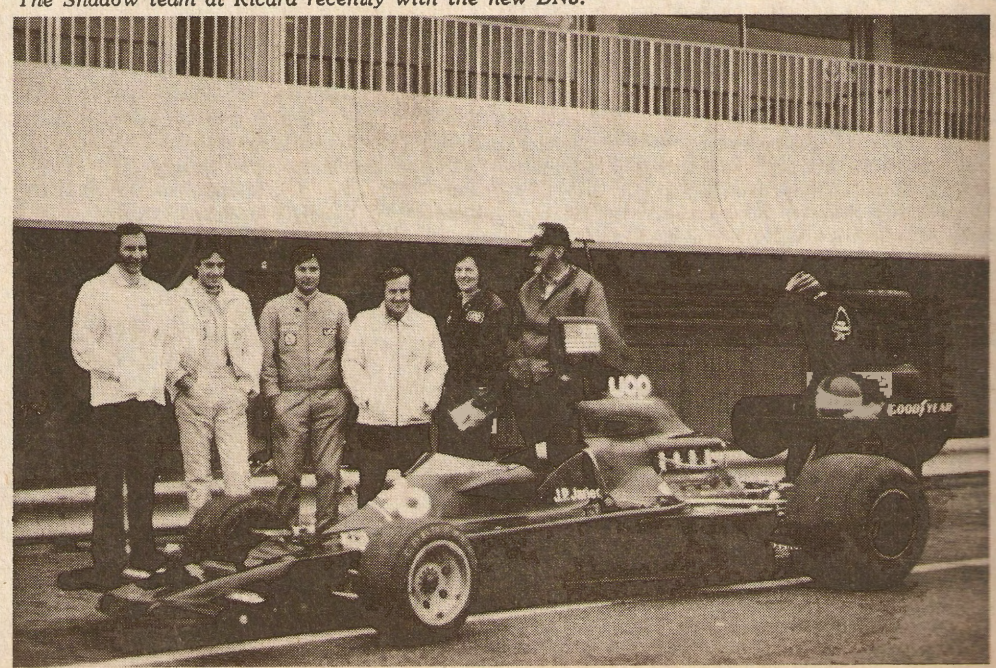
There was a possibility of either one or two cars.

Both for French drivers?

No, they didn't need a second French driver. We could have had one car with a Matra engine or two. It was up to us how we wanted to do it.

Mind you negotiations haven't stopped?

The Shadow team at Ricard recently with the new DN5.



No.

And you're going to carry out back-to-back tests between the Ford and the Matra in the next few weeks?

Well, it'll take longer than that because the trouble is you've got to build a new car. You can't just put it into one of our present cars.

But it's something that's still going to happen?

Yes. I mean it's still going on and it could be interesting to try it and see sow it goes.

But it would be well into the European season before you had time to construct such a car?

We could do it by Spain. To do it properly it would need a new monocoque. We could just bolt them into the back but it wouldn't be doing the right job. You've got to relate the whole car these days. You can't just stick an engine in the car. You've got to make sure the car is exactly right for the engine otherwise it won't work.

So you will build a new car?

Providing the negotiations are completed we'll do that.

Who are more enthusiastic, them or you?

I think we both are. They're interested in trying their engine in Formula 1 and we're interested in trying what we think might be a very good engine.

But you're now in a position whereby having proven your product, they should have to come to you?

Yes, but it's still part of not just sitting back and thinking we've got the quickest car, let's enjoy it. It's all part of saying let's make the thing go quicker because everybody's going to catch up very quickly if we don't.

So that's going to be the second string to your bow?

Yes, although we'd look at anything that we think might improve our car and make it go quicker, whether it be engine or different suspension.

So you have no preference over V12 or V8 engines?

No. I just want the fastest combination. Maybe the Ford is the fastest combination, in which case we obviously want to keep in there.

I'd like to ask you about the driver "transfer system." Does such a scheme exist within Grand Prix racing or are any driver transfers that may occur discussed as separate business deals between teams?

I think that's a very hard question to answer. I think you'd better ask me another question.

" There's no question about it, Ronnie's a tremendous driver and can win any race in any competitive car and I think Jean-Pierre may well be able to do the same this year "

I know you think that it might be taken two ways but I'm asking you on a general basis. Is there such a thing as a "transfer system?"

Well, one hears lots of rumours about a "transfer system."

Is every driver registered with a team?

As I've said, there have been rumours and there is generally no smoke without fire *(he laughs)*. That's all I've got to say, really.

Are you prepared to discuss the much-publicised Pryce/Peterson switch at all?

Well, not to any great length.

In that case how did Peterson's name become linked with Shadow in the first place?

(Long pause.) I don't know. I think Peterson's name has been involved with all sorts of teams.

If you have Jarier and Pryce under contract, why have other drivers been linked with Shadow ?

Why?

Yes. Are you going to run three cars?

No. We definitely won't run three cars, unless at Watkins Glen or somewhere. But there has been a lot of rumours going around about Peterson doing a swop with Pryce.

The fact is that you've got two drivers who have contracts, and I know you're a contract man from discussions we've had in the past. . . .

. . . sure, very much so. . . .

. . . and if they honour your contract, you have to honour their's. And so unless one of them comes to an agreement to relinquish his contract with you, you are not in a position to employ another driver?

Absolutely true.

So the fact that none of your drivers are going to terminate their contracts. . . .

. . . let's put it this way, you might get a situation where a driver in team A may wish to drive for team B and it may be that one of the drivers in team B wants to drive for team A. So there's an obvious situation where if everybody's in agreement, you could do a change-round.

But in this case, let's say that driver P doesn't want to drive for team L, he wants to stay with team S which means that any stories surrounding driver RP. . . . ! It's not just rumours is it? You read what Pete Lyons wrote in his race report last week. Is that true ?

Well, everybody talks about things. Rumours go around and without too much trouble, rumours become what people think are facts. A lot of what Pete wrote, and he wrote an awful lot of things, is not necessarily fact. I think he pointed this out himself and he was very careful to point it out by using the word "hear." I think he did exactly the right thing because however much truth there is in a rumour, there is no way that, unless people are prepared to come out and say what the deal is, you will arrive with all the right facts.

You've mentioned the word "rumour " regarding the Pryce/Peterson saga. Is there any element of truth in what is supposedly happening?

There's no smoke without fire.

Does that mean that a decision is imminent as



More grip in tight corners.

to the future of those two drivers?

(Long pause.) It's impossible to answer that.

Will Pryce drive for you in South Africa?

(Pause.) As far as I know now, he's going to drive in South Africa. I know nothing at the moment that means he won't be driving in South Africa. But you know that's five weeks away.

Who's quicker—Jarier or Ronnie?

(Laughs.) Impossible to answer. Everybody would say Ronnie and on past record it's got to be Ronnie. But Jarier's driving so well that he might be catching up. Who knows. It's impossible to say. You can't say it after one or two races. You can only say it after one or two years who is quicker than someone. But there's no question about it, Ronnie's a tremendous driver and can win *any* race in any competitive car and I think Jean-Pierre may well be able to do the same this year.

Do you feel that Pryce could do the same as Jean-Pierre when he gets the DN5?

Not initially, no. But I think that what you've got to remember about Tom is he came into Formula 1 racing in the middle of last year. He has done a lot of good things already which, when you compare it with Ronnie, who's in his sixth season, you can obviously see that without a lot of the experience that Ronnie's got, Tom won't be able to make the same use of the car as Jean-Pierre. Not yet, anyway.

Is there any way of explaining why Tom's performances tailed off towards the end of the year, especially after such an excellent beginning?

Yes. If you take the races one by one, the only circuit he's ever known to this day in Formula 1 is Brands Hatch. That's the only circuit he's ever gone to with as much knowledge as the other drivers. He was fastest in the first session, fifth overall by the end and he put up a tremendously smooth performance following Fittipaldi around for about two-thirds of the race before he started having trouble. But if that hadn't happened, indications are that he would have followed Fittipaldi home in 3rd place. Every circuit he goes to is a new one. At Dijon we went testing there for two days before the event and it's generally a slow circuit which suits us. Tom had a whole day at the circuit. I think in those days, because Tom was so new, we didn't really know much about him and about his style. So he tended to get perhaps a freer hand to drive the car the way he liked than he gets now. He put on a tremendous display in practice but at the same time he couldn't keep any tyres on his car and that's not the way to go Grand Prix racing. He had to start the race on hard tyres which would have put him at a disadvantage. From that point on when we started to discover how he drove and what were his good points and perhaps what were his weaker ones, we started to try and mould him as a driver. I don't think he shows any less ability than he did in the middle of last year and what I'm waiting for is when he starts going back to some of the circuits that he raced on last year.

You were instrumental in bringing both Jarier and Pryce to Shadow as virtual unknowns and you had a certain amount of difficulty explaining them to your sponsors?

We've got to look after our sponsors and the sponsor needs publicity. The better known the driver, the more publicity they get.

How important is it to you to see these types of driver, like Jarier and Pryce, emerge as Grands Prix winners?

I personally get a lot of satisfaction out of it but it's not a deliberate policy in our case. You can't suddenly go out and form a new team and say, right, let's ring up Ronnie, he's bound to want to drive for us. There is no way that a new team can get a top driver unless there is an unusual set of circumstances. As far as I can see, the only other way of doing it is to pinch someone who is either not in Grand Prix racing or who has only just started and hasn't made his reputation and be fortunate enough to pick the driver who, when he develops, is going to be a Grand Prix winner. You do it that way because until you achieve something, you'll never ever get a top driver in the car. They can only look at what you've done, how well you've performed and then try and make a judgment on your car. If you bring on Jarier and Pryce and they develop as well as you hope, then you'll win your races, maybe two years after you really want to, but you'll win them. If you don't bring on either of them, you'll never win a race, so you're really left with no alternative.

Let's say the signs are evident that you're going to win Grands Prix this year which is the ultimate goal with your current drivers. Then why look for others?

Well who says we are? Okay, let's assume that we might be interested in another driver. There are one or two who you could sign up, put them in your car and you've got every justification for thinking that in the very next race, he can win a Grand Prix because they've got such a tremendous record in their skill and experience. It's insurance.

But isn't that a mercenary attitude, using your younger drivers to prove your product in order to obtain a "superstar?"

In a way I think you're right. But it's a pretty hard business, really, and whereas the majority of people in Grand Prix racing play it pretty straight in their dealings, you've still got to win races because people that don't win races are going to get kicked out of Formula 1 for sure. People who can't do the job eventually are going to lose. So you've got a duty to your sponsors and that's to win races and to get as much publicity as possible. If we could win all the races for UOP it would be fantastic. Then we'd be giving them something back for what they've been giving us. You've got to look at every opportunity to win races, whether it's making the car go quicker or getting the best driver. If you've got the best driver then great. Maybe when Tom gets more experience, he'll be in the same position as Jean-Pierre. They're both excellent prospects.



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DUNLOP FORMULA 70

The Graunchy Grippers



A momentary understeer for the winning Simo Lampinen Scan-Auto Saab. Lampinen's steady and quick driving brought him the win.

MARLBORO ARCTIC RALLY

Lampinen's softly-softly drive heads sensational Saab 1-2-3

By MIKE BROAD Photographs by HUGH BISHOP

Winter in Lapland means snow, cold, the Arctic Rally and Saabs. Last Sunday the Finnish Scan Auto Saab of Simo Lampinen, won a very tough Marlboro Tunturiralli. Lampinen was at his brillant best, driving intelligently enough not to go off, but fast enough to stay with the scorching pace set by his fellow Scandinavians. There was no doubt that Stig Blomqvist in the factory entered Saab was the fastest man on the event, for he took 34 fastest times from 45 stages, but he went off a couple of times, and had to drive desperately to regain lost ground. Having been 10th overall at one time, he fought back to repeat his last year's position of second overall, just under 3 minutes behind Lampinen.

Completing Saab's domination of the event was Jari Vilkas in the second Scan Auto Saab finishing some 20 m down on the Tröllhatten Flyer. Group one cars filled fourth and fifth places, Kyosti Hämäläinen in his Sunbeam Avenger beating his close rival, Pentti Airikkala in the DTV Vauxhall Magnum.

The only non-Saab to lead the event was Timo Makinen in the works Escort, but as he began to lose ground; his engine caught fire, and he was forced to retire. The expected challenge from Fiats, in the shape of Alén and Mikkola never materialised, Alén going off in a big way and Mikkola struggling unhappily with a difficult car and niggling mechanical failures.

The Marlboro Arctic Rally is based in the modern little town of Rovaniemi, situated some eight kms from the Artic Circle. This year's event was slightly different to previous years, as the organisers wanted a more compact event. They planned the rally in three sections, starting from Rovaniemi on Thursday at 1800 hrs for a 500 km section, and returning for a seven hour halt. Starting again on Friday at 1300 hrs, the second leg went north into the tundra, returning on Saturday evening for a two hour stop; finishing with a 500 km leg into Rovaniemi on Sunday morning. Certainly it was a tough physical event, and strong winds and the occasional snow storm made the going even tougher. As on all Finnish events, there was a maximum speed of 80 kph imposed on all road sections, and the organisers put out some 20 radar traps to catch offenders, one khp over the limit meant exclusion. They also brought in a new system of timing, whereby a time was given to each competitor at the end of each stage with a set allowance for the next road section, so servicing had to be kept to a minimum.

The entry of some 70 cars, was somewhat disappointing as the foreign crews numbered just four. It had been hoped, that a good Swedish entry would come across the border, as the Värmland Ründ in Sweden was expected to be cancelled, due to lack of snow. However, it was not, and only Stig Blomqvist arrived from Sweden. John Haughland in his group 2 Skoda and Wenche Knudtgen came from Norway; and the only non-Scandinavian crews were Klaus Rüssling and Wolfgang Weiss in a Porsche Carrera from Austria, and Tony Pond with Mike Broad from England in the Dealer Opel Team Opel Ascona, which used the German 2-litre crossflow engine.

Favourites for the event were the Saab team, with Simo Lampinen and Juonhi Markkanen leading the field away. Scan Auto, the Finnish Saab manufacturers, had also last year's winner Tapio Rainio, and Jari Vilkas making up their team, while Stig Blomqvist came in the official factory-entered car. Main threat to the Saabs was expected to come from Ford and Fiat.

Ford had two official cars entered for Timo Makinen/Erkki Salonen and Finnish ladies champion, Eeva Heinonen/Seija Saaristo. Heinonen's car was the ex-Mikkola machine and has now been sold to the very fast Finn Juhani Kynsilehto, whose first event with it will be the Firestone Rally in Spain. Fiat came straight from the Monte Carlo Rally with two cars for Markku Alen/Illka Kivimaki, and Hannu Mikkola/Jean Todt.

The only other factory team entered, was Toyota, who had entered a Levin for Leo Kinnunen/Urpo Vihervaara. This was the same car which Bjorn Waldegaard used so successfully on the RAC Rally, and with Arne Hertz co-ordinating the team, Kinnunen was expected to be up with the top runners.

Among the private Finns who had entered, Ari Vatanen in his Opel Ascona was expected to do well. Vatanen has been dubbed the new "flying Finn" for 1975, having put up some very respectable performances in 1974. Volvo had not entered an official team, but were well represented by former Opel driver Ulf Gronholm, Erkki Pitkanen, and Timo Salonen. Skoda had a three car team, for as well as Norwegian John Haughland, there were two Finns driving these quick group 2 cars, Markku Saaristo, and Jaaka Markula.

The group one section was well represented, and resulted in a four cornered battle between Pentti Airikkala in a new DTV Vauxhall Magnum, Kyosti Hämäläinen in a Sunbeam Avenger, and two Escort RS2000s for Ensio Mikander and Matti Johansson.

As on all Finnish events, especially on

Timo Makinen was rally leader from Blomqvist for a while but retired when the Escort's engine caught fire.

snow and ice, tyres are very important, and before the event, controversy broke out between Ford and Saab. Almost all the entry were using Nokia Hakkapelliitta tyres, but during the winter, Nokia, together with Timo Makinen, had developed a new tyre pattern with the help of Ford finance. When Saab came and asked Nokia for the same tyres, Ford blocked their request, so they had Kumi-Helenius, the local tyre dealers, make up the same tread pattern.

Makinen used his new tyres for the first few stages, but the rubber compound proved too soft and his studs came out, so he changed to a harder tyre and began putting up some very quick times.

The first stage was just outside Rovaniemi, a two lap circuit in the ski area behind the town. Stig Blomqvist started as he meant to go on, taking the first of his many fastest times. By stage 13, he had built up a good lead, driving almost beyond the bounds of possibility, but then he went off twice in two stages. He bent the rear axle and his rear wheels started steering as well as the front.

After four short stages, mostly on ice, the first big test came on the 50 km fifth stage. This was perhaps the most fantastic stage of the event, for it had every type of condition, fast, slow, narrow and wide, with jumps to make the heart miss a beat—and it caused problems for everyone. Hannu Mikkola had the electrics fail and needed to drive on sidelights for most of the way. Simo Lampinen had the engine tighten up on him, while Wenche Knudtgen in her Lada 1500S, nose dived on one of the many jumps and rolled twice. Timo Salonen in the Teboil Volvo, lost control on the straight before the finish, spun in the air and crossed the line backwards, but still recorded eighth fastest time. Salonen was later to be disqualified for speeding, after changing a gearbox and risking the speed limit on a road section due to lack of time.

Pentti Airikkala was credited with fifth overall with the Group One DTV Magnum.



Stage 11 one of the fastest on the event, caught Markku Alen unawares. After a long straight he took a brow flat, only to find the road turning sharp right. He cleared a two metre snow bank and disappeared into the expanses of white . . . he walked back, leaving the Fiat mechanics to retrieve the car. Tony Pond also retired on this stage when a valve dropped putting a connecting rod through the side. Pond had just begun to get into his stride and was lying a creditable 18th prior to his retirement. On stage 13, a very bumpy twisty test with high snow banks, Hannu Mikkoa lost it and wedged the car across the road. Klaus Rüssling arrived in the Porsche and helped push him out. Leo Kinnunen was not so lucky, for he went off and took a maximum digging it out. He was having great problems with the steering of the Toyota, which he said was not precise enough for the Arctic conditions.

At the seven hour halt in Rovaniemi, Timo Makinen held a slender lead of nine seconds from the ever-consistent Tapio Rainio, with Simo Lampinen handily placed some 20 seconds down on Makinen. Fourth, but suffering from gearbox problems was Ari Vatanen in his Opel Ascona.

On the first stage after the restart, John Haughland hit problems, when he broke a water hose and lost all the coolant. He took a maximum, having stopped to let the engine cool down, and crept out slowly, just managing to keep himself in the rally. He was later to sever a brake pipe and had to drive the long stage 28 with no brakes.

Makku Saaristo was the next to go when

he rolled on stage 22 after clipping a snowbank. He lost his screen, and with the help of Pentti Airikkala he put the car back onto the four wheels and drove to the finish of the stage, only to find that his time card had been lost out of the car when it rolled and he was forced to retire.

Airikkala, himself, had had his problems too. On stage five he broke a shock absorber and twisted the chassis of the Vauxhall, while on stage 29 he went off into deep snow, and it was some minutes before he was able to dig himself out.

By this time Rainio had moved ahead of Makinen, but his lead was short-lived as he retired on stage 23 with a broken camshaft. Just one more stage and the leader board changed again when Ari Vatenen rolled himself out of the event. Makinen took up the lead once more but he too retired soon after as the engine caught fire just before the end of stage 31.

So Lampinen inherited the lead, which he never let go. Blomqvist, having had yet another off, was driving furiously to make up lost time. Some indication of his speed can be got from the times of stage 48. Blomqvist went off no less than three times, and finished the last ten kms of the 50km stage on a flat tyre, yet he was just five seconds down on Lampinen

Ulf Grönholm, in the big Volvo, fought his way up to third place, but he retired on stage 41 after hitting a snow bank and breaking the back axle.

A disappointing retirement was that of Austrian Klaus Rüssling. Having driven the first part of the event very steadily, he began to speed up in the second half and crept into the bottom half of the top ten. He hit a bridge parapet on stage 24 which smashed the front suspension but he was finally forced to retire when the limited slip differential broke.

So Simo Lampinen came home a deserving winner. There was no doubt that Blomqvist could have won, and would have done so had he driven a little more safely. Vilkas completed a Saab treble after a steady run, with Kyosti Hämäläinen driving superbly well in the underpowered Avenger, beating Airikkala for fourth place.

The Marlboro Arctic Rally again proved to be one of the toughest winter rallies in the calendar. The bumpy, narrow stages certainly proved not to everyone's advantage, and with the few organisational deficiencies which came out during the event, ironed out, the rally should remain in its position as one of Europe's most prestigious events.

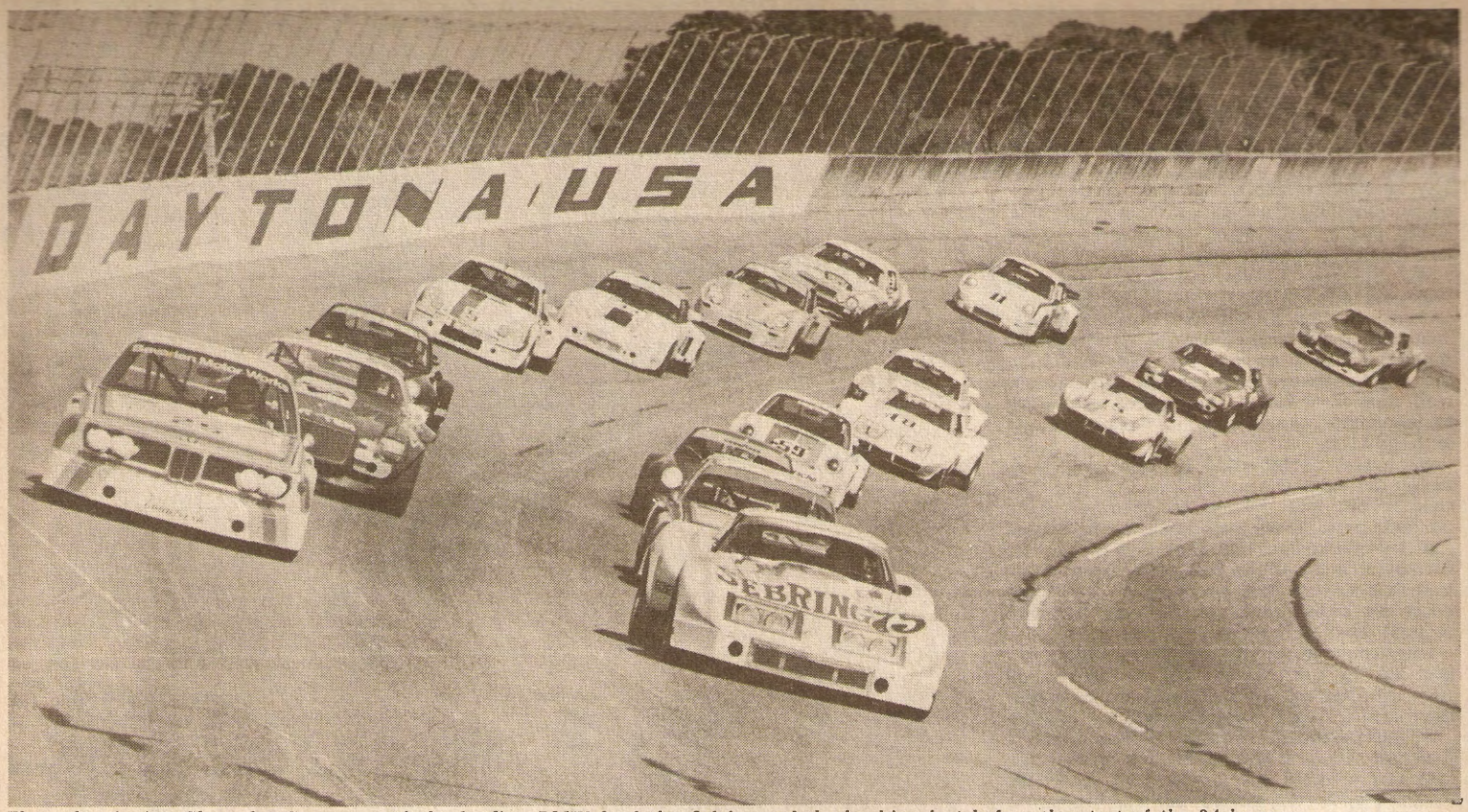


Ulf Grönholm leans on a snow bank to cannon off towards the next corner.

Overall results :
1, S. Lampinen/J. Markkanen (Saab V4), 27,353 penalties ;
2, S. Blomqvist/H. Sylvan (Saab V4), 27,520 ;
3, J. Vilkas/J. Soini (Saab V4), 28,856 ;
4, K. Hämäläinen/M. Alamaula (Sunbeam Avenger), 29,941 ;
5, P. Airikkala/H. Haaksiala (Vauxhall Magnum), 30,267 ;
6, H. Viikman/M. Kataja (Saab V4), 30,364 ;
7, H. Mikkola/J. Todt (Fiat Abarth 124), 30,728 ; 8, J. Haughland/A. Antonsen (Skoda 120S), 31,464 ; 9, E. Nuvtila/M. Oikku (Vauxhall Magnum), 31,584 ; 10, K. Mäkelä/P. Kuukkala (Peugeot 304S), 31,672.

Third-placed Jari Vilkas shows how it's done with understeer corrected by the stickier soft powder snow at the road's edge.





The pole-winning Chevrolet Corvette and the leading BMW lead the field round the banking just before the start of the 24 hr race.

DAYTONA

Porsche sweep the board

By GORDON KIRBY Photos by CHARLES LORING

Barely one hour had passed in the long grind through a day and a night of the Florida heat when it happened. The ever-dependable Peter Gregg and his ever-immaculate Porsche Carrera trundled gingerly into the pit-lane, the car's left door stoved in and a rear fender ripped off. Gregg had been running, by his own admission, in a rather anxious fifth place when he made the mistake of trying to outbrake a similar Carrera on the outside of a tightening radius left-hander. The two cars collided but Peter's Porsche was fortunate enough to escape with less damage than the other car and creep safely around to the pits.

It took but a few moments to ascertain that the shunt hadn't damaged the chassis or an ancillary part and Gregg set off again even farther behind the fleeing Corvette of John Greenwood and the duo of bright, crisp-sounding works BMWs. Worse still, Gregg now trailed a handful of Carreras and the chances of he and team-mate Hurley Haywood, favourites as always, looked suddenly very bleak. But slowly the tide began to turn back in their favour as each and every one of the leaders struck trouble. The Corvette ran into water pressure problems, both BMWs broke their engines and the Holbert/Forbes-Robinson Carrera disintegrated its gearbox. Fourteen hours after his shunt, just before dawn, Gregg's white Brumos Porsche, Hurley Haywood behind the wheel, slipped into a lead it was not to lose. Gregg and Haywood drove on to one of their toughest and finest victories, their second successive Daytona 24 Hours triumph.

Following them home were five more Carreras as the Stuttgart firm scored a clean sweep in the first round of IMSA's Camel GT Championship. It was left to an old nail of a Ferrari Daytona, driven by Jon Woodner and Fred Phillips to break up the unending string of Porsches. While Woodner and Phillips drove conservatively into seventh place and a win in the poorly-supported Group 4 class, the Corvette of Greenwood and the star-studded BMW team showed that they have the capabilities of invoking a new order in American GT racing. Otherwise the race was weak in both depth and variety and failed (as Daytona's 24 Hours always have) in attracting a substantial crowd.

Last year the fears of the energy crisis resulted in the cancellation of the 24 hour race from the Daytona Speedweeks schedule but this year we are told there is no fuel shortage so the race was duly revived under the aegis of the International Motor Sports Association. IMSA was established five years ago by John Bishop, a former SCCA executive who remains as the club's president and guiding force. Throughout those five years Bishop has evolved a highly successful GT Championship and with the signing two years ago of Camel cigarettes as a series sponsor both IMSA and Grand Touring cars have found a happy niche in American motor sport.

While GT racing has begun to flourish in America under IMSA's sanctioning, sports car racing (known otherwise as the CanAm) has fallen into a deep decline. In conjunction with this IMSA has begun to develop its own rules much in the spirit of the FIA's thoughts on a silhouette formula for sedans. IMSA announced their own silhouette-type rules last autumn (calling the class All-American GT cars and basing the regulations around wheelbase dimensions and fuel capacity) and so it was that they found themselves with a series that appears to be an ideal test-bed for future World Manufacturers' Championships.

It was another natural step that IMSA should organise this year's 24 Hours race at Daytona for they have always had strong ties with NASCAR which is, of course, based at Daytona Beach. When they decided not to run a 3-litre prototype class if less than eight entries were received (and they were not) IMSA's first major international event became a first look at the future of sports and GT racing.

ENTRY and PRACTICE

Unfortunately, Daytona was a little too early for all of this to fall into place. Only one All-American GT car arrived and that was too much of a low-budget, enthusiast project to prove anything. So it was that the bulk of the Daytona entry consisted of cars complying with Camel GT regulations. These cars are, in general, very similar to Group 4 Cars although there is rather more leeway in most of the principal regulations. As John Bishop says: "You could describe our cars as being a 'Frontier Class.' They're designed more with the private entrant in mind."

The IMSA GT category divides itself into over and under 2.5-litre segments and although there was the option of running in the Group 4 category, all of the IMSA regulars kept their cars in normal trim. Peter Gregg originally considered entering his Carrera as a G4 machine (he could have used a considerably larger fuel tank had he done so) but he eventually arrived with his Brumos Carrera in its usual configuration.

The vast array of IMSA Porsche Carreras would be challenged at Daytona by two new works BMW 3.0 CSLs, the infamous Corvette of John Greenwood and a brand new Ferrari Boxer entered by Coco Chinetti's NART outfit. Based on previous performance it seemed that Greenwood would be impossible to beat at Daytona and nobody was at all surprised when he placed his squat, white wedge of a Corvette squarely on pole position. Greenwood didn't bother to extend the car in practice, earlier in the week he had ducked below the 1 m 50 s mark in testing but by official practice he was busy setting the car up for the race and managed a best of only 1 m 55.223 s.

Greenwood was running the 7-litre Corvette in a comparatively detuned state, claiming only 600 bhp in comparison with a normal output of nearly 700 bhp. He had also modified the rear suspension geometry and was putting the power to the ground through 2 in wider rear wheels in an effort at reducing the brutal hammering that the chassis had taken in the Daytona 3 Hr race last December. Co-driving with Greenwood in his "Sebring '75" machine would be successful Camaro driver Carl Shafer and Vince Muzzin, a little-known Formula Ford driver.

Qualifying second and third fastest were the resplendent works BMWs managed, of course, by Jochen Neerpasch. The BMWs were in much the same trim as they appeared in Europe last season although there had been an effort at improving the traction and balance of the front-engined 3.5-litre, 400 bhp CSLs by moving more components (including

a halfshaft driven alternator) into the cars' boots. The engine and differential oil-coolers had also been relocated to a position just forward of the rear wheel.

The immaculate and thoroughly thought-out BMWs impressed even the most critical of their new competitors and the quality of the team's organisation and skill of the drivers was yet more awesome. Despite experiencing some troubles with the brake anti-locking device on their car Ronnie Peterson and Brian Redman qualified a handsome second best (1 m 56.710 s) ahead of team-mates Hans Stuck/Sam Posey (1 m 57.205 s).

Based in Bobby Allison's Hueytown, Alabama, workshop, the BMW team will be concentrating principally on the longer of the IMSA events. Neerpasch says that he is working from a fairly tight budget which may force him to miss some of the lesser rounds with his two principal drivers Stuck and Posey.

Fourth fastest was the red and white Camaro of 51-year-old Canadian veteran Mo Carter. Carter pushed his big Camaro around the Daytona road course in a single, no holds barred, lap and got down to a fine 1 m 58.089 s. Co-driving with Carter would be Gene Felton and the team's second Camaro, equipped with a small-block engine was being driven by Carter/Tony De Lorenzo/Dick Brown. Carter is working on a Chevrolet Monza All-American GT project to replace his long-in-the-tooth Camaros later this year.

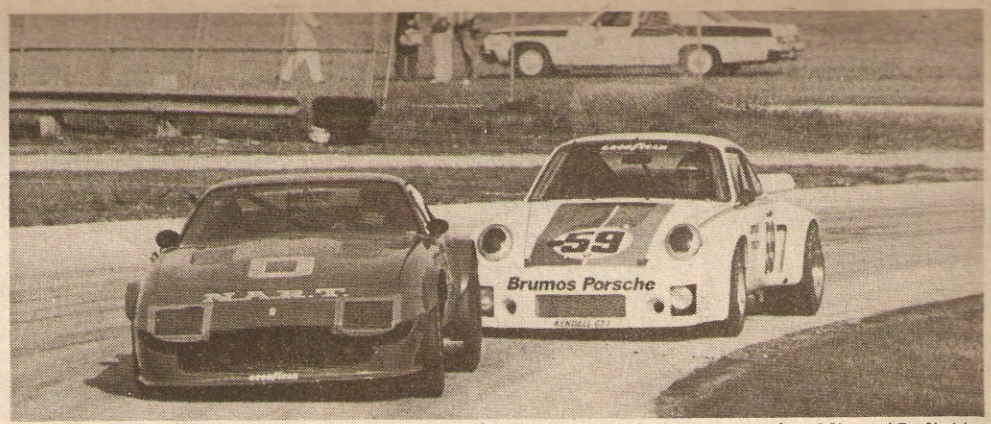
Fastest of the Carreras was the dark blue version driven by Al Holbert/Elliot Forbes-Robinson. Twenty-seven-year-old Holbert prepares his own car, running it out of his father's Pennsylvania Porsche dealership. Holbert has been racing for just two years but he has become a major force in Camel GT rounds and the combination of he and Forbes-Robinson are beginning to challenge Peter Gregg and Hurley Haywood for supremacy among the Porsche runners. Holbert set the team's fastest lap in 1 m 58.483 s.

Right behind them came the black Kremer Carrera driven by Carlos Bolanos/ Michel Jourdain/Hans Heyer. Bolanos and Jourdain come from Mexico City and in conjunction with Heyer they proved themselves to be thoroughly competitive qualifying sixth fastest in 1 m 58.952 s. Seventh fastest was the cleanly-prepared Brumos Porsche of triple IMSA Champion Peter Gregg and usual team-mate Hurley Haywood. This outstanding long-distance team qualified comfortably in 1 m 59.030 s. Right behind them came yet another Carrera, this one the Viceroy Mexico car of Guilermo Rojas/Hector Rebaque/Fred Van Bueren who were the last team to break 2 m (1 m 59.907 s).

The very experienced long-distance team of Jerry Thompson/Don Yenko added Andy Bach to their outfit and qualified their new Corvette ninth best. Another experienced crew comprising John Graves/John O'Steen/Dave Helmick filled the 10th place on the grid with the Carrera ahead of the similar car of Charlie Kemp/Carson Baird. Kemp has found himself yet another in a long line of sponsors and was busy trumpeting the worth of Armor-All car polish. George Dyer started his third season of motor sport by qualifying his Carrera 12th best and once again teaming with Canadian Jacques Bienvenue. Mike Keyser finding his purse strings tightening teamed up with unknowns Bill Sprowls and Andreas Contreras and qualified his Toad Hall/Rain-X Carrera down in 16th. The other notable Carrera, driven by Bill Webbe/G. W. Dickinson/ Harry Theodoracopulos was in 20th place.

Fastest of the two G4 entries was the black Interscope Ferrari Daytona of Jon Woodner/ Fred Phillips which filled the 22nd place on the grid, one row ahead of the NART Daytona of Alain Cudini/Giancarlo Gagliardi. NART's 4.4-litre Ferrari Boxer was built in the garage at the circuit and was finished just in time for Milt Minter to qualify it 18th fastest despite major troubles with the rear suspension which included failing uprights and improper spring/shock units. Minter had originally been entered with Jean-Pierre Jarier but the Shadow man obviously thought better of it and was replaced by Claude Ballot-Lena.

Despite the restrained, careful tone of practice, the differing characteristics of Corvette, BMW and Porsche, in both performance and personnel seemed to hold the right elements for what could become an intriguing race. It was expected that Greenwood would vanish while the faster Carreras tried as conservatively as possible, to keep the BMWs within range. Whether it would become a battle merely for second place or a sound race-long triumph rested solely in the reliability of Greenwood's hulking Corvette.



Eventual winner, the Gregg/Haywood Porsche Carrera waits to pass the Minter/Cudini/ Gagliardi Daytona.

RACE

As the Saturday morning sun climbed out of the ocean, Coco Chinetti's NART mechanics were hard at it, hammering and filing the replacement uprights for their Boxer. Already they were dripping with sweat and it was quickly obvious that this day was going to be even hotter and muggier than those of practice. The Ferrari mechanics finished their job well before the 3 pm start but the team had no faith in their virgin Boxer and as the 48 starters formed up along the length of the pit-lane Milt Minter strapped himself into the team's Daytona while Ballot-Lena stepped philosophically into the Boxer.

Greenwood and his bellowing Corvette rolled forward from their place and carried the field through a single, neat pace lap. As he rumbled towards the starter John's tall frame pressed against the throttle and the white car shot away, dropping smartly from the banking and down into the first turn already all on its own. As Greenwood established himself in an unchallenged lead the two BMWs, Peterson leading, Posey following, pulled clear of the rest into their own race. The horde of Carreras slotted into a pursuit of their mechanical countrymen with, naturally enough, Al Holbert and Peter Gregg leading the chase.

Within three laps Greenwood began to lap the backrunners, flicking on his Corvette's lights to warn the innocents of his charge as he continued to expand the 8 s-worth of a Posey. Gregg, Holbert and the Kremer Porsche of Bolanos were a similar distance behind the cushion he had established to Peterson and BMWs but they were now being chased by Jerry Thompson, the latter pushing his Corvette up from the fifth row. It took Thompson just two laps to thread his way through the Porsches and it wasn't much longer before he had caught and settled in behind Posey. With that, the pattern of the race, restrained and calculating, Corvette versus BMW versus Porsche, was established.

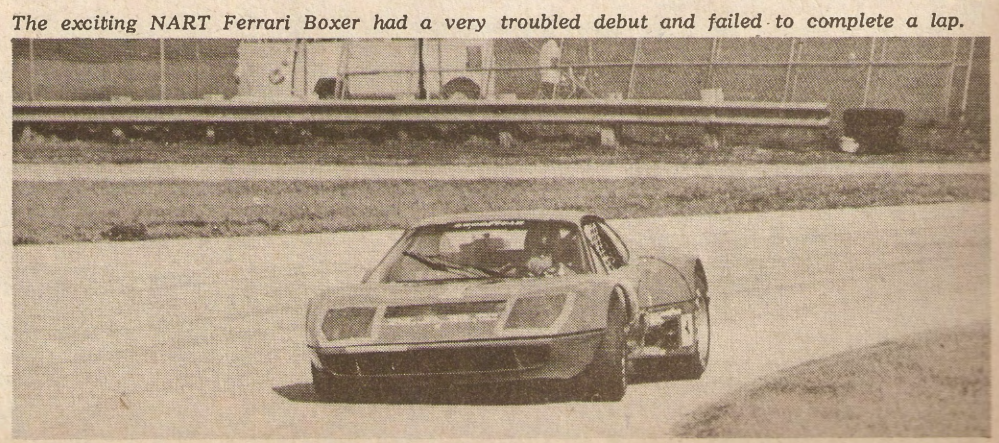
At the front Greenwood was pacing himself easily, determined that this time he and his supercar would finish one of these long grinds. He was lapping faster than any other man had managed in practice, yet his style was one of designed delicacy. He and the car seemed to mould themselves together with a balance that seemed hardly possible with such a machine. Yet he carried on in this commanding, artful manner and by the 28th lap he had pulled out more than 50 s—very nearly half a lap—to Sam Posey in second place.

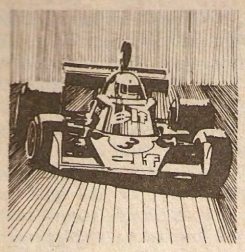
It was then that Greenwood rushed into the pits for his first stop and, after building up that handsome lead he handed over the reins to Vince Muzzin. The Corvette got back out with a new load of fuel, now in third place which shortly became second when Thompson stopped his Corvette for fuel. So it was now the BMW of Posey which led comfortably from Muzzin and the Porsche duo of Holbert and Gregg. Peterson had been blackflagged some 10 laps earlier when his BMW lost its brake lights and after a quick stop Ronnie moved quickly and easily through the field, catching Gregg by nearly two full seconds a lap. But suddenly Superswede felt the engine let go and he coasted to a stop, the BMW's cam drivechain broken.

Barely two laps later the loudspeaker crackled with news of a shunt between two Porsches and it was soon obvious that Gregg was missing. It wasn't long before the Brumos Porsche was able to get around to the pits but it came in looking very unlike itself. Luckily the damage was only superficial and Gregg was able to leap back into the fray without losing a lap to the remaining BMW, Stuck now behind its controls. The Porsche that tangled with Gregg, the Viceroy version with Rojas at the wheel, was less lucky for it took a long time for him to limp around to the pits and it was more than an hour later before a broken upright was fixed.

With one stop each behind them the BMW and Corvette were still first and second but whereas Greenwood had been 4 s a lap faster than Posey, Stuck running at the same pace as Sam was just as quick as anything that Muzzin could manage. The quick BMW pitstop had given Hanschen more than a 20 s advan-

The exciting NART Ferrari Boxer had a very troubled debut and failed to complete a lap.





". . . and in the 30 seconds that I was in two pints of oil that should have been in the engine appeared on the ground under the car."

For me the most exciting thing about the Brazilian Grand Prix was getting to it. Not running in it, but getting to it. On the morning of the race Patrick and I had arranged to be lifted in to the track by helicopter to avoid wrestling through the traffic. When we got to the chopper pad they told us that it was out of service. It had fallen out of the sky on its previous run with Shadow boss Don Nichols on board. And who said that motor racing was dangerous! Apparently it didn't fall from a great height and Don wasn't hurt.

But that left me and Patrick with no way of getting to the track and the prospect of missing the start. We borrowed a car and I elected to let Patrick drive because I know he's a bit of an expert in Paris traffic. Well, I tell you, it made the car chase in Bullet look pretty tame. We were on the wrong side of the road, up on the pavements, the wrong way round traffic islands and, predictably, it didn't take long for the local fuzz to get onto our tail. There were sirens blaring, lights flashing and I had these terrible visions of spending the day in the local cop shop.

I think it was the fear of what Ken would have done to us if we'd been late that spurred Patrick on in his epic drive. I guess the leading cop must have been a race fan for once he recognised us he switched from tailing us to act as a crowd-breaking escort. What a spectacular arrival at the circuit.

The rest of the day was far less spectacular. I'd had a rotten practice, with the car doing all the things that I didn't want it to, and started eighth on the grid. James Hunt was alongside me and I guess he was sitting there in his cockpit making notes for the column he handcrafts for M*t*r when the man dropped the flag. At the end of the first lap he was 16th. Emerson was another who got his start procedure all wrong. He lit up his back wheels on the front row of the grid and didn't get any grip until the first four rows had gone past.

I slotted into sixth place with Emerson behind me and that's the way it was for the first 15 laps. Reutemann led for the first four laps until Jarier flew past and started roaring off into the distance making over two seconds a lap. The rest of us—Pace, Regazzoni and Lauda, me and Emerson—stayed pretty close together.

After about 12 laps I began to get violent oversteer in the fast turns and was having to touch elbows to correct the slides. Then I began to get that nasty oily smell wafting up in the cockpit. It kept coming and going and I couldn't work out whether it was Regga's oil or mine. Then a rear tyre started to feel all squirrely and I could see a blister developing in the rear-view mirror. (I keep my mirrors set so that I get a clear picture of the profile of the back tyres.) I swooped into the pits for a change and in the 30 seconds that I was in two pints of oil that should have been in the engine appeared on the ground under the car. The oil tank had split and that elevated me to spectator status. It also accounted for the oily smell I'd been getting in the cockpit and also for the lurid tail slides I'd been correcting. I'd been tripping myself up in my own oil.

One of the most amazing performances of the weekend was that of Jarier in the Shadow. That car really flies. There was a long fast fifth gear bend just after the pits which was *almost* flat. I say almost because most of us had been getting through there with one of those hold-your-breath and count to one confidence lifts. Jarier just flew through without even so much as a change in his exhaust note. I feel sorry for Jean-Pierre. There he is driving his heart out—two pole positions and leading the race by a mile—knowing that his team boss is trying to get Ronnie into the team, which if it happens, will relegate him to the number two spot.

Sitting there in my uncomfortable role as a spectator I watched James make up for his muffed start and work his way back to sixth place. But more galling was watching Emerson climb up to be second. While I'd been running I had the feeling that I could have stayed in front of Emerson without too much trouble. But you don't score points for theoretical places.

I thought that Jochen Mass did well too. A good strong sensible drive that earned him a good third place and a few useful points. For me there seems to be a jinx with South America. I came away from the two races last year without a single point—and it's the same again this year.

Fortunately my luck hasn't deserted me totally. During one of the inevitable flight delays between races I played backgammon with James and Bubbles and came out thirty dollars better off. Backgammon has become a continuing saga for some of us. The minute there's a delay in an airport out come the boards and there are little huddles all round the transit lounges. It's the same on the planes too. My winnings from James and Bubbles go a little of the way to pay for my losses with Ken.

We came straight up from Argentina after the race to fit in a couple of days unofficial testing on the 4.9 mile Interlagos circuit. It's a good circuit designed so that the whole 4.9 miles fits into a space no bigger than Brands Hatch. After testing we took time off and went down to the coast where Emerson has a beach house. That was very relaxing. There was plenty of sea bathing and I was able to do my morning five mile run on the beach. There was a little local kid who used to wait for me every morning and, when I'd finished my run, he'd hop up a palm tree and come down with a coconut. Out would come his knife, off would come the top and that was breakfast. I tell you it beats those plastic breakfasts they give you on the airlines.

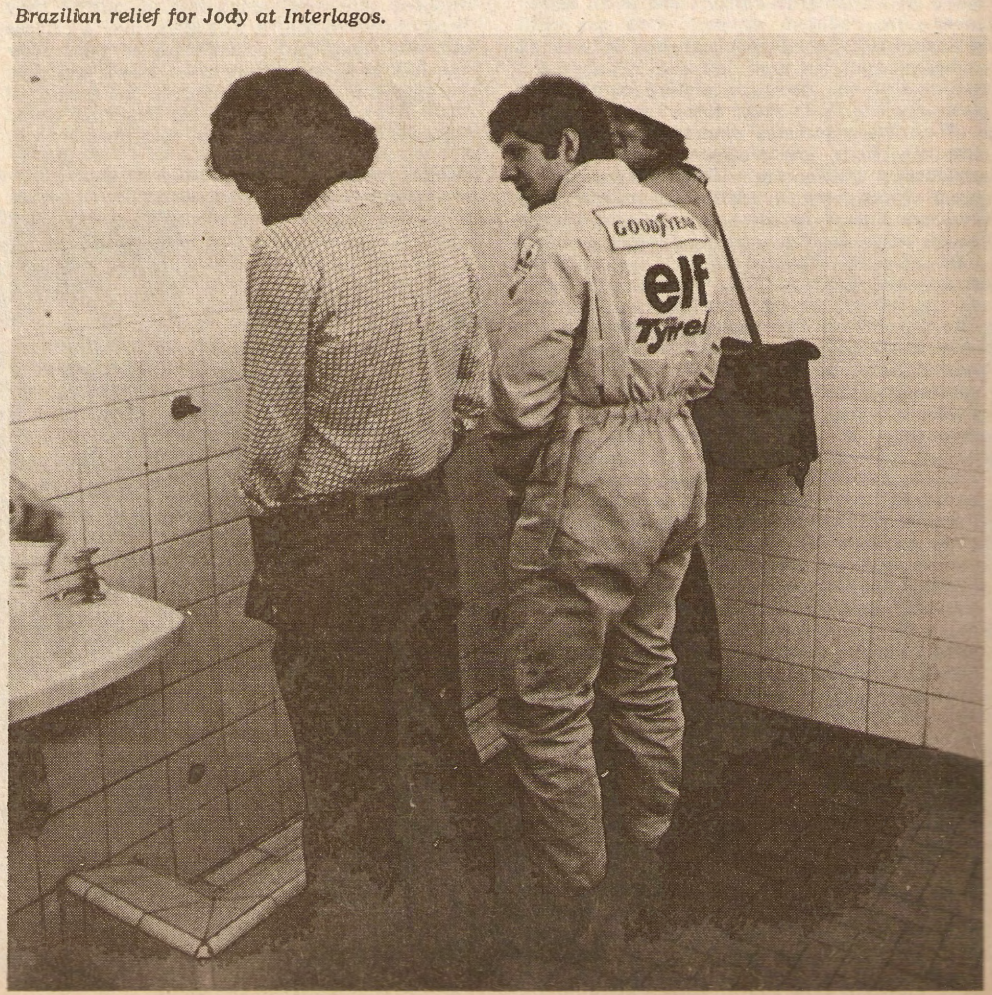
Speaking of airlines, I think I have created a new record. I spent my entire birthday—or to be more specific—22 hours of it, off the ground. It was the day we came back from Brazil and our 14 hour flight grew to become 18 hours and I just managed to get off the plane at London in time to be hustled across the tarmac into another plane to take me to Stuttgart where I was to appear at a Motor Show. I got straight onto the plane and fell asleep. Two hours later I woke up and we were on the ground. I got up thinking it had been a peaceful flight only to discover that we were still on the ground in London repairing a busted wheel or something.

Happy airborne birthday Jody—thank you, thank you.

My other recent record has been for blistering tyres. I've done 14 in the last two races and practices which is a little disconcerting to say the least. I have a feeling that with the Tyrrell we're pretty close to the limit with tyres at the moment now that Goodyear have rationalised the number of compounds that they have available. Ken thinks that I'm chucking the car around too much and that this is the cause. It's possible he could be right, when the car's not handling right I do tend to compensate by driving it a little harder.

We are all—Derek, Ken, Patrick and myself—having a big think and during the next few weeks before South Africa and we'll be out testing looking to find that elusive sharp edge of advantage that we had briefly last year. It's a sharp edge that gets very easily blunted.

Brazilian relief for Jody at Interlagos.



Rally record

by John Davenport



"If the Monte Carlo wants to get tough with such Group 4 cars, then it must turn to questions of tyres"

Anyone reading last week's report on the Monte Carlo Rally could tell at once that all was not well with our sport's oldest institution. It seems a contradiction to find the sport of rallying ever more vital in 1975 and yet fewer entries than since before the last war on the rally which has done most to put rallying on people's breakfast tables. The Monte Carlo is not dead, as some were saying down in Monaco, but it has been on the receiving end of a few slings and arrows of outrageous fortune.

For example, you may remember that on the last occasion that the rally was held, there was some problems concerning the Burzet test where an accident and the formation of snowdrifts caused well over a hundred private owners to be excluded through no fault of their own. They made a big fuss and even blocked off the rest of the rally. So successful was their protest that the rally offered them free entries in the 1974 event but the only problem there was that the 1974 event was not held and the cancellation of it had already involved the organisers in £15,000 of expense. Thus they approached the 1975 rally with a large number of people still wanting a free entry and with a large sum of money already missing from their budget. Of course, the Monagasque tourist board lent some more money and they came to an agreement for reduced entries with the 100 discontented Burzet Blockers but it was an unhappy start. In fact, I would say that the lateness of the decision relating to the BBs certainly lost them some entrants.

Then the organisers did not like the trend towards high performance, low quantity production rally cars. Their rally had for many years been a proving ground for the cars purchased by Mr Average and in the early 1960s it was won by Mercedes Benz, Saab (twice), Panhard, Mini Cooper (three times) and Citroen. Then Porsche got themselves sorted out and put drivers like Vic Elford and Bjorn Waldegaard in their cars and won it three times on the trot. Since then Alpine have won twice with their glassfibre special and Lancia once with the irrepressible Fulvia Coupe. The current rally cars are extensions of this trend with Alpine now having the 310 and the 110, Lancia the Stratos, and Fiat the 124 Spyder soon to be replaced by the even more sporting X 1/9. Porsche tried the 914/6 but this was never as good as their 911S and, apart from private owners, they are now content to rest on their laurels. The Monte Carlo organisers saw all this and decided that they didn't like it too much. They would prefer to have a rally where Ford Escorts, Opel Asconas, Saab V4s, Citroen CXs, Peugeot 504s, BMW 2002s, Fiat 124s and 128s, Alfa Romeo Alfettas, Renault 12s and Chrysler Avengers all stood a chance of outright victory or at least a class win.

The liberties granted to manufacturers not only for homologating new models but in tuning and modifying them for rallying have resulted in rallies like the Monte Carlo being dominated by the specials. The enthusiasts are still keen to turn out and watch the CanAm rallyists perform, indeed they seem to come in ever-increasing numbers to huddle and freeze on the side of the special stages. The general public is less impressed. In the same way that they cannot equate motoring pleasure with Jody Scheckter's latest Grand Prix mount, they are unlikely to rush out and buy Alpines, X 1/9s and Stratos in large numbers. The hope of the manufacturers and the sponsors is that they will associate certain names with success and buy accordingly. Anyway, the Monte organisers decided that they would like to encourage more standard cars and as they could not—or would not—alter the basic rules as they did in 1966 when the formula favoured Group 1 cars to a ridiculous extent, they decided to make it difficult for the specials. Their idea was to go back to a really long concentration run of something like 2,500 miles and then launch the cars and drivers sraight into some rallying. Thus the drivers of cars like the Stratos who had only been able to sleep curled up on a non-reclining seat would find it more difficult to achieve the maximum potential of their cars.

This little scheme backfired for several reasons. The first thing is that, as any rallyist can tell you, much more is needed to sap the potential of a professional rally driver and his co-driver than a little trip of 2,500 miles. Why, these are the days when people do the Safari in Alpines and have won Maroc, the Acropolis and TAP rallies in these little cars. Even Lancia are proposing to enter two Stratos on the Safari so three days of driving round Italy is not likely to bother them much. The second point is that of course the professional drivers and their team managers raised such a stink about driving without proper rest on special stages that they decided to have a halt in Gap. This was to have been quite short but then the rally got politically involved with the town administration just as it is with the administration of Monaco. It was deemed necessary to have the drivers there in Gap for twelve hours so that it was worth while opening all the hotels which would otherwise have been closed. In one fell swoop, bang went the idea of tiring the drivers of the no-human-comfort cars.

In any case, the Monte Carlo organisers had adopted this long concentration run as they firmly believed that it was attractive to private entrants. They had asked many of them after the last rally to express their views and they thought that they had captured the feeling of the majority in designing this long tour round Europe. It also fitted in well with their concept of running the event. If three hundred crews started, it was difficult to accommodate all of them in the special stages of the common route up to Vals and back. For three hundred crews, the stages need to be kept closed for seven hours and the Gendarmes start asking for more money. It was felt that if the concentration was long and quite difficult and there were at least four tests at the end of it before the first arrival at Monaco, then those who got through that lot would be happy with a plaque to that effect and only the best 120 crews would then start on the common route and its nine stages. In a similar way, just sixty crews would start the complementary test on the last night where the interval between the cars is increased to two minutes.

As it turned out, the private owners saw that it would require two weeks off from work or their business to drive in the rally and in addition to all the normal costs of doing the Monte Carlo Rally, hotels, food, studded tyres, service crews and entry fee, there would be a considerably larger petrol bill than normal due to the increased mileage. One Italian private owner that I spoke to claimed that it was going to cost him 13 million lire (£8,100) to compete in even a simple Group 3 Lancia Fulvia. For the same money, he could do the San Remo Rally plus two other foreign events making three internationals for the price of one. Thus the number of entries received was very low and all the business of using the concentration to sort out the entry became unnecessary. In fact there were only ninety-six entries in all and by the time it came round to the Mountain Circuit or complementary test, there were less than sixty still running so they all got a go at it.

Many and long were the discussions that went on about how the format of the rally could be changed for the better. It seems quite certain that the Monte Carlo organisers will run a shorter rally next year and the betting is that it will start on a Monday and finish on a Friday so as to keep people away from home the shortest amount of time. Of course, the Monte Carlo hoteliers will lose a bit on the deal as their hotels will be occupied for less time so it is quite likely that the Monagasque contribution to the funds of the rally will be less as well, but if the entry fee stays the same and the entries increase

Monte winners Munari (bottom left) and Manucci (bottom right) stand with Prince Rainier and Princess Grace after the presentation of prizes.

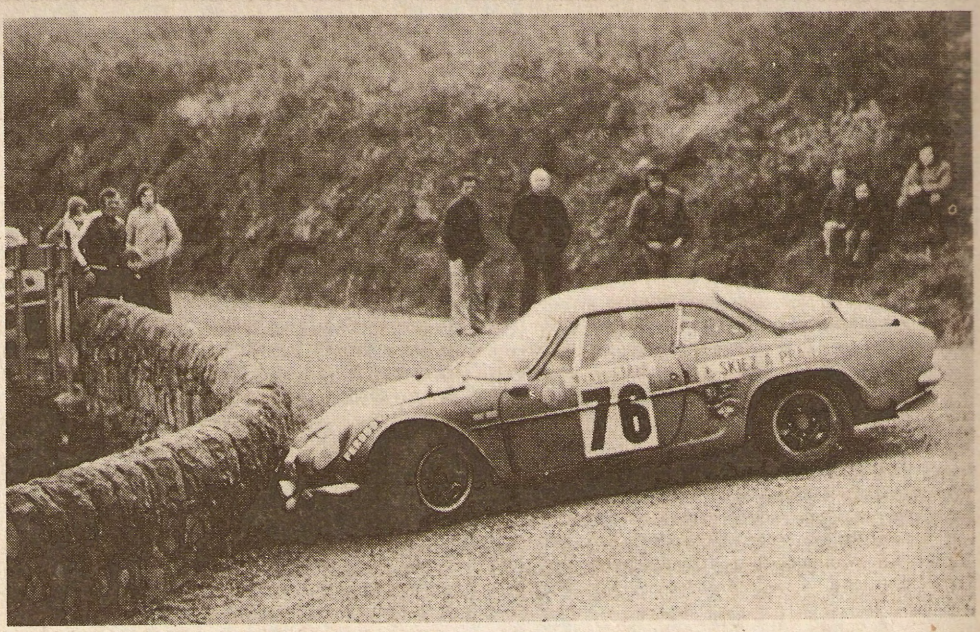


considerably over this year, things should not be too bad. I would think that it should be possible to reduce the concentration run to under a thousand miles with those cars which start from Stockholm, Warsaw, London, Lisbon, Athens and Rome taking a pretty direct route to Monaco. Even better would it be if they converged on a town like Gap or Vals and started straight off on stages as we used to do when the rally converged on Chambery. I have no strong feelings about it but I suspect that most people would appreciate a rest in the converging town even after a day and night of driving and it would do much for the hard pressed hoteliers of such towns. A dozen tests rolled into a good night of rallying and the survivors would find themselves in Monte Carlo about Wednesday lunchtime after starting Monday morning. A night's sleep and the 60 lucky ones would find themselves tackling the Mountain Circuit. This abbreviated Monte Carlo would find much readier acceptance with the private owner and with the works driver while the daily newspapers would heave a sigh of relief at having something new to write about every day.

This of course would not prove especially difficult for the specials and their drivers. If the Monte Carlo wants to get tough with such Group 4 cars then it must turn to questions of tyres as it did in 1967. You may recall that in that year each car was only allowed eight tyres for the common route and another eight for the complementary test. Vic Elford's Porsche 911 would certainly have won had the tyres been free but on the last night, the weather changed for the worse and he was caught with too-lightly studded tyres and was passed by the Mini of Rauno Aaltonen and the Lancia Fulvia of Ove Andersson. If we are to see an equal contest between the specialised brutes and the more conventional cars, then I am afraid that it is to the tyres that we must turn. I am in favour of an idea similar to that used on the Tour of Britain where each car can choose one tyre and must stick to it for all the tests. Say Munari had to make that choice for the Monte just run, he would have had to take some kind of studded tyre, say two hundred studs in a large weathermaster type tyre. This would have been a distinct disadvantage on the tests without snow or ice and would have been an equal problem on the very snowy tests where full studs would normally have been chosen. Don't think that I have got anything against Munari but I do think that the tyre battle on the Monte Carlo costs so much money these days that it frightens many less well endowed works teams away. I think that last time Ford did the Monte the largest single item on the budget for that rally was the tyres.

Maybe this suggestion that I have made about limiting the tyres to one type is not practical, but something on those lines will have to be adopted. Somebody pointed out in Monaco that soon studded tyres will be banned on most public roads in France, Germany and Italy. Already some of the German winter rallies which take place on forest roads have banned studs; the Sachs-Vinter Rally in two weeks time is one example of this. If this ban comes into effect, the protagonists on the Monte Carlo may well have to find their way around the stages without any help from studs which should make it a very interesting rally. I would say that a rear-engined car like the Alpine, Stratos or X1/9 would still have some advantage but if it came to going downhill, then Saabs, Betas and even Renault 5s might hold the day. It is true that with the stages which the rally uses at present, such a regulation might well prove too dangerous but the emphasis would definitely be on the tyre manufacturers to come up with something a bit more sticky for the odd patch of ice than we have at present.

The least said about my rally, the better. To start with, I wasn't supposed to be doing it and only rejoined Achim Warmbold at the last moment when my family problems allowed. I arrived in Nice the day of scrutineering and started it well by missing Jacques Cheinisse at the airport so that I had to take a taxi to Monaco. Then I had a long wait at the scrutineering as Jacques was down in the garage with the mechanics sticking all the publicity stickers on to the cars. The next morning was the start. I was never more grateful for the decision that we made the previous afternoon which was to fit a standard reclining seat on the passenger side. With the aid of a couple of pillows and a blanket borrowed from the Hotel Hermitage, this made a capital bed despite the fact that it could not be fully reclined as in the standard car as the competition version has its petrol tanks where the rear seat used to be. Consequently we arrived in Gap after three days and nights on the road feeling quite bright and just about ready to go off and do a night's rallying. The only real criticism of the concentration run was that the controls in Italy were hopelessly situated and no thought had been given to crowd control or diversion of other traffic. The only place that was at all civilised was Pinerolo where Luciano Trombotto and the local club had done a magnificent job in closing off part of the street for the control and opening up an adjacent bun factory for competitor refreshments.



Expensive exercise for these private entrants becomes more expensive.

To my mind, there was one curious thing about the timing of the rally. At all time controls and special stages, there were these terribly expensive Longines digital printing clocks. To my simple mind, if the marshals can be trusted not to get in cahoots with the competitors and give them times which may be beneficial just because they are of the right nationality or from the right town, then time controls can be timed with ordinary chronometers costing a fraction of the price of one of these printing clocks. I am all in favour of using the printing clocks for the stages but what did we find on the Monte Carlo? The start time is written in on the card by hand, say 04 h 22 m 00 s and the card is returned to the competitor. Presumably as the flag is lifted, some person stamps the clock but it is of little interest to the competitor who has left by that time. At the flying finish, I suppose that the clock was operated again as we flashed over the line at, say 04 h 31 m 56 s and when we had come to a halt the card was taken from us and printed again at, say, 04 h 32 m 13 s which, I suppose, acted as a kind of check. Anyway, the actual time of passing the flying finish was once again written in by hand which means that there can be little point in having a printing clock at start and finish if the times still have to be hand written. At a moment when everybody is desperately short of money, the CSI is trying to enforce the use of these printing clocks on all World Championship rallies. If this is an example of how they are to be used, then I think Nero and his fiddle had more sense.

Our exit from the rally at the end of the fourth stage was unfortunate. It cannot really be blamed on anything but the combination of car, tyres and conditions. On wet tarmac, the Alpine is not heavy enough to get those large section Michelin racers even slightly hot and they need that before they will get sticky. The rear tyres have the engine and the petrol tanks balanced above them and what with that and wheelspin, they run reasonably hot but the poor old fronts never get warm enough to exert the same kind of grip so that the car understeers most of the time. I say most of the time because there are those occasions especially on the tests in Italy where we crashed when the fronts get the better grip as the rears are lifting off on water flowing over the road that the fronts have already passed. Achim tried all kinds of pressures to try to make the various breakaways more progressive and we did feel that we had succeeded a bit and on this fourth test it was going quite well. Then, just four bends from the finish, I read a left-wing combination a fraction too late and he found himself committed to a bend a little faster than he would have chosen. To try to allow for the normal understeer he went in very close to the apex and that was where the wheel touched a projecting piece of rock. The impact put a 2 in dent in the alloy rim so you can tell that it was not just a glancing blow. It tore off the left-hand mounting of the steering rack and when Achim tried to steer back to the right, the car took no notice of his efforts and cannoned into the wall on the outside of the right-hand bend. The most amazing thing about the shunt was that though the front of the car had suffered quite a great deal, the breakage was limited to the first foot or so and the rest of the fibreglass body was unscathed. I had always been rather chary of having an accident in such a car but now I am convinced that they are extremely strong. Most of the impact was dissipated in crumpling the lights and the outer bodywork; the doors still opened and shut perfectly and none of the windows had as much as a crack.

That was one of my shortest Monte Carlo Rallies ever, provided you discount that 2,500 miles round Italy that preceded it. What a hell of a way to drive for 3.99 tests!



Cowan in dramatic action on Whiteash during last Saturday's Snowman rally.

SMT: the prime movers in Scottish motorsport

BILL DRYDEN and DAVID PORTER talk to PETER NEWTON

Ever since the heady days during the late 1950s of the rivalry between the Ecurie Ecosse and the Border Reivers, Scottish motorsport has always maintaind a thriving individuality from the mainstream across the border. From the tortuous turns of Ingliston to the breathtaking splendour of Glen Trool or the forestry stages of the North, the Scots have pursued their chosen branches of the sport with a fierce independence that typifies their national character. The ruthlessly competitive days of two of the greatest rival racing teams and their thundering Jaguars and Astons have passed on — and with them two of the finest drivers the world has ever witnessed — drivers who set out to prove their ability north of the border, and ended their careers at the top of the world. Since then, of course, costs have escalated as quickly as opportunities have declined, but the tradition and the memories have never been allowed to die. Today, Scottish motorsport is synonymous with SMT — the vital and enthusiastic General Motors distributors — and it is in no small measure due to their persistent efforts with Vauxhalls that have contributed to the resurgence of interest in these cars, not merely north of the border, but nationally as well. SMT have ruled the racing roost up north for some four years now with the polished driving of Bill Dryden; and 18 months ago they went into the forests for the first time, armed with a an untried G2 car and the experienced and highly professional Andrew Cowan. The coming season looks as though it may be the most successful in the history of the company, both on tar and on the loose. To ascertain what they are really putting in and getting out of it, and where they go from here, we talked to David Porter, SMT's dynamic Assistant Managing Director; instigator of the motorsport programme and part-time rally driver; and to Bill Dryden, manager of SMT's successful truck division, currently the quickest Scot in a racing car, and arguably one of the most stylish and smooth performers seen regularly on British circuits today.

Scottish Motor Traction have been around almost as long as the kilt, and the history of the company dates back into the mists of time. The combine, which is now the largest Vauxhall/Bedford dealer in the country, built up a solid, dependable, conservative image during these years, and life drifted on very much as it had done for decades previously until in 1957, the company was taken over by Charles Clore, whose business interests almost rival those of the Arabs. Suddenly the tranquil backwater became a raging torrent, and the monolithic dynosaur was required to become cost effective. Old faces and dusty departments passed on, and two years later David Porter, at the invitation of SMT, arrived from Vauxhall. He rapidly moved onto the board to his present position of assistant managing director. Among his many responsibilities is the marketing policy of the group . . . "if you want to advertise it has got to be exciting, you must get some kind of exciting angle." Largely as a result of Porter's efforts, SMT entered motorsport shortly after his appointment as a director. The programme was crowned with success from the start. The services of Bill Dryden, who had previously raced Norman Cuthbert's Lotus Elan, were acquired, and for four years, first with a Viva and then a Firenza, they won everything it was possible to win with the car. "The first year we started racing, people used to say, 'why are you racing a Vauxhall, it's only a Vauxhall . . .' they don't say that any more."

By 1973 SMT were the people to beat in Scottish saloon car racing, and it became apparent that they were outgrowing Ingliston very rapidly. David Porter had been reading some spectator attendance figures for rallying; figures which, although he did not believe them at the time, nevertheless made an impression. In the summer of 1973, he went off to watch the Scottish and find out for himself. He came back "shattered" at the number and diversity of spectators, and resolved to start work immediately on getting into rallying at the top. A coincidental telephone call from the *Scotsman* at about this time helped seal the issue; a match of interests rapidly became apparent and marked the start of the association with that newspaper on the rallying side that is still as close today. With the *Scotsman* came a man who needs no introduction to rally people, Andrew Cowan. Porter was convinced of the car's potential in top line rallying; he knew the immense value of having the public voice of the *Scotsman* behind them; and not least he knew he could rely on Walter Gray and his dedicated band of enthusiasts at the high performance centre in Perth for the development programme; a fortunate combination of opportunities that could not be ignored.

RACING

SMT could legitimately be accused of perpetuating something of a racing "overkill" at Ingliston. With Bill Dryden at the wheel of their immaculate Blydenstein-powered Firenza, most of the opposition is demoralised before the start, and the worth of the victories might now be said to have become somewhat devalued as a promotional exercise. Nevertheless the company are carrying on next year, following their winning streak, with technical assistance from Lucas and Girling, in a newly-built Firenza with backing as usual from James Car Deliveries and Castrol, and hopes of going south to contest the super saloon championship provided some more money can be found. The plans for the car are nothing if not exciting, for the specification includes Chevron corners mated onto a Firenza centre section, and an engine mounted 14 inches further back in the frame to improve the weight distribution. All this together with a hoped for 280+ bhp from Mr Blydenstein, and an all-up weight of under 11 cwt could well spring one or two surprises on the big V8 contenders. The old car has been sold in total, and there is now a clean sheet to work with, a sheet that is being carefully looked at by Roy Cooke of Vauxhall. The front of the Chevron 2-litre sports car is only six inches narrower than the Firenza, and the plans are



A familiar sight to Scottish enthusiasts at Ingliston—Bill Dryden in the Vauxhall heads the hard-charging Boss Escort of Doug Niven.

to mate this front end onto the front bulkhead of the Vauxhall centre section. An FT 200 transaxle is most likely to find a home in the back of the car along with F5000 Chevron rear suspension. The engine is at present expected to be a Blydenstein-prepared unit (although other options have not yet been discarded). This year it will have Cosworth pistons, 907 heads and Blydenstein is at present working on revised porting and camshafts; all of which are expected to deliver a substantial power increase. If the super saloon championship can be seriously tackled, both Bill Dryden and Walter Gray have high hopes of success; for with the handling and braking sorted, "a lightweight driver" and around 500 bhp per ton, there is no reason why the new car should not be able to hold its own with the heavy brigade, most of which weigh nearer the 20 cwt mark. An invitation to compete in the Nürburgring 300 kms last year served to illustrate the competitiveness of the team. After Mick Hill's spectacular blow up, the SMT car was only beaten by a works-type 3.5-litre Schnitzer BMW when the rain came down, and the lone Vauxhall annihilated the Opel "Silhouette" super saloon car.

The SMT budget is naturally under very strict control and everything is meticulously costed in the light of promotional value. Last year the group spent between £10,000 and £12,000 net on competition (an expensive year owing to the development programme of the G2 rally car) which is not a lot by many contenders' standards. But so far as SMT are concerned, their only sphere of direct interest is Scotland; and in order to do what they would dearly love to, which is to compete not only down south, but also in Europe, finance from another outside source would have to be forthcoming for the operation to be justifiable. Bill Dryden: "I'm the first to appreciate that if we win at Ingliston, the spin-off is a lot more than we would get at, say, Silverstone. The limiting factor is that most of us are really amateurs who are doing full-time demanding jobs. The competition work is basically done after hours; on evenings and at weekends, and it is done voluntarily." David Porter continues: "Last year's German Interserie operation was costed very carefully, and we came out of it in substantial profit. It has to be this way for us, for we are not going to sell any cars in Germany. In the big league of competition this



Andrew Cowan.

race was perhaps the best Vauxhall result I know, but it did not get very much coverage in this country." The five days in Germany last year were definitely a zenith for everyone at SMT. The invitation came from MRC. It was initially turned down owing to the fact that the Scottish Rally (which was subsequently cancelled) was just round the corner, and at SMT the same enthusiasts look after both the racing and the rallying sides of the operation. Bill recalls the weekend with satisfaction . . . "I'd never seen the Nürburgring before, and just had time for one lap in a caravanette with my family, three mechanics, and all the spares. We did it in just under 20 minutes. The next thing we heard was that the qualifying time was going to be under ten minutes . . . even with a racing car against a caravanette there was a certain mental blockage over the thought of taking 10 m off my lap time! We led for two laps before the rain came, that BMW arrived, and that was the last I saw of it."

The other major sphere of SMT's sporting operation is in Group 1 and it is here that one gets the feeling that the car is as hardworking as the personnel, for as last year, the Magnum coupé (this year it is another car, bought from Vauxhall with over 9,000 miles on the clock) will be racing and rallying almost every other weekend, in the hands of Jennifer Birrell and David Porter respectively. In addition he is planning to enter it in sprints and hillclimbs on its days off; which sounds very far-fetched until one remembers that a similar programme was carried out last year with almost total reliability. All aspects of this car are SMT-prepared.

Co-operation between Vauxhall dealers is an essential factor in the success of the marque and SMT are happy to divulge information they have gained through competition experience to those having a real "go" in Vauxhalls; just as they expect to get it from DTV and others. The situation with the former is regrettably not as mutually beneficial as might be expected, a situation that the Martin Group, who liaise closely with SMT, have also found. David Porter will certainly not forget some incidents on last year's Tour of Britain without a certain amount of bitterness. Nevertheless, the reputation of Walter Gray as a preparation expert has spread across the world. He is a calm, straightforward Scot; a natural engineering virtuoso who worked on the Ecurie Ecosse cars when they were winning at Le Mans. It is his dedicated expertise along with that of his close-knit team in Perth who are responsible for SMT's success. This year there has been a slight re-shuffle so that individuals are now responsible to one car only, so that while they may all work on the racing car on a Friday night before a meeting, the responsibility of getting the car, fully prepared, to its destination on time, is up to one or two individuals. Walter introduced this system largely because of isolated situations last year when knobblies came to Ingliston and slicks went to Cardrona. Walter



Andrew Cowan/Ross Finlay in the hard-working G1 car on the '74 Tour of Britain.

is very much a racing man at heart, but he has applied himself with typical resource to the rally programme and has established a rapport with Cowan so essential to success. The problems of rallying were totally foreign to him in 1973, but it has not stopped him designing a special brake balance kit for the car (also a split system for the race car) and his enthusiasm is only matched by those of his team. Over the Christmas and New Year holiday period, a decision was made to take advantage of all the spare bits lying around at Perth, so Walter is now involved in the planning of a G5 rally car (could Mr Porter be eager to try something other than G1 ?) which will have the 192 bhp single cam engine, four-speed gearbox and Vauxhall back axle, along with an ultimate lightweight body shell incorporating extensive use of perspex windows, glassfibre panels etc. David Porter will drive this car later on this year, either when rallies clash with Ingliston or should the rally concerned be "not suitable" for the G1 car. It will also double up as a spare for Cowan. The parts will certainly not go to waste. Walter is also the energetic manager of SMT's successful Perth distributorship in his spare time . . . (9 am to 5 pm).

Rounding the Karoussel during the Nürburgring 300 kms goes Bill Dryden in the SMT Firenza.



RALLYING

In August of '73 SMT started their development of the G2 rally car, based on what was then regarded as the most competitive Vauxhall available, in other words, to DTV specification. Chris Coburn was brought in on the early development discussions. David Porter carries on: "We built the car, gave it to Andrew to try and his first remark was, 'this is bloody rubbish, it's just not competitive'." However, like Porter, Cowan thought that there was promise buried inside the offending shell and agreed to carry on with the project, while refusing to sign a contract at the time. In the spring of '74 the decision was taken to go twin cam 16-valve and at that time Blydenstein, heavily committed on the racing front, was reluctant to become involved with rallying. Norvic was the answer, and the result was a jump in power from 190 to 250 bhp, with a possibility of more to come if necessary. "Andrew was delighted with that; for the first time that I can remember he said, 'I've got more power than I can use' . . . then we started to break gearboxes." A ZF five-speed Ford-type gearbox proved to be the answer, and then the familiar story of broken back axles started. Two failures on the Jim Clark were enough. A ZF differential went some way to curing this problem, but in using the "alternative supply" axle, more problems occurred. Bumpsteer and restricted shock absorber travel were the main complaints. This has still not been entirely eradicated. Meanwhile Walter had been working on the brakes, and fade problems vanished at about this time. In April of '74 Cowan signed his contract, but last year was very much a development period. The RAC was a bitter blow as engine failure occurred early on in "mysterious circumstances" (it was a cracked block). This year Cowan and SMT will be totally dedicated to first the Scottish, and then the RAC rally championships . . . in some of the latter events he may be seen in the spare G2 DTV car where costs prohibit SMT's involvement . . . "I haven't heard a word since I offered this concession."

In April of 1974 it was decided to go G1 on the cheap with the 2.3 Magnum coupé. (National Tyre Services sponsored this car on the RAC, and it now appears that it will run in their colours throughout this year). "As the year went on, the bug bit and there is no way that I'm not going to drive the full season this year." After a hectic year which included 7th overall on the Tour of Britain, a class championship win at Ingliston, and second in the Sprint championship, the car was sold for £400 more than was paid for the original used Magnum at the start of the season (to "Plum" Tyndall, who is going to race it in Ireland).

This year the competition budget is set irrevocably at £15,000 (this is obviously not including sponsors) and David Porter has this to say about it: "I think it's very well spent for the impact it has on my company. It is nothing less than living advertising, I don't know any faster, more powerful, lower cost, better value-for-money way of creating impact and changing bad old images. That's why we do it." Hard work is never really arduous when you are enjoying it, and everyone involved at SMT certainly does that. Bill Dryden, for all his joking references to rallying ("after the racing drivers' ice rink victory, someone was saying to me, 'what's with these rally boys?' I said, 'well they were treating these pylons as trees and boulders and bouncing off them a wee bit. We're not allowed to do that!") has the utmost respect for the sport, and can often be seen spectating on stages. There is an atmosphere of convivial excitement about the place which is hard to define, but no one, least of all David Porter, loses sight of the objectives; "this year we are going to do better, because nobody remembers who came second."

PRIVATE EAR



NICK BRITTAN

Fags out ?

For how much longer will motor racing's top teams be puff-puffing to the bank to collect their tobacco sponsors' money ? From July 1, Norway have placed a total ban on all forms of tobacco advertising. Not just decorated racing cars, press ads, TV and posters but right down to the point where the man in the Volvo ad will not be allowed to smoke a pipe.

Sweden are said to be studying the outcome of the ban closely. Is the writting on the wall ?

Ask the high speed fag men about a two year phase out programme and they all shuffle their feet, puff on their low tar content tubes and tell you about Ronnie's/Graham's/Emerson's fantastic lap at 1 m 47.24 s at Interlagos. Is Martini the first of a new wave of elegant, slightly poofy, non-alcoholic booze sponsors ?

Listen to the band

My startling exposure of Peter Browning's organic past has produced a rash of confessions from an equally sub-credible bunch of former professional musicmen. Did you know for example that Norman Greenway, East Anglia's answer to Eddie Waring, and one of our better motor racing mike men, was a pro jazz trombonist ? Or that Les Leston, one-time Grand Prix racer, inventor of Nomex knickers, tipster to Ladbrokes and ageing roué was a drummer of some repute ? Played with Ronnie Scott he did. Frank Page, who scribes the motoring column in the *Observer*, is a clarinet man, while fellow scribe Hamish Cardno on *Motor* is another drummer. His professional capers were less luminescent than Leston's since he performed in a part of Scotland from which those over the age of 12, who speak English, soon emigrate. Basil Tye, that pillar of the RAC establishment turns out to be not only an organist, but one who makes LPs and gets them into the best sellers lists.

Shall I carry on ? Amazing isn't it. Then there's Gerald Lascelles, cousin of our Queen, overlord of Silverstone and *obergruppenfuhrer* of the BRDC. Famous he is for his soirees at Fort Belvedere attended by top International jazz musicmen from all round the world. Among them, as a pianist, he holds his own. (While he plays someone holds it for him.) All the makings of our own motor racing band—or group as might now more fashionably be called.

But a group needs a name. Entries within the next seven days on a post card. The winner gets his submission printed in the next column and a bottle of Cordon Rouge champagne.

You may also like to suggest people for other positions in the group. Frank Williams on the fiddle, I'd accept. But anyone suggesting Donald Stokes playing Allegro will get booted into the Marina.

When we get ourselves together we'll invite Indy winner Johnny Rutherford to conduct; he's performed with the New York Philharmonic y'know. Keen students will have noted the vacancy that exists for a bass player. Well, that's me. Back in 1958, before I'd discovered typewriters, I used to play one for a living. I'm serious about the bottle of Champers, so get your post cards out.

More than loo rolls

The French are busy not making their mind up about the location of their Grand Prix this year. The governing body wishes to have it run at Clermont, which is a goat track through a gravel pit in a tiny market town with two telephones and one loo roll. The GPDA have laid down a list of required improvements and the *Clermontistes* have more chance of restoring the leaning tower in Pisa to the vertical than they have of satisfying the requirements.

Meanwhile the ever-crafty Swiss have applied for, and been granted, a date for a non-championship F1 race at Dijon on August 24—conveniently between the Austria and Italian GPs.

F3 Brabhams ?

Watch out for Formula Ecclestone. The wily Bernie has done a deal with the Argentine Auto Club to introduce a new formula—a sort of Latin American FF2000. But there will be tight restrictions. Mandatory motive power will be provided by a 2-litre Fiat engine and you can use any chassis you like, so long as it's a Brabham. "But they can paint them any colour they like," says motor racing's arch entrepreneur. There is no truth in the rumour that the chassis will resemble the 3-year-old Brabham F3 machine which, it is said, were inherited in large numbers by Bernie when he took over the firm. Bernie admits that Brabham will go back into the racing car production game . . . "but only to fulfill this order."

Why didn't he ?

I doubt if wealthy American F5000 ace Brett Lunger will be very pleased with Martin Birrane's ad last week, for the somewhat less than spectacularly successful F5000 Brabham. Birrane, who has turned out to be only slightly less successful as an entrant than he was a driver, says in his ad . . . "Brett Lunger proved this car to be fully competitive . . . and pronounced it a race winner." If it was, then why didn't he?

No sale (almost)

Maybe it was the fear of having them snatched back by the Government receiver that put the 70,854 customers at the Racing Car Show off buying British Leyland's attractive Special Tuning tee-shirts. Well, that's not altogether true. Not everyone resisted the opportunity to cover their nipples with the stylish and imaginative crossed flag design. There are now eleven proud owners of these tee-shirts which must surely now become collectors items. On the other hand Ford hit the jackpot with their Timo Makinen floppy hat. Their entire stock of 1,500 went in the first six days of the show.

Time to spare . . .

The returning teams from Brazil were less than enchanted with their chartered Varig flight. Originally scheduled to come via Paris, it divented to Madrid and then switched at the last minute to Oporto. It would have been grounded there overnight had not Frank Williams and Marlboro's John Hogan got out onto the apron with the engineer, a set of spanners and a torch and performed a 20,000 mile service on the trim tab on the wing of the 707. If people who plan flights in and out of Brazil ever had clocks they must use them as door stops. John Watson said, "The last person to get to Brazil on time was Martin Bormann."

Medium speed

Were the late 50s really the golden days of saloon car racing ? Did we really thrill to the sight and sound of Mk VII Jags lurching and squealing their way round the tracks ? Do you regret that you were too young to see Jack Sears win the 1958 championship in his A90 Westminster or Jeff Uren do the same the following year in a Ford Zephyr ? Peter Deffee has organised a medium-speed trip down memory lane for all of us in the form of his Classic Car championship this year—nine races for pre-1957 saloon cars.

I have the feeling that as a spectator attraction it could fall into the same category as peeing down the inside of your trouser leg. The person doing it gets a nice warm feeling and everybody watching looks the other way in embarrassment.

Quotes of the week

Chris Craft : "No I haven't retired from motor racing. Motor racing has retired from me."

David Phipps, photographer commenting on the JPS-Lotus performance in Brazil : "Suddenly it's 1959 all over again."

John Hogan of Marlboro : "I don't even want to be quoted as saying no comment."

Bernie Ecclestone of Brabham Etc : "No there's no money in motor racing. We do it for the sport, for us the right to compete is an honour."

An unidentified creditor : "I've discovered the English equivalent of *mañana*—it's Frank Williams putting a cheque in the post.

More South Americans for Bernie through his new Argentinian venture ?





Andy Dawson blasts the ungainly looking four-door Violet down Glen Urquhart on his way to crushing the Scots.

SNOWMAN RALLY — ROUND ONE

Dawson's Datsun dominates



Story and photographs by IAN SADLER

Scottish special stage rallying recommenced last weekend in grand, nay epic, style with the Highland Car Club's Snowman Rally. The event counted as the first round of the new Gaelic Oil/The Scotsman Rally Championship, and as an indicator of what might be expected for the rest of the season, Scottish stage rallying has achieved a new renaissance. The Snowman also baptised the sohc Kleber Datsun Violet and its crew of Andy Dawson/Dave Richards. After two non-starts the duo looked to be almost still-born. Now, after 19 forest stages producing nine fastest times, four seconds, three thirds and one sixth (tut, tut) Dawson's and Richards' outlook has taken a 100 per cent turn for the better. All their sponsors have received full satisfaction and, just as important, the prowess of the crew and their capabilities with the car has been proved in the face of some pretty fierce competition. Andy Dawson's victory was no fluke: it was the result of really proficient driving.

After the temporary ruination of the Violet's engine at Bagshot the previous week (either head gasket or, at worst, a dropped valve) their spare power unit was hurriedly acquired and installed. The Snowman engine gave about ten more bhp, producing 165 on the bench with ancillaries. The car ran the rally without the assistance of a rear anti-roll bar to keep the camber changing independent trailing arm rear suspension in check. Narrow 165 section Klebers were used throughout with Dawson's Bagshot experimentation proving just right for the demanding Snowman stages; the surfaces of which varied from well bound to mud, slime, and for good measure, sheets of extremely slippery frozen slush in random places above the 500 ft barrier.

The Snowman was much more than a demonstration platform for Andy Dawson, however. The rally was additionally supported by the Highlands and Islands Development Board and their involvement appeared to underwrite the weather which was most unseasonably mild, increasing the enjoyment of drivers and spectators alike. Whether or not it was inspired by the weather, the standard of stage driving on the Snowman was the most salient feature of the event. An unprecedented number of competitors appeared to be in an "I'll show how it's done this year" frame of mind. The comparison between last weekend's Scottish event and January's Tour of Dean at the other end of the country, shows a surprisingly large differential in standards. Some of this must have a geographical cause; the Snowman uses many of the "classic" stages to be found in Britain; the roads so interesting and demanding as to stir-up the red corpuscles of even the most lethargic from their winter hibernations.

At seven o'clock in the morning the start venue in Fort William was a bleak and dark place, not in the least indicative of what was to come. The lure of the day's sport over such superb stages was not enough to attract an "entry" from England—the distance involved and the non-RAC status not helping either. The 255 bhp "*The Scotsman*" supported SMT Vauxhall Magnum of Andrew Cowan and Hugh McNeill was first car away with the sassenach Datsun crew next. Current Scottish champion Arthur Jasper with Bill Crabb were seeded at three with their The Bothy Leisure Centre supported (ex-Hibbert, original CS 1) Escort.

The quick Fords continued with Donald Heggie/Geunda Eadie (regular partner, George Dean being involved with a wedding celebration in Beaconsfield) and the Broadspeed built IDEM Escort RS. Since the car's last sorting session a great deal has been carried out to improve reliability in the suspension department (mainly by reverting to leaf springs) and Donald pronounced himself very happy with the precision of handling and braking. Even still, the Cupar coachbuilder hopes to make a return to the coil rear suspension which, in theory, must provide more positive control and adjustment possibilities. Heggie was most unfortunate to retire from the event.

Next Ford was the standard-engined RS1600 of Alasdair Findlay/David McHarg. Bill Taylor/Iain McIver started at six with their Royal Bank of Scotland car and the first ten were completed with the Escorts of Alistair Kesson/Kenneth Christie; Brian Benson/Neil Turner; Allan Arneil/John McNicoll and David Stewart/James Leighton.

The early morning start wasn't enough to put the hardy local variety of police off, and on the run to the first stage there were several police crews lurking to make sure that the raucous exhaust notes of BDAs were not going to rouse the dormant hangovers of the people of Fort William. Andy Dawson and Dave Richards are obviously used to late nights (or early mornings) for they set a blinding pace over the first very dimly lit stage of Leanachan, 19 s quicker than Cowan's Magnum. Heggie was off to a smooth start, next quickest, but fellow Cupar inhabitant Bill Taylor was in some trouble right at the start with his lights going off and on disturbingly.

Over the next few stages all the top drivers warmed to the challenge, with Andy Dawson building on his most surprising lead. Before the rally the crew only considered the car capable of going for a good placing. It was some time before they realised they were right out in front. Stage Two, Clunes, saw Allan Arneil call an early halt to his rally, retiring with an engine which refused to rev and an ominiously noisy differential. Also in some bother in this stage was the supercharged RS2000 (Allard Supercharged Team) of Jim McRae/David Brown who lost their brakes. Continuing up towards the Inverness morning halt, with stages all the way up, the same car was in trouble again, this time with a piston giving



Luck was not on Donald Heggie's side. After 13 stages the IDEM car's engine failed.

in to the strain—and another brake pipe detaching. Their rally terminated on the road section between stages 8 and 9 when a front wheel bearing broke-up.

By the time of the halt Andy Dawson found himself in the lead by 30 s from Donald Heggie's IDEM Escort—quite a surprise for the London driver. Andrew Cowan was not in his expected position as he lost some time in the morning when the Magnum hit a rock in the middle of the road and the resulting chronic vibrations through the shell spelt out a bent prop-shaft. Earlier a rear tyre had punctured soon after the start of the fifth stage but Cowan still managed to set a top five time.

The magnificent Glen Urquhart stage, the last before the halt, proved to be quite a block-buster. Alasdair Findlay was first through the daunting tracks which work their way up and down the steep, forested, south side of the glen. Findlay lost time with the sudden snow patches, churning the surface for the benefit of following cars. Donald Heggie also had his share of moments in and out of the ditches, as did David Stewart/James Leighton, while Jim Robson had a nut and split pin squabble which resulted in a detached steering arm, quickly followed by tree contact (a little one) while negotiating a fast right. Sorting themselves out, Robson then noticed that the engine compartment was liberally coated with oil. Investigation revealed that the oil cooler connections were only "finger tight." Robson retired a little disenchanted with the preparation of his newly acquired Wyllies two litre car. Alasdair Kesson lost several minutes in the forest here when the gear lever came out in his hand. Kenneth Wood/Alan Barron, bravely campaigning a much malligned Triumph Dolomite Sprint had their run fizzle out on Glen Urquhart with the head gasket gone. Ian Wilson, with Tommy Lang in the hot seat in place of regular partner Peter Anderson battled gamely through with the Scopel Opel Kadett—as always Wilson managing to pedal the car along without going over the limit but going perilously close. Wilson had experienced rear shock absorber trouble again, changing them after the third and sixth stages. Further detriment to the handling occurred when the front anti-roll bar came loose on the seventh stage, Inchnacardoch Two. The roll bar had to be taken off at the halt and for the rest of the day he ran without too much control at front or back—the axle tramping soon wearing out the second replacement set of rear dampers.

After the halt the Kleber Datsun of Dawson and Richards set out for the afternoon stages in what must have been a very fraught frame of mind: to do a "Roger Clark" and cruise over the territory, only exerting the driving over the very quick sections of stages where the most benefit would be derived—or to keep the pressure full-on and keep exploring the car's handling into the nine-tenths area, where the unexpected requires an immediate ten-tenths commitment. Maybe the former would almost ensure victory, providing the driver is fully confident of the opposition; the latter a personal confidence to manage all that the stages can throw-up. To study the special stage times would suggest that Andy took a variation of that knife-edge theme. Still he had the urge when confronted with the inviting stages to go deep into everything; to improvise as needed. Perhaps had his stage times shown a top five time, every stage, without any "fastests" would have impressed in the way of a master. It turned out that Andy kept the personal pressure full on to the end. He succeeded, so there is nothing more to be said. He mastered the Snowman's stages, made no mistakes, sorted the pundits, showed the cognoscenti and achieved a great victory.

Dawson's main opposition, as it turned out, all had some afternoon problems. Donald Heggie's run came to a premature halt just five stages after lunch with an expensive clutch failure, allowing the engine to tie itself into a ball. Andrew Cowan settled down to the job of reeling-in the Datsun with a string of quickest times, but his engine went "pop" too, dropping a valve. The flattened plug was removed and the SMT Vauxhall ran as a three cylinder four-stroke over the remaining three special stages. Cowan kept his foot down to the end but had to be content with second place.

Both Ian Milne and the Samson brothers, Charles and Alec, retired in sympathy with each other on Monaughty Two. The Samsons had enjoyed a very good drive with their new ex-Jill Robinson Escort until a half shaft pulled out. They thought the car very easy to drive after their ancient but rapid Viva GT of previous seasons. Two drivers lucky to finish intact were Ian Wilson, who clipped a log at full chat on Monaughty and had to sort out a rather long moment, and Alistair Kesson who very nearly suffered a big roll on the penultimate stage, Culloden. Kesson somehow managed to gather-up his car after rounding a long left which invited a bit of ditch hooking, except there was a large and disguised boulder lurking there. He was lucky to only ruin a wheel. Bill Taylor also suffered a hard contact with rock, but this time it was a quite legitimate coming-together with the road after a particularly punishing yump on Assich. The axle of the Royal Bank car was bent but the crew were able to continue unabated, setting quickest time over all the later stages bar the final one at Smithton. This was left for Dawson to clean, the only driver to do so, providing a fitting finishing flourish from the dynamic Datsun duo.

OVERALL RESULTS

1, A. Dawson/D. Richards (Datsun Violet) 875 pens.
2, A. Cowan/H. McNeill (Vauxhall Magnum) 950.
3, B. Taylor/I. McIver (Escort RS1600) 1003.
4, A. Jasper/B. Crabb (Escort RS1600) 1098.
5, A. Findlay/D. McHarg (Escort RS1600) 1100.
6, J. Howden/Ian Marwick (Escort RS1600) 1126; 7, I. Wilson/T. Iang (Opel Kadett) 1264; 8, D. Stewart/J. Leighton (Escort RS1600) 1284; 9, K. McLeary/I. Clark (Escort) 1295; 10, B. Benson/N. Turner (Escort) 1319.

SPECIAL STAGE TIMES

SS1, Leanachan
1, Dawson/Richards 107 s; 2, Cowan/McNeill 126; 3, Heggie/Eadie 127; 4, Findlay/McHarg 128; 5, Samson/Samson 142.

SS2, Clunes
1, Dawson/Richards 63; 2, Haggie/Eadie 65; 3, Cowan/McNeill 67; 4, Birnie/Tait 68; equal 5, Jasper/Crabb, Telford/Taylor, Lymburn/Hutchinson 87.

SS3, Mandally
1, Cowan/McNeill 38; 2, Dawson/Richards 42; 3, Taylor/McIver 44; 4, Heggie/Eadie 45; 5, Jasper/Crabb 46.

SS4 Invergarry
1, Cowan/McNeill 71; 2, Dawson/Richards 75; 3, Taylor/McIver 76; equal 4, Heggie/Eadie, Findlay/McHarg 78.

SS5 Invergarry
Equal 1, Dawson/Richards, Finlay/McHarg 30; equal 3, Cowan/McNeill, Heggie/Eadie 31; equal 5, Taylor/McIver, Robson/Grant 32.

SS6 Inchnacardoch
1, Dawson/Richards 43; 2, Cowan/McNeill 45; 3, Findlay/McHarg 48; 4, Samson/Samson 49; 5, Heggie/Eadie 51.

SS7 Inchnacardoch 2
Equal 1, Dawson/Richards, Heggie/Eadie 92; 3, Samson/Samson 99; 4, Milne/Thorburn 100; equal 5, Jasper/Crabb, Taylor/McIver 101.

SS8 Craig-nan-Eun—most clean

SS9 Glen Urquhart
1, Heggie/Eadie 184; 2, Cowan/McNeill 191; 3, Dawson/Richards 192; 4, Milne/Thorburn 197; 5, Taylor/McIver 199.

SS10 Lossiemouth
1, Dawson/Richards 1; 2, Johnston/Horsburgh 11; equal 3, Cowan/McNeill, Samson/Samson 13; 5, Taylor/McIver 18.

SS11 Whiteash
Equal 1, Cowan/McNeill, Dawson/Richards 60; 3, Taylor/McIver 65; equal 5, Jasper/Crabb, Samson/Samson 67.

SS12 Ordiequish
1, Cowan/McNeill 36; 2, Dawson/Richards 41; 3, Taylor/McIver 46; 4, Jasper/Crabb 54; 5, Kesson/Christie 56.

SS13 Teindland—blocked stage, scrubbed.

SS14 Monaughty 1
1, Cowan/McNeill 3; 2, Taylor/McIver 5; 3, Dawson/Richards 15; 4, Howden/Marwick 20; 5, McLeary/Clark 24.

SS15 Monaughty 2
1, Cowan/McNeill 0; 2, Dawson/Richards 3; 3, Howden/Marwick 10; 4, Findlay/McHarg 12; Samson/Samson 18.

SS16 Newtyle
1, Taylor/McIver 60; 2, Kesson/Christie 61; 3, Findlay/McHarg 65; 4, Jasper/Crabb 67; 5, Stewart/Leighton 69.

SS 17 Assich
1, Taylor/McIver 16; 2, Dawson/Richards 19; equal 3, Findlay/McHarg, Howden/Marwick 21; 5, Jasper/Crabb 23.

SS18 Culloden
1, Taylor/McIver 12; 2, Findlay/McHarg 15; equal 3, Dawson/Richards, Weidner/Thompson 12; 5, Jasper/Crabb 17.

SS19 Smithton
1, Dawson/Richards 0; 2, Taylor/McIver 10; 3, Milne/Thorburn 11; 4, Weidner/Thompson 12; 5, Stewart/Leighton 13.

A great result for Arthur Jasper after a spirited drive with the Bothy Leisure Centre Escort.



Chrysler's 1975 plans

Chrysler's rally plans for this season seem to be fully finalised now. They will be campaigning two Avengers for Colin Malkin (G2 for home internationals and G5 for RAC nationals). The G5 car, in addition to being specially lightened, will shortly be fitted with a 16-valve two-litre engine. The block of this engine is taken from the 1800cc Avenger that is manufactured in Brazil and marketed in Venezuela and Argentina. The crankshaft is then replaced in Coventry, giving a longer throw and gaining a swept volume of 1952 cc with no bore alterations. The block itself is taller than the British unit giving a longer stroke. The top end is identical to the 1600 TC version, and this "big" engine is at present turning out some 185 net bhp. Although BRM are still carrying out some development work at present, this is merely a matter of fulfilling a contract, and very shortly all engine development work will be carried out by the "comps" department at Coventry. For the Mintex Dales the G5 car will not be ready, so Colin will be using the G2 1600 cc car. Chrysler will also be lending their wholehearted support to the G1 Chrysler Dealer Team Ulster Avenger, driven on RAC rounds by the redoubtable Robin Eyre-Maunsell.

Airikkala moves on up

Pentti Airikkala will not be driving for Clarke and Simpson this year; and it is very doubtful if he will appear at all for the Mintex Dales. He will however be driving a Group 2 Vauxhall Magnum for DTV on the Welsh, the Scottish and the RAC. He will be joining Will Sparrow to form a formidable team on these occasions. He will continue to campaign the DTV Group 1 Vauxhall Magnum in Finland, in an effort to retain his Group 1 title.

Snowman reflections

The Gaelic Oil/*The Scotsman* supported Scottish Rally Championship was inaugurated most successfully last weekend with the Highland CC's Snowman Rally—our report appears on page 28. The breathtaking scenery of this rallyland utopia of the north provided the backdrop for a most praiseworthy win of the Kleber award Datsun Violet of Andy Dawson and Dave Richards. The first time a Kleber winner has achieved the desired result?

The Highland CC proved that they have suitably repaired themselves and the Snowman, with just a few extra stage miles, would have more than exceeded the requirements of an RAC national round. Although the Dawson/Richards ensemble collected the big trophy, the Snowman was remarkable for the high level of competition from several up-and-coming Scottish drivers. A big revival of driving talent would appear to be on the way from last weekend's demonstration. Cats would really be among the pigeons if the somewhat insular Scots could be persuaded to take their cars for more frequent sorties across the border, we would think.

Andy Dawson tackles Whiteash Forest. The great dent in the rear wasn't caused by any over exuberance. It happened at the finish of the previous stage where insufficient stopping distance was allowed. After overshooting, the Datsun was sitting opposite Vince Finlayson's Imp. Along came Ian MacKenzie's Opel at great speed—couldn't pull up in time and had no alternative but choose the car without occupants to stop against. The particular stage finish has a history of such incidents.



STP Circuit of Galway: where and what to see

Tomorrow (Friday) witnesses the start of the first of the major Irish internationals, the STP Circuit of Galway. There are over 100 entries and names such as Curley, Boyd, Sclater, Tordoff, Campbell and Coleman are all among them. The three day festival of superlative tarmac rallying finishes on Sunday. Top ten entries are as follows: 1, C. Curley/A. Frazer (Porsche Carrera); 2, B. Coleman/J. Davenport (Escort RS1600); 3, C. Sclater/M. Holmes (Datsun Violet); 4, J. Tordoff/P. Short (Porsche Carrera); 5, A. Boyd/F. Main (Alpine A110); 6——; 7, D. McCartney/T. Harryman (Porsche Carrera); 8, S. Campbell/B. McConville (Escort RS 1600); 9, N. Smith/R. Foott (Porsche Carrera); 10, B. Nelson/D. Smith (BMW 2002). At the time of going to press it seemed unlikely that Nigel Rockey would be able to make the trip to fill his seeded number six slot owing to his current sponsorship dilemma. A list of stages, times, etc is as follows:

Friday, February 7: Rally starts at Eyre Square, Galway—1st car away—4 pm. Ballindooley Cross: 4.05 pm and 10.15 pm. Annaghdown S.S.: 4.20 pm and 9.50 pm. Rafwee S.S.: 4.56 pm and 7.23 pm. Castle Hackett: 5.15 pm and 7.40 pm. Mossford S.S.: 5.20 pm and 7.47 pm. Caherlistrane S.S.: 5.25 pm and 7.50 pm. Shrule: 5.35 pm and 7.50 pm. Knockroe S.S.: 5.50 pm and 8.17 pm. Cross: 6.00 pm and 8.30 pm. Billypark S.S.: 6.05 pm and 8.35 pm. Headford: 6.30 pm and 9.00 pm. Greenfields S.S.: 6.38 pm and 9.05 pm. Clooneen: 6.45 pm and 9.15 pm. Fairgreen, Galway: Cars return from 10.50 pm.

Saturday, February 8: 1st car leaves Fairgreen, Galway at 9.00 am. Oranmore: 9.10 am and 6.25 pm. Clarenbridge: 9.15 am and 6.20 pm. Kilcolgan: 9.20 am and 6.15 pm. Ardrahan: 9.24 am and 6.10 pm. Labane: 9.30 am and 6.00 pm. Ballybuck S.S.: 9.34 am and 1.41 pm. Doomore S.S.: 10.16 am and 2.23 pm. Killinaboy: 11.00 am and 3.05 pm. Corkscrew S.S. (Carran): 11.06 am and 3.13 pm. Clifden Hill S.S.: 11.54 am and 4.01 pm. Corofin: 12.30 pm and 4.40 pm. Ballyteige S.S.: 12.39 pm and 4.46 pm. Crusheen: 12.49 pm and 4.55 pm. Ballinruan S.S.: 1.00 pm and 5.08 pm. Gort: 1.15 pm and 5.23 pm. Fairgreen, Galway: Cars return from 6.38 pm.

Sunday, February 9: 1st car leaves Fairgreen, Galway at 11.00 am. Claregalway: 11.05 am and 5.50 pm. Anbally: 11.10 am and 5.30 pm. Belclare: 11.15 am and 5.20 pm. Tuam: 11.20 am and 5.15 pm. Carrowntanlis: 11.30 am and 5.00 pm. Dunmore: 11.45 am and 5.00 pm. Checker Hill S.S.: 12.00 and 2.10 pm. Clonkeen S.S.: 12.17 pm and 2.27 pm. Cloonfad: 12.20 pm and 2.30 pm. Kiltullagh S.S.: 12.29 pm and 3.09 pm. Knockatee S.S.: 1.29 pm and 4.09 pm. Raheen S.S.: 1.48 pm and 4.28 pm. Gorteen S.S.: 2.10 pm and 4.50 pm. Fairgreen Galway: Finish: First car due 6.00 pm.

Typical Galway action . . .



Stage start and finish locations

Map 14: S.S. 1: Annaghdown: S324365W, W324376N. Map 11: S.S. 2 and 7: Rafwee: SE279443E, SW355472NNW. Map 11: S.S. 3 and 8: Mossfort: SW375479W, N288516WNW. Map 11: S.S. 4 and 9: Knockroe: S276532NW, E194552SE. Map 11: S.S. 5 and 10: Billypark: N195547SW, SE226515E. Map 11: S.S. 6 and 11: Greenfields: E260471SW, W272452SE. Map 14: S.S. 12: Annaghdown; N324376W, W324368S. Map 14: S.S. 13 and 19: Ballybuck: NW464095SW, S335105W. Map 14: S.S. 14 and 20: Doomore: NE338045SW, NE303945SW. Map 14: S.S. 15 and 21: Corkscrew: S276996SSW, N202940. Map 14: S.S. 16 and 22: Clifden Hill: NW248925W, SW270911S. Map 14: S.S. 17 and 23: Ballyteige: W312898S, W391880E. Map 14: S.S. 18 and 24: Ballinruan: N405858NE, SE442943NE. Map 11: S.S. 25 and 31: Checker Hill: S514647N, NE537674W. Map 11: S.S. 26 and 32: Clonkeen: E506670W, S504709N. Map 11: S.S. 27 and 33: Kiltullagh: S502717NE, W589735SE. Map 11: S.S. 28 and 34: Knockate: NE472610NNE, NW505636SE. Map 11: S.S. 29 and 35: Raheen: W549653S, E569580W. Map 11: S.S. 30 and 35: Gorteen; SE530602NE, NE518614NW. First reference to the stage, refers to the start, the second to the finish.

Circus heads for Killarney

Eight weeks to go until Easter and Killarney is already nearly booked up. This was the shock news from Ireland this week as the Ulster Automobile Club make their final preparations for the 1975 Benson and Hedges Circuit of Ireland. European entries are flooding in and the latest to join the ranks are John Haugland/Arild Antonsen in the Skoda G.B. entered 120S coupe. Those who witnessed John's astounding drive in the event last year will not doubt the speed of this little device. West Germans Werner Thoma/Mike Neubeaur in a Porsche 911S and Swedes Bengt Bergstrom/Jan Andersson in a G2 Volvo "Amazon" 121 are also entered. Late entries do not finally close until March 1, but ordinary entries close on Saturday. This classic rally still needs plenty of marshals, in fact as Gordon Harvey points out, a total of 1,500 are required to cover the whole event, and would-be applicants from this side of the water can be assured of a thoroughly unforgettable Easter.

Pearson's Discount

The well-known West of Scotland finance house, Scottish Discount Company Ltd, have entered into a rally sponsorship agreement with Glasgow driver Alasdair Pearson. Regular co-driver is Lindsay Kerr and the car is an Escort RS1600, built by Ian Marwick of Edinburgh. The Escort will be used for a season of special stage rallying. Alasdair Pearson is no stranger to the forests and is well known in Scottish motoring circles, especially for his spirited driving (free wheel and left-foot brakes) in past seasons with a quick Swedish prepared Saab 96. The Escort made its debut appearance on last weekend's Snowman Rally.

Coleman's tight schedule

Thomas Motors' new Escort on Granite city ?

Billy Coleman's plans for the coming months now appear to be reasonably settled. He will be using MEV 36J in Galway, where he will be partnered by John Davenport. Immediately after this event the car will be rushed back to Thomas Motors so that it can be fully prepared for the Mintex Dales, where the co-driver's seat will be occupied by Paul White. At present it would appear that Coleman will get a works car for the Circuit of Ireland, where rumour has it that Jim Porter will be showing him the countryside. The first outing for the Thomas Motors Escort Mk 2 is scheduled for the Granite City at present, and John Davenport is expected to be back as co-driver. Jim Porter is at present away in Nigeria where he must surely be helping to organise the Nigerian rally.

Tyre bonus

Dunlop's UK Rally Bonus Schedule is now out in the open, and as usual there will be fitting and balancing services on all home internationals together with the majority of nationals. The '75 bonus scheme goes something like this: on the Circuits of Galway and Ireland, the Welsh, the Scottish, Donegal and the Manx, Dunlop are presenting £80 to the overall winner and £40 to class winners. On RAC nationals the bonus scheme will be on an event-by-event basis. Each class in G1 will receive £10 and there will be £10 for every other capacity class outside G1. Awards for other championships will come in rubber rather than financial terms. The Castrol/AUTOSPORT, Gaelic/*The Scotsman* and *MN* championships will all share similar bonuses. The highest placed competitor overall in each of these championships will receive 12 rally tyres; second, eight tyres; and third, four tyres. Group 1 winners will get the same prizes in the Castrol/AUTOSPORT series. In addition, the highest placed Mini driver competing on all the *MN* rounds with Dunlops will receive 10 tyres; this last award presumably offered to counteract the current trend of the Mini peddlars to use the latest Goodyear wear.

Walton's Avenger

Tim Walton, who will be campaigning his Avenger GT in the Group 1 category of the Castrol/AUTOSPORT Special Stage Rally Championship, has negotiated a sponsor for the '75 season in the shape of the Midas Press of Fleet. Co-driver will be Ken Carter and the first appearance in Midas colours will be on the Mintex Dales. Tim Walton finished 19th on the Tour of Dean in January. The Midas sponsorship was originally arranged for the RAC, Midas entering Walton. Confirmation of the year-long involvement came about after their successful Tour of Dean outing.

● Distinguished guests of the Sutton and Cheam MC are Roger Clark and Tony Mason on the evening of March 12. They will be bringing along with them the extremely instructive film, "Rallying," which features some really epic action sequences and is definitely worth putting up with the nauseous attempts at humour (courtesy of Jilly Cooper) to see. Emulation of techniques illustrated are not advised on the way home. Adlards hope to bring along examples of the new Ford Escort for both display and test drives, the latter always assuming that insurance can be arranged. It should be a great evening for all.

Stokes is 'man of the month'



Ford's first "Rally Man of the Month" award has been presented to 27-year-old Gloucestershire driver David Stokes. The panel deliberated over a number of drivers before it was unanimously decided that David Stokes' 7th place on the Tour of Dean with an Escort Twin Cam deserved the award—£50 and a Colibri lighter trophy. He will be presented with the award by Stuart Turner on February 15 in Welshpool at a special RAC Rally Forum.

A re-vamped Arctic Rally ?

The organisers of the Marlboro Arctic Rally are considering having various starting points in northern Euorpe and Scandinavia. In an effort to attract more foreign crews they will probably start the rally from Hamburg, Gothenburg, and Helsinki, as well as Rovaniemi next year.

Arctic Rally: An early excursion in progress. The Volvo's safety structure not brought into action by the soft snow banks . . .



. . . but the Swedish car's great weight meant a lengthy digging session. The crew did not complete the route.



Sclater's Datsun plans



Chris Sclater.

Chris Sclater, with Martin Holmes co-driving will be driving the Datsun 160J Violet, 16-valve twin cam that finished ninth on last year's RAC International Rally, on this weekend's International of Galway. This event is the first rally on which the car will be seen following the KAC, and this time will be run independently of the unwilling British importers. For this event Sclater is being supported by Movement, a British transport company that has connections with various British car firms, including Datsun UK. The car is being retained by Sclater for a programme of home events, the next of which is to be the Mintex Dales a fortnight later. For this and subsequent events local dealers are being invited to support the car. In Galway Chris is seeded number three.

Lancia tests

Lancia, who are at present carrying out tests on car suitability for the Safari have at the moment entered only two cars, a Stratos for Munari and a Beta for Mehta. If the Stratos proves to be a suitable weapon in these rather unique conditions, there is a likelihood that another Stratos will be added to the strength.

Scots snippets

March 1 is the date set for round two of the new, rejuvenated, Scottish special stage series. That is the day for the Valentine Rally, promoted by Dunfermline Car Club. The Valentine, always a favourite on the calendar, has 75 stage miles planned and these will include all the best forests around the central belt; Achray, Ard, Tulliallan and Carron are all on the agenda whilst a contrast will be provided by two laps of Knockhill (on the tarmac and with a 70 mph bogey). Another feature of the rally to delight the ears of stage drivers is that dear old Loch Ard, location of everyone's accident at some time or other, is now a capable producer of 30 miles on the loose. Permission to use the Glasgow Corporation Water Board road (servicing the main pipeline from Loch Katrine right into the glasses of Glaswegian tipplers) has now been achieved and this has opened up new dimensions for use. The Valentine will both start and finish at the Forth Bridge Motel, South Queensferry and the lunchtime halt will be at the Rob Roy Motel, Aberfoyle, near the infamous Baillie Nicol Jarvie hostelry. An idea which has been proved to cause virtual riot (the happy sort) will be enacted once again when Akai, the Japanese manufacturers of high quality recording and sound equipment, will have video film of the day's exhuberances and indiscretions on tape for all to see at the Queensferry aprés-rally party.

Circuit Skoda

John Haughland's entry on the Circuit of Ireland seems more likely to be his usual G2 120S saloon rather than the newly homologated 130S coupe (a development of the road-going 110R coupe) which has a five speed gearbox and a new rear suspension which one could surmise is similar in lay-out to that of the mysterious RS 200. Haugland will almost definitely have the 130S coupe for the Welsh and Scottish however. Its homologated weight is down to 700 kgs.

Thetford on

Richard Harper will not now act as Clerk of the Course for the Caravan rally, and Jim Porter will be organising the route. A significant feature of this event is that this year, the first time for around a decade, the Army are allowing the rally to make use of the fabulous stage miles which abound in Thetford forest in East Anglia. One hopes that this concession will not merely be a "one-off" occurence.

Tony Pond was beginning to go quickly in unfamiliar surroundings until the crossflow engine cried enough on SS11 of the Arctic Rally.



English and Irish briefs...

● A recent football match held across the water in Newtownards saw a clutch of distinguished personalities swopping their helmets for less familiar wear in the interests of charity. The occasion, organised by the irrepressible "Plum" Tyndall (who has recently bought the ex-Jenny Birrell Vauxhall Magnum) featured a tense struggle between stars of the motor cycling fraternity and the four-wheeled gang. Such revered names as Paul Chadwick, Arnie Black, and Mike Martin turned out for the "four wheelers" along with Adrian Boyd, Paul Martin, Tom Lawther and Alan Clarke (no relation to the Leeds United player). The infamous Richard Young, who also threw in his lot with the cause of the four wheelers, (they lost 3-1), and who officially described his position on the field as "left back at home," regrettably collapsed after ten minutes and had to be carried off the battlefield to be suitable revived at an undisclosed address. . . .

● Some faintly heard Irish rumours drifting our way include that Robert Taylor (R. E. Hamilton's) might be flying over Beattie Crawford for the Circuit of Ireland to accompany Derek Boyd in the ex-Ford France "racer." Brother Adrian is expected to drive his Alpine A110 with Frank Main and if all is well he may well have an 1800 cc works Dieppe motor installed. The car will be tried this weekend on the STP Galway Rally with an engine similar to Renault 17 TS specification but with Webers and special manifolding. Power is in the region of 115 bhp so Adrian will be doing no more than feeling the car out. R. E. Hamilton are also rumoured to have disposed of that perennial rally car—LVX 942J. Recipient is thought to be Moate, Co Kildare farmer, Mick Dolan, who campaigned a Chevron B8 on tarmac rallies a couple of seasons ago.



Brian Evans leads the team.

● The 2.8 litre Porsche Carrera of Malvern driver Brian Evans leads a full team of British competitors under the sponsorship of B & I Lines, the Irish car ferry company, on this week's Galway International Rally. The other two members of the team are the two Fords of *Rally Sport* magazine: the Group Two Capri 3-litre of Keith Rogers/John Cozens, and the Group One Escort RS2000 of Gareth Jones/Bill Prendergast, both from South Wales.

● Structall and Co Ltd, an engineering firm in Salisbury, are to sponsor a G2 Escort RS2000 during 1975. It is to be driven by John Fergusson/John Billett. Fergusson has been in the game for some years now and one of his first events was the '72 Heatway rally. Last year he competed in England on the Welsh and the Tour of Britain. The year's plans include participation in the Castrol/AUTOSPORT series and the RAC Rally. The car has been prepared and built by the driver and the shell is fully strengthened. Equipment includes a Rocket gearbox, Holbay valve gear and a Manx Racing Development cylinder head. Induction and exhaust are looked after by twin 45 DCOE Webers and a Janspeed system respectively.

● Irish Imp exponent Richard St John Young will be wheeling out his ex-Eyre Maunsell car for the Cavan special stage rally on February 22, as usual supported by 'Tullygirvan Irish Wolfhounds.' St John Young's appearance is officially classified as "practice for the circuit." No, the Belfast-based Imp man is not competing over Easter, but will be doing that very vital job of "streaking"; part of the excellent stage results, liaison and information service that the Circuit is renowned for. Sending their drivers off on warm-up rallies is taking things mighty seriously. . . .

● As well as driving rally and racing cars, Jean Ragnotti has another job as a stuntman. His last assignment before doing the Monte Carlo Rally was to roll a lorry six times for an Italian saga of cops and robbers. Must have made his shunt on the Turini seem like small beer!

"At Boreham, the man who packs the service car is as important as the man who drives the rally car."









"The workshops at Boreham are always busy" says Tony Mason, rally co-driver and Ford Competitions Co-ordinator. "Before a big rally, we strip and rebuild the cars completely. The engines, too, have been stripped and tested far beyond their normal requirements.
"This puts a strain on any engine oil, but Shell Super Multigrade comes through with flying colours."

Be like the experts-

Get real engine

HOW THE EXPERTS DO IT
Nº3

Boreham is a disused airfield deep in the Essex countryside. It's the home of Ford's dedicated Competitions Department—the men who prepare Ford's Rally entries. The curious are discouraged from visiting the site by its absence from any map and by its cryptic sign-posting. Three white bars painted on a telegraph pole is all that marks the slip road that leads to the main gate.

Peter Ashcroft is Ford's Competitions Manager and the man in charge at Boreham. He signs top drivers for the top events. Timo Makinen, Roger Clark, Hannu Mikkola, Tom Walkinshaw and Markku Alen are recent members of the Finn-British alliance that has proved so successful for Fords. Of his preference for Shell Super Multigrade, he says "Competition stresses did result in troubles with oil—until we switched to Shell. Since then, no problem".



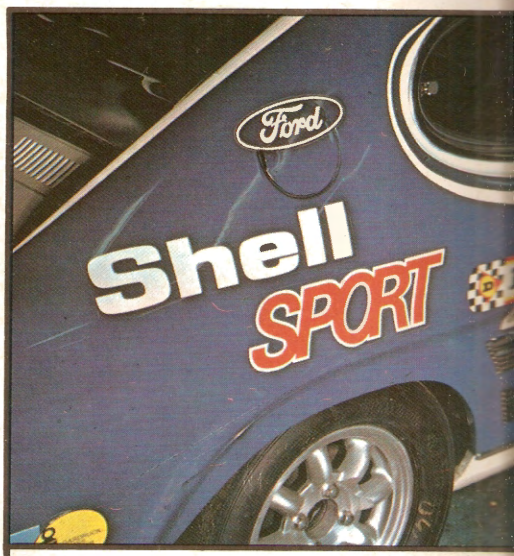
The Service Car that follows the team. It's packed with over 100 spares and tools to cover every eventuality—'Bungy Octopus' rubbers, suspension units, a complete gearbox—and, of course, Shell Super Multigrade.



Adjusting a limited slip differential. The mechanics at Boreham are, quite simply, the best in the business. They have to be.



Any tool you could ever need is held at Boreham—and for special jobs, the engineers make their own.



Group 1 ShellSPORT Capri raced by Tom Walkinshaw—winner of 3-litre class in the British Touring Car Championship. The car is Boreham-prepared from head to tail.



Shell Super Multigrade contains a unique additive christened 'Muscle Molecule' (Styrene Butadiene Co-polymer) which gives it high shear-stability and helps maintain its protective power right through its life in the engine. That's why it gives *real* engine protection.

rotection - with Shell Super Multigrade

"Since we switched to Shell, no problems." Peter Ashcroft, Competitions Manager.

by John Bolster



Alfasud Ti: a big car alternative

When I tested the Alfa Romeo Alfasud in 4-door saloon form, I must admit that I was a little disappointed. That Alfa's first front-drive car handled well there is no doubt, but the combination of a small engine singularly lacking in low-speed torque with quite a wide body shell was not, shall I say, a recipe for sparkling performance. On an Italian autostrada, it was outstanding for its effortless high speed cruising, but on typical British roads it lacked punch.

The Ti version, though a 2-door coupé, has the same main dimensions as the 4-door saloon and the weight saving is small. Similarly, the engine size remains at 1186 cc and the compression is up by only 0.2 of a ratio, though a twin-choke Weber carburetter instead of a single-choke Solex promises fewer flat-spots. The result is an extra 5 bhp at the top end and, much more important, a torque increase of 4.5 lb ft at 3200 instead of 3500 rpm.

These improvements are useful rather than spectacular but the performance of the car is transformed by the addition of a 5-speed gearbox. The ratios are cleverly chosen so that first gear is about the same as before and fifth is hardly any higher than the previous top gear, being calculated for 102.5 mph at the 6250 rpm rev limit. This means that a splendid fourth gear, giving 91 mph at the same engine speed, can be regarded as top gear except on motorways. On a typical journey there are fewer gearchanges, third being required less frequently, which saves petrol. Furthermore, the car feels livelier and more responsive.

The engine is marvellously smooth and effortless at high revs and, circumstances permitting, the accelerator can be kept on the floor for mile after mile. It is sometimes possible to touch the red mark on the rev-counter dial in fifth, but normally the needle stays just below at a very genuine 100 mph. If traffic causes the speed to reduce, the little flat-four engine soon spins up to 70 mph in third and 90 mph in fourth, the car then resuming its easy 100 mph gait.

If this superb motoring seems almost incredible on only 1186 cc, it must be admitted that the Ti is rather less refined at town speeds. The engine has a rough period at just over 2000 rpm and the transmission becomes audible at low revs. Reverse is sometimes difficult to engage and the rather strong centralising spring must be resisted when moving the gearlever from first to second. The carburation is far better than that of the standard car, only the merest suspicion of a "gulp" flat-spot betraying the length of the induction system, and that very rarely indeed. Nevertheless, this is a car which is happier on the open road than in the confines of a city.

Perhaps the most unusual feature of the Alfasud is its handling, which greatly resembles that of a typical rear-drive sports car. Under normal conditions, a driver might be forgiven for not noticing that this is a front-drive car. The front anti-roll bar and the torsion-resistant dead rear axle keep the body very level on corners and the rack and pinion steering has an ideal ratio. The cornering power on dry surfaces is altogether exceptional, the car being a joy to handle. On wet roads, the behaviour depends somewhat on the tyres fitted—I have met several different makes on Alfasuds—but on good tyres the car is equally impressive.

The suspension has a taut feel about it but, in fact, it gives a flat ride on all normal roads. Only on really bad roads does the ride deteriorate, the more savage bumps tending to jar the car sharply. It sticks to the ground remarkably well on bumpy corners and is not deflected by changes of camber. Road noise is low except on some types of corrugation and wind noise is virtually absent.

Aerodynamic aids are fitted front and rear.



Back Wheatcroft

I must protest at the first decision of the new RAC "Sport Council" to regulate the planning of new circuits. In the past 10 years only two new circuits have opened in Britain. Thruxton and Longridge (the latter cannot really be taken seriously). At least four circuits have closed Crystal Palace, Goodwood, Bishopscourt and Debden. Others have had their programmes restricted, and now John Webb is shortening his circuits.

I would think that any plan for a new track should be grabbed with open arms not put off by more stupid regulations. Vested interests seem to be represented on the new Council which seems to contain the same old faces, why no one from BARC, BRSCC, BMRMC? I would like to see someone with the real interest of the sport at heart at the head of the Council. Such a person would be Tom Wheatcroft, whose experience of racing from both the entrants and circuit owners point of view would make him invaluable.

LONDON, N3 ROBERT W. TREBBLE.

Remember origins

Having just heard the results of the last Grand Prix, I was surprised to see "the driver who gives up" declared the winner and "a man under enormous personal pressure" come third. It is important to remember the part Team Surtees had in shaping these drivers' careers. One has only to have seen Mike Hailwoods' remarkable progress last year after changing teams. Presumably the same thing has now happened to Pace and Mass.

I now begin to wonder how Tim Schenken and Derek Bell, both F1 "Ex-Surtees has beens" would have gone, given the same opportunity.

LONDON, SE26 J. TARP.

Satisfied sponsor

As a sponsor of motor racing I would like to record my complete satisfaction with the return on investment that my companies have obtained from our investment in this sport.

This season we had four national dailies carry a photo with a write up of our car "flying" at Brands, we were mentioned in two separate races on TV, we had a weekly mention in most motoring magazines, and our car and support vehicle carrying our name were seen by about 250,000 people in the season.

Our employees and customers came and had several days enjoyment in the summer, and we enjoyed having them become involved.

It may be coincidence, but our sales and profits this year were the best ever, and we carried a lot of racing cars on our services to Europe and the Far East.

To draw up a balance sheet would be difficult, due to the many intangibles, but for a cost of around £5,000, I believe I have received very good value for my money.

If promoters could improve the TV and press coverage, I feel certain a lot more sponsorship would be given. Some tracks, such as Brands Hatch, give excellent commentaries and mention the sponsor of the cars concerned, but often this is confined to the first few cars and is then drowned out when the race starts. Perhaps an earlier start to the commentary would be an advantage.

As a suggestion, if all sponsors paid in a few pounds to a joint promotion fund and engaged a top class PR organisation to extend the press and TV coverage, this could get motor racing the publicity it really deserves. I would be happy to start the ball rolling.

Next year my Airlines will sponsor a Formula Ford Championship in conjunction with the BARC, and run a F3 car in our colours. As a businessman I consider it money well spent.

SOUTHEND. T. D. KEEGAN.
(Chairman, British Air Ferries and Transmeridian Air Cargo).

PS. My investment excludes the cost of repair to the power lines at Snetterton.

Hill's hundredth

It seems a pity to let Graham Hill's hundredth Grand Prix finish pass unnoticed. Several drivers have notched up a hundred or more starts (Brabham 127, Hulme 113, Surtees 111, Bonnier 103, McLaren 100) but none of these have achieved even eighty finishes.

Since the beginning of 1958 there have been 184 world championship races. Graham Hill appeared in the second race of that year, and has only missed nine races since; one because he was in a concurrent F2 race, one because he was left out of the Lotus team at Sebring, one because British manufacturers boycotted the 1960 Monza race run on the banked track. Nine years after that he missed the last race of 1969 being in hospital, and in 1970 he had no competitive car for Austria and withdrew from the Italian race after Jochen Rindt's death. Finally, he missed the first three races of 1973 while his own Shadow was being prepared.

His scores have included fourteen wins and fifteen seconds. He finished third eight times, but on one of these occasions was disqualified after the race for a push start ordered by an official.

The record number of finishes was not achieved by keeping his retirement rate low. In his first four years, he dropped out of 71 per cent of the races he started, vying with the 75 per cent retirement rate achieved by a certain gentleman in 1974. Overall, Graham Hill has retired 74 times, giving a rate of 43 per cent, comfortably placed between Fangio's 20 per cent and the record 75 per cent noted above.

At his peak, Hill was second only to Jim Clark, and if he had not had Clark to contend with he would probably have been champion for four successive years in the middle sixties. Some say he should retire while he can do so voluntarily. His reply would probably be the remark a man made to his doctor: "I see. I can live longer if I give up everything that makes me want to. . . ."

HARROW, MIDDX. DON THOMASSON.

Disappointment

It is with great disappointment that I learn of the new tyre regulations which are to be implemented in Formula Atlantic during the coming season (AUTOSPORT—January 23, page 3).

After several years racing in lesser formulae I had planned to compete in Formula Atlantic during 1975, albeit on a very limited budget. With this in mind I purchased an ex-F3 car towards the end of 1974. This car is now fitted with a 1600 cc BDA prepared by one of the leading Atlantic engine builders. With minor modifications to the chassis, aerofoils etc. I had hoped to have a reasonably competitive car, even though it is still on F3 wheels and tyres.

I now find that to comply with the Atlantic formula I am faced with the additional crippling cost of at least 8 wheels (£700) 4 wet tyres (£220) and I suppose to be in the running, the two types of dry compound tyres (£440) a total of £1,360 approx.

There must be many drivers with F3 cars who would like to feel their cars could be converted to Atlantic specification with just a change of motor and other minor inexpensive modifications. Now it seems this hope has been dashed. Even allowing that the cost of the wheels and tyres is not prohibitive, the geometry of most F3 cars is not suited to wider tyres and different ride height profiles. Consequently this rules out the possibility of most cars being converted.

Surely it would be reasonable to allow cars with tyres of F3 dimensions to race within the Atlantic Formula. I feel sure fellow competitors would not look upon this as an unfair advantage—if there were to be any question of "demon compounds" being introduced during the coming season it would be a simple matter to stipulate that tyres must be of a compound readily available up to December 1974.

I perconally know of one other driver who is faced with the same dilemma as myself. If there are others who feel that representation should be made to the RAC, please contact me—a card with address or telephone number will suffice.

Incidentally, I understand special dispensation has already been granted for front engined cars to run in Formula Atlantic with narrower tyres—I see no reason why ex-F3 cars can not be allowed the same licence.

In days when most spectators complain about the width of current racing tyres it seems sad that some people are to be compelled to use wider tyres than they would wish.

BARNARD CASTLE. TED PAYNE.

Hillclimbing

May I be permitted to try to put into context the comments made in AUTOSPORT, January 16, about my withdrawal from the RAC Hillclimb Championship.

In cold print, the two quotes infer a rather conceited attitude! I have always enjoyed hillclimbing immensely and have been incredibly lucky to have had the opportunity of competing in superb machinery mainly due to other people's support and backing.

The whole hillclimb scene is both friendly and rewarding and I have reasoned that to attempt another year with the same car there is really only one goal and purpose, namely to win again overall and achieve a hat-trick. Anything less than this is failure and therefore I think that to enter the championship scene again with this one goal is not a sufficiently good reason, because to win again becomes the overall obsession, this detracts from the basic meaning of the word Sport.

Perhaps this puts the words "Victim of one's own success" into context and if I am able to remain in the hillclimb scene, playing it in a lower key, I shall be truly delighted.

Hillclimbing is a wonderful branch of motor sports where one meets truly genuine people who are motivated solely by a desire to compete, or assist others to compete, without the commercial pressures of the more professional elements of motor sport.

GODALMING, SURREY. MICHAEL MACDOWELL.

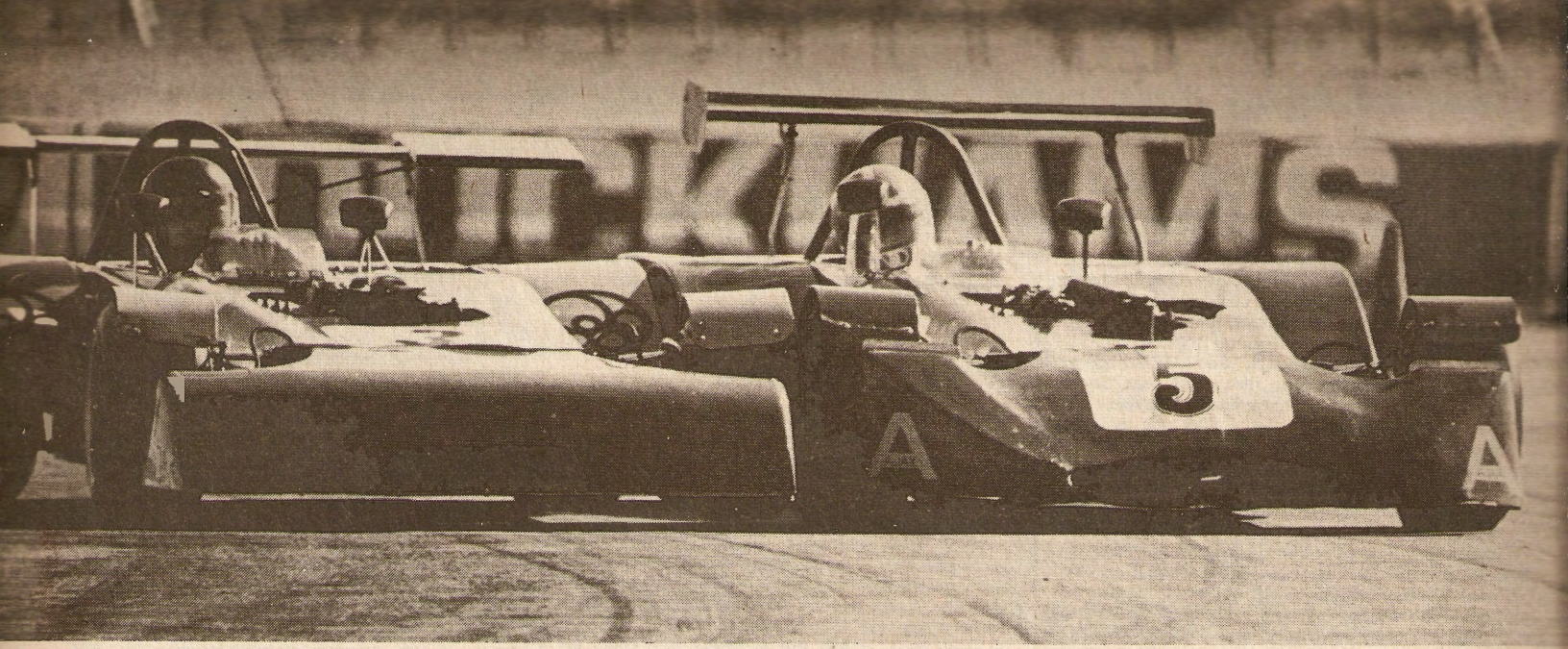
What about Marcos?

I would like to point out that your article on page 43 under *Sports Extra*, dated January 23, and headed "Three litre class blues" seems to have forgotten completely a car which for the last two seasons has been giving a lot of entertainment and pleasure to both spectators and competitors through its antics in the 2 to 3 litre class of Modsports.

I refer to the ShellSport Marcos of Andy Fraser and Johnny Dudley.

If your writer is correct and this class is declining in interest, then why don't more people emulate these two and so enliven Modsports still further by also driving sideways with one hand out of the window waving to the crowds?

BRIGHTON, SUSSEX. ANTONY BAKER.



Love thy neighbour!

CLUB RACING REVIEW 1974

All the fun of the...

By IAN TITCHMARSH

In the past 12 months the western world has learned to live with the energy crisis. Speed limits and a doubling of the cost of petrol have made the most impact on the motorist. In this situation it would not have been surprising if motor racing for fun had suffered a drastic cut-back through Government restrictions or prohibitive costs. But last year, at least, it didn't happen and the signs are really no worse for the coming season. Admittedly the almost constant growth which had been going on since the early 1960s halted but there was no obvious recession. While the country recovered from the after effects of the miners' strike, the Government was appeased by some careful behind-the-scenes talking from the RAC and race organisers while those members of the popular press and public who delight in finding ways of condemning anyone enjoying themselves could be shown the voluntary 20 per cent cut in races. It all worked very well; by the beginning of May the threat of petrol rationing had disappeared, supplies were flowing again (at a price!), and the restrictions were lifted.

To all intents and purposes, therefore, it was another normal club racing season with the same kind of racing at the same tracks in the same quantity. One or two circuits almost never made it for safety reasons. A lot of hard work by the South Wales AC eventually ensured that Llandow was Tye-proof, but Lydden took a little longer and it was not until mid-season that racing was on again at the Kent circuit. Thruxton had to settle for a strictly limited season to ensure certain local residents were pacified but somehow Castle Combe, also in the West Country, kept going despite MCD's failure to make a go of it a few years ago. We are still waiting in eager anticipation for the great reopening of Donington Park by Tom Wheatcroft and throughout the year the stories varied from high optimism to deep pessimism. At the time of writing the Public Inquiry is taking place which will decide things one way or the other so that this time next year we will either be welcoming one of the finest circuits in the country or lamenting its loss for ever. If it happens, it could not be more timely, for Oulton Park, until now the country's leading post-war road circuit, is to be emasculated for economic reasons. Generally speaking Motor Circuit Developments had a good year, with attendances slightly higher at most of their circuits, aided by vast crowds at the several Brands Hatch "pop" meetings. But Oulton Park was not so fortunate and if it really was a choice between a shortened circuit or none at all, the former is preferable. Whether it will encourage the crowds to return, at £1.20 per head for a run-of-the-mill club meeting, to see the same sort of racing almost every time, remains to be seen.

Another MCD circuit, Snetterton, has already had the treatment with the Norwich Straight and the Hairpin being by-passed by a new link road through the infield to the Esses. For reasons which are now history, but which suggest the need for greater knowledge and imagination among those responsible for approving such alterations, several bad accidents including a fatal one to Formula Ford driver Jon Thorne had to happen before changes were made to the new corner. In Northern Ireland racing was restricted to Kirkistown when Bishopscourt became unavailable for security reasons, and this meant a rather curtailed season although certain clubs, notably the Ulster AC, tried hard to make what racing there was more attractive. In Eire, Mondello Park recovered well from an uneasy winter and played a major part in ensuring that Irish racing remained healthy. Scotland still had only Ingliston but this year should see the emergence of a much needed second circuit at Knockhill.

Although the amount of racing and number of competitors remained more or less static, the emphasis switched in one or two cases. There has been a noticeable growth in racing for "old" cars from T-type MGs and sports cars of the 1950s and early 1960s such as Triumph TRs and MGAs to racing GTs of not so many years ago such as lightweight E-types, Lotus Elites and even Porsche 906s and Ford GT40s. A welcome innovation this year will be a series of races for so-called "classic" saloons designed to recapture the very early days of post-war touring car racing in this country before 3.8 Jaguars, Minis and various Fords dominated the scene. Anyone who recalls Gordon Council's amazing J-type Vauxhall which raced at Brands Hatch not so many years ago will relish the idea. Among more modern machinery, Renault 5 racing was inflicted on us by the BRSCC. At Harringay Stadium or Wembley they would not have been out of place but it was impossible to take it seriously alongside the rest of club racing.

The BRSCC's innovation for 1975 is Formula Ford 2000, conceived with the admirable intention of relieving the congestion in the current FF. Since then, inflation has begun to make its mark and whether there will be enough competitors able to afford the increased cost of the more sophisticated cars remains to be seen. By keeping FF simple, costs have risen only slowly and it is still possible to use chassis of four or five years' vintage with success. New cars and new engines are going to be essential to win in FF2000 but the prestige available in what is essentially a drivers' class of racing will be no more nor less than FF1600. Many competitors may think it wiser to spend their money on doing well in the latter than trying to compete against the few works and sponsored teams in the former.

FORMULA ATLANTIC

A few people like to think of this as an international formula but it is that in name only. The same drivers could be found in either the John Player International Championship rounds as in the club racing MCD (later Southern Organs) series. The transfer of the tobacco sponsorship from F3 to Atlantic inevitably detracted from the former's status in this country. As a formula, Atlantic is certainly equal to, and probably better than, F3 but it is a purely domestic affair, of no interest to the rest of Europe, so that it serves no useful purpose in helping British drivers on their way to F1. By winning the right F3 race at the right time in the right place Tom Pryce found his way into the UOP Shadow F1 team and it is doubtful if anyone gave a thought to the way in which he had dominated certain Atlantic races 12 months earlier in a Royale. From the promotors' viewpoint, Atlantic may be a better proposition than F3 (crowd figures apparently confirm this) but for drivers who aim for F1, it is a virtual dead end.

There was not much new machinery—a couple of Lolas, a Modus and one or two Marches and Chevrons were about all. Otherwise the March 73B, Chevron B25 and Brabham BT40 were as good as any while the John Player champion John Nicholson carried on using his year-old Lyncar. Ray Mallock tried

an Ensign but found he was wasting his time while a Surtees TS15 was sometimes to be seen chasing the leaders. Engines were the ubiquitous Ford BDA from the House of Hart or John Nicholson in the main, although Swindon Racing Engines, Geoff Richardson and Race Engine Services also had something worth offering. The tyre situation was controlled pretty well by Firestone for most of the year until one or two teams with F2 connections acquired a stickier F2 compound. This had the desired "unfair" advantage for barely one meeting later everyone else had spent more money to return to square one.

The John Player Championship had 14 rounds at most of the leading British circuits, as well as Phoenix Park and Mondello in and around Dublin. The last two went down well enough with the adventurous types (on and off the track) but the powers that be in Atlantic have used money as the excuse for not going back this year. Interspersed with the main series was a secondary affair run at club meetings by MCD, initially without sponsorship until Southern Organs were persuaded to spread their considerable largesse around a little further. There were only 10 rounds in all, four of them craftily crammed into the last few weeks of the season when the JP series had finished.

Five drivers dominated with one or two others playing strong supporting roles either part or all of the time. Given a full season with a competitive car, former F2 driver Richard Scott's skill and experience should have kept him head and shoulders above the rest but his early efforts with his own Scott, which produced two wins, were thwarted by a lack of finance and the ensuing Lola T360 was very much a works development project which did not continue for long. So it was left to John Nicholson, Jim Crawford, Alan Jones, Dave Morgan and Tony Brise to share the spoils, no one else winning a JP race. Brise's ability, coupled with his youth, should ensure that one day he becomes a Grand Prix driver but he seems to lack the maturity to go with his intelligence. One of the best things that ever happened to him was losing the South African FF series to Ian Scheckter a few years ago after carrying all before him in England; perhaps a season of earning his keep on his own in, for example, the Canadian championship would help. His three wins, at Silverstone in his old F3 March chassis, and at Mondello and Brands in the works Modus, were totally convincing but other races were disappointing and cost him the championship.

This went in the end to John Nicholson after the sort of efficient, professional season that typified the approach to racing of his fellow countrymen Denny Hulme and Bruce McLaren. Nobody ever raved about Johnny Nick's driving for he does not specialise in fireworks but is always fast, consistent and a tough competitor in the immaculately prepared Lyncar with, needless to say, one of his own engines. Also from the Antipodes was the experienced Australian Alan Jones, runner-up to Brise in the 1973 F3 championship and, like Tony, late in starting the season. Once he was under way in Harry Stiller's March 74B Jones became the biggest thorn in the sides of Nicholson and Jim Crawford as they fought for the championship. Given freedom from mechanical problems he might well have won the championship; only he and Brise won more than two races all year.

Crawford and Morgan are enigmas. The former burst on the scene at the back end of 1973 in a works-loaned Chevron before finding a seat in Steve Choularton's spare March 73B. Right from the start he was a force to be reckoned with, almost always finishing in the points but having to wait some time for his first win. As the season went on and he built up a lead when Nicholson had one or two poor races, the pressure began to tell and the JP title was lost in a flurry of bent motor cars. When the pressure came off again for the remaining Southern Organs races, Crawford showed what he was capable of by coming from nowhere to win the series. With a full year's experience behind him, 1975 will show whether Crawford really has what it takes to break into the big time. Morgan, despite a career in everything from Minis to F2 going back nearly 10 years, still has accidents which shouldn't happen. On form, and God willing, he is unbeatable but Jim Miller of Southern Organs, who sponsored Dave personally during the year, found himself paying for a few new Chevron pieces during the season.

Sixth behind Nicholson, Crawford, Brise, Jones and Morgan in the JP championship was Ray Mallock, a young driver of great talent but hampered by slightly inferior equipment. Mallock rarely threatened to win a JP round, as he had the year before, although he was usually close behind the leaders once he had discarded the unsuccessful Ensign for John Wingfield's year-old Brabham BT40; he won one MCD round, giving him third in that championship behind Crawford and Jones and ahead of Morgan and Nicholson. Geoff Friswell, Ted Wentz and Steve Choularton also won MCD races in their respective Marches but, for various reasons, lacked consistency while in Ireland Patsy McGarrity carried all before him in the ex-John Lepp Chevron B25 except on the odd occasion when the 1973 ace Jay Pollock gave the new Crosslé 28F an outing.

FORMULA 3

The Forward Trust and Lombard North Central championships continued with the advent of the new 2-litre formula but the lack of a worthwhile international series meant few people or sponsors were prepared to spend the large sums needed to buy and run one of the new cars. Ten years ago this wouldn't have mattered for F3 was then within the reach of the ordinary private owner. A combination of sponsorship, the MCD/Shell/John Player international championship and rising costs generally have pushed F3 way out of the reach of the private individual, who now has to make do with Formula Ford, and with no major championship to aim for, no right-minded sponsor is going to continue spending large sums on minor races. Altogether there were 26 F3 races during the year, 12 Forward Trust and the rest Lombard. Nineteen drivers scored points in the former and 20 in the latter. Allowing for a few also-rans this probably adds up to about 25 competitors in all, not a very healthy state of affairs.

Winner of both championships was indisputably Derby driver Brian Henton, who won over half the races with a Brazilian-sponsored works March 743 initially powered by the Holbay-developed Ford Pinto sohc engine and later the Novamotor-prepared Toyota's twin-cam. By the end of the year the general feeling was that the Pinto was not the engine to have, as was first thought, but whether that is true or not, Henton's abilities and determination deserved all the success they brought him. Until the last few races Superhen was generally chased, and occasionally beaten, by American Tony Rouff in his GRD 373 which used Vegantune-prepared Lotus/Ford twin-cams of varying capacities. At the very end of the year two Swedes, Conny Andersson and Gunnar Nilsson, brought over their March 743s while Danny Sullivan was able to make the Modus do things Bob Arnott never could so that the competition hotted up and left Rouff behind. Mike Tyrrell had some good practice sessions, and the occasional race, in his ex-Brise March 733; Portuguese Jose Santo was sometimes a strong force with his March 743; while Derek Lawrence tried hard to make the ageing Ehrlich do things it had never done before until the struggle proved too much. Alex Ribeiro was the best of the Brazilians who came over in the footsteps of the Fittipaldis and Pace, his GRD 374 looking rather frayed by the end of the year after several incidents but was none-the-less fast while Henton's team-mate and source of sponsorship, Jose Pedro Chateaubriand, improved as time went on.

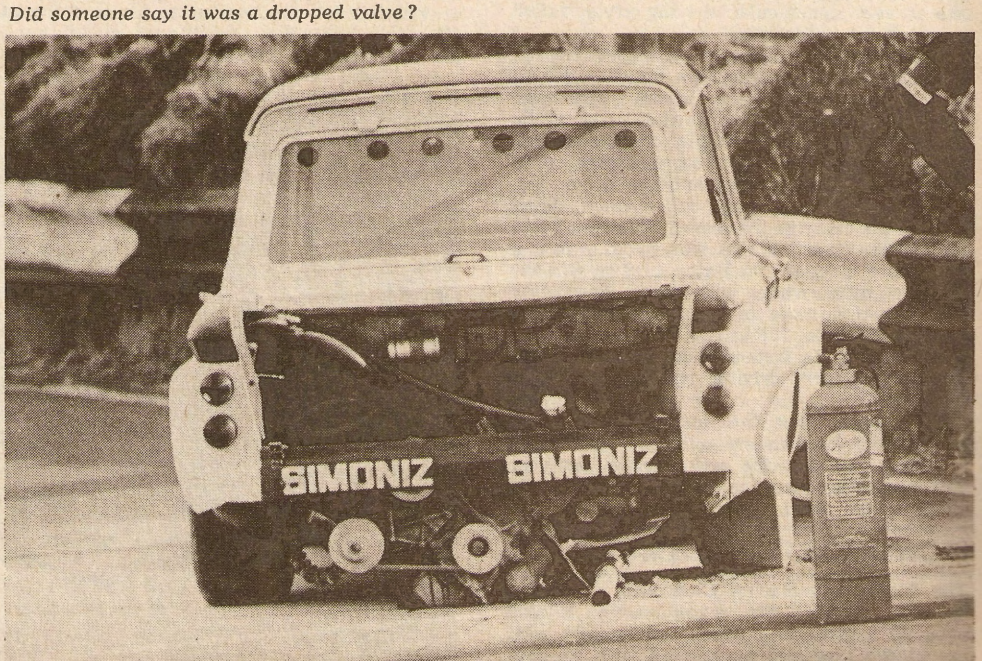
Not surprisingly MCD has dropped F3 for 1975 but the BARC have kept faith and will be running a championship sponsored by BP including a supporting race at the British GP. Let's hope it's enough to restore F3 to its position of importance in this country.

FORMULA FORD

It was 1974 when the scrutineers at last tried very hard to clamp down on doubtful engines with the astonishing result that, with the RAC prepared to enforce its rules to the letter, the first two finishers in the leading championship were disqualified among several others. The art of building a race-winning FF engine has reached a very delicate state with the borderline between legality and nonconformity with the very stringent regulations very easily overstepped. In some cases the engine builders almost certainly did not set out to deliberately flout the regs, merely to take them to the absolute limit; in others the motives were probably less pure and the drivers knew, or should have known, what was going on. With all the fuss about engines, complaints about driving standards were not heard so often although inevitably there were less than magnificent young men who thought they had flying machines, not cars.

If the panel who choose the annual Grovewood awards are right, Richard Morgan is a future ace, for they gave him the second prize. His record is certainly impressive in terms of wins but they only really began to come when he acquired one of the works-

Did someone say it was a dropped valve?



loaned Crossles at the end of May. Before then he had only managed three wins in a Ray and one in a Royale in nearly three months racing. Both the Ray and the Crossle had engines from David Minister, a driver turned tuner like Denny Rowland before him, and it was one of these which cost Morgan Junior the BOC Championship when it was found to be illegal one day at Oulton Park. By then he had wrapped up the BARC's Wella for Men series without having his engine challenged and was able to continue winning afterwards, with as much ease as before and an engine which must have been straight. Morgan will have to prove himself in Formula Atlantic this year since there was no doubt that the Crossle 25F, in its second season of racing, was a superior kind of chassis.

Despite winning the BOC Championship a few years ago, Bernard Vermilio was allowed to return and have another go, which used to be against the rules. He chose a Van Diemen RF74 and looked set to win the BOC after Morgan's disqualification. The smile was soon wiped from Ralph Firman's face when it was found that the Scholar engine in Vermilio's car was as bent as Morgan's (which wasn't very much) and that was that. So who should come out on top but good old Syd Fox in his umpteenth season of racing and showing that a good old 'un is still more that a match for many a good young 'un. Fox drove a Hawke DL11 for Mac McKinstry using Rowland, Lloyd and Scholar engines in turn, finishing some 28 points behind Morgan and 14 behind Vermilio.

The third major championship, sponsored by STP and based at Silverstone, was won by the promising Belgian driver Patrick Neve in a Lola T340 sponsored by Shell. Irishman John Murphy was another to fall foul of the scrutes after a good start to the year in this championship with his Hawke DL11 so it was left to Geoff Lees to finish as runner-up with a Royale RP16. Runner-up to Fox in the BOC was one of the year's most improved drivers, Stephen South, who lost his tendency to fly off the road at the crucial moment and turned in some good results with a new Ray, one of the few leading cars to be powered all year by a Rowland engine. Another good driver, whose season went sour when the money became short, was Mike Young whose Van Diemen had a lot of success in the early BOC races, enough to leave him third in the end despite the later problems. Matthew Argenti switched from a new Merlyn Mk 25 to a newer Van Diemen to score several wins while Peter White swapped his very old Palliser WDF2 for a DJ Bond Royale RP16A to prove himself once again one of the most stylish drivers in the formula without enough willingness to stick his neck out at close quarters. Richard Hawkins replaced Derek Lawrence in the works Dulon MP15B but, despite a very spectacular driving style, failed to match his predecessor.

South Africans seemed to specialise in winning local championships for Roy Klomfass took the Brands Hatch Townsend Thoresen series with a Hawke DL11 while Kenny Gray went up to Ingliston often enough to win the Scottish title from moderate opposition. Rob Wicken was another driver disqualified from a championship when doing well in his case the Townsend Thoresen when his Merlyn-Piper Mk 17A was found wanting. Ian Moore used an old Dulon LD9 to win the Llandow races while, with Peter Harrington out of action most of the year, Pete Clark used a Crossle 25F to win the Northern championship. In Ireland there was no one to touch Jim Sherry driving, not surprisingly, a Crossle 25F.

Let's hope that the tougher line taken against the rulebenders will not be relaxed this year and that the action taken last year will persuade everyone to sail a little less close to the wind.

MONOPOSTO FORMULA

The Monoposto Racing Club was without a sponsor for its 1974 championship; it also shed its 1-litre class which was merely getting in the way and overlapped with F4 anyway. After a controversial win in the 1973 championship, Brian Jordan found his car rather than its engine under attack and this time successfully. His Nike was declared to be what it quite obviously always had been, a proprietary chassis from a small manufacturer built more recently than the rules allow.

With Jordan out of the way, two other genuine, self-built one-offs fought over the championship—Alan Baillie's March-bodied Viking and David Coombs' Renault-powered Manta. In view of this engine's success in 1600 cc F3 against the twin-cam Fords (which are not eligible for Monoposto racing) this seemed an intelligent way to go but only Coombs tried it. It almost paid off, the championship being won by Baillie at the very last race despite Coombs' greater number of wins. Bryan Small won several races with his MRE-bodied ex-F3 Tecno TF68 but Brian Toft's greater consistency for yet another season in the front-engined Anco gave him third place in the championship. The most popular proprietary chassis was the Brabham, in BT18 to 23C guises of which Jo Applegarth's functional ex-F2 23C gave a good account of itself as did the 21s of Mike Bowers and John Boughton, although the latter was one of the more serious victims of the new Snetterton circuit.

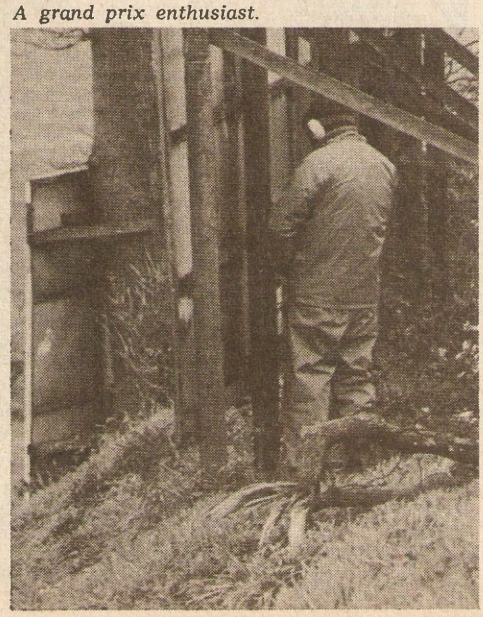


Roll me over and do it again.

FORMULA FOUR

One of the few classes of racing which actually increased its support during the year was this reincarnation of the halcyon days of 1-litre F3. The loyal and enthusiastic backing of Glen Hyatt's Low Cost Racing company has brought the formula through its very difficult and long drawn out birth pangs, when it never seemed to know what it wanted to be or whether it even wanted to be anything at all, until it is now capable of standing on its own feet, unassisted by fillers from other formulae.

A grand prix enthusiast.



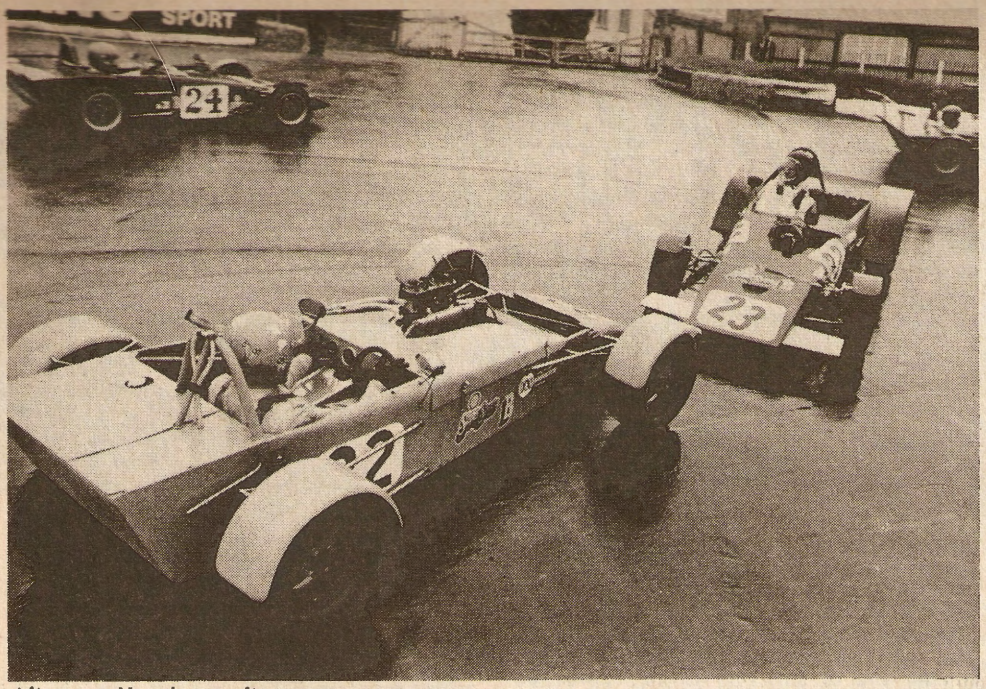
It would be silly to pretend that the actual racing bears very much resemblance to 1-litre F3 but at least the cars are the same (or newer in some cases) and there are enough of them to put many 1974 F3 grids to shame. The championship was a keen contest between a former champion, Nick Crossley, who had tried his hand at proper F3 in 1973 without ever quite making it, and Lorina Boughton who began the season so well in Jerry Gamb's GRD 373 that the owner decided to let his girl friend get on with it. And a fine job she did too, winning a few races outright and actually scoring more points than Crossley with his updated Ensign but the latter won on a best eight results basis. Ken Crook moved over from the 1-litre Monoposto class with his veteran Lotus 41C and gave the distinct impression that with more modern equipment he would have dominated the racing. He finished fourth in the final standings behind another refugee from Monoposto racing, Eddie Heasell, who ran his self-built Mono Mk 3B.

FORMULA VEE AND SUPERVEE

The Volkswagen-based single-seaters still had their supporters in this country, the financial incentives offered by the parent company together with the opportunity to race these relatively inexpensive (by F3 standards) cars abroad being a strong attraction. In many ways SuperVee has usurped F3 as the privateers' Continental formula although not only Britain but also France and Italy still prefer to foster their own indigenous single-seaters. It seems a shame they can't all get together and agree on a common European formula which would cost less than F3 yet allow the up and coming drivers from every country to race against each other on the tracks where one day they may be racing F1 cars.

John Morrison waved the British flag with great success in Europe with his Supernova BH4, at times putting on performances in the highest echelons of the formula which would have seen him heralded as a new British hope had he been driving in Formula Ford. By concentrating on the European races, Morrison failed to win the British championship although he won several races, and this went to young Chris Barnett in a new Royale RP18A who will have a chance to show his mettle this year in an F3 car. Mark Litchfield and former FV man Bruce Venn campaigned Eldens with some success while Chris Smith (like Litchfield, a former FF driver) had some good races with one of Brian Henton's old Crossle 24Fs.

Undoubtedly FF2000 is going to steal some of SuperVee's remaining thunder in this country but until the Ford product gains the European support of its German counterpart it will be of less benefit to the impecunious but talented driver who wants to race at somewhere more exciting than Mallory, Brands or Silverstone.



After you. No, please, after you.

Formula Vee perhaps declined a little but there were still enough old cars about to provide reasonable fields at most races. As with SuperVee there is the chance to take the cars abroad from time to time but without much publicity, at least in this country. Some of the cars, despite their age, are still smartly turned out while others tend to look as though they are the result of a welding session in a Hamburg breaker's yard. Brian Urlwin bought Graham Meek's successful McNamara and ran away with the championship although he was given some good races by the CM of Malcolm Horwood and South African Richard Towers in the ex-Hollamby Austro.

FORMULE LIBRE

Before leaving the single-seater classes, this pot-pourri of everything which doesn't fit in anywhere else should be mentioned. A mixture of also-rans from Formula 5000, old F2 cars and CanAm or Group 5 two-seaters competed mainly at Silverstone, where they ran a very successful championship sponsored by Jaybrand Racewear, and the Northern circuits such as Croft and Ingliston. At Silverstone Bobbie Bell swapped his BRM H-16 chassis for a pukka F5000 Trojan T101 and found it to be enough to cope with John Hardesty's 2-litre Brabham BT36 BDA. In the North former hillclimber Iain McLaren ran one of the F2 Motul M1s with a 2-litre BDG engine and won the championship from Tommy Reid's Chevvy Vega-engined Brabham BT38, which had been chased out of Ireland by the Atlantics, and the ex-Fittipaldi Lotus 69 of former Mini driver Andy Barton. Bill Wood in a Trojan T101 and Nick Wattiez in a Lola T330 intervened occasionally on behalf of F5000 and found themselves leading races for a change.

CLUBMEN'S FORMULA

The epitome of club racing is aptly named. Actually they tried to change it but the powers that be would have none of it. Apparently Supersports had already been patented or something by one of the inventors of new formulae that lives among us although we never saw the end product. Perhaps at long last they've thought of a type of racing for which no one wants to buy a car. So the U2s and Gryphons were still called Clubmen's cars officially but Supersports by everyone who raced one and at Mondello Park.

When one sees the aggro that seems to be an intrinsic part of almost every other class of racing it is really quite amazing that everyone in Clubmen's racing is constantly so pleasant. All right, so Noel Stanbury may sink into a black depression for a few moments after spinning away the lead of yet another race or Rob Cochran might harbour evil thoughts about John Davies for a minute or two when the Welshman brings in the Bladon with another scratch on the paintwork, but in fact the sun is shining nearly all the time. The Clubmen's Register, so ably tyrannised by General Amin's gift to motor racing, has found the secret of ultra competitive motor racing for fun, at a cost which the club driver can afford.

The same two championships were run as in 1973, sponsored by ShellSport for MCD and Tricentrol for Silverstone. A spontaneous movement in the North also threw up the Northern Champagne Championship, once again showing that the racing is far better if the competitors are allowed to race what they want to, not what the organisers think they should. For the first time since the present rules were laid down in the mid 60s, a new engine specification was permitted—Formula Ford—to run alongside the 1-litre cars for which engines were beginning to be in short supply. The experiment was a great success with little to choose between the two very different types of engine on many circuits. It also helped to swell the grids to the extent that on many occasions organisers were able to run separate races for the slower cars.

As a fitting swansong for the 1-litre screamers, pig consultant Creighton Brown won both the major championships with his fast and reliable U2 Mk 11B like many others updated by the Mallock family to Mk 14 spec. Only the Tippet brothers and Brian Mitcham in similar U2s, and Peter Froude's Gryphon C71, achieved any significant measure of success by relying on the smaller engines; otherwise it was all FF. Arthur Mallock, himself, thought he ought to personally race-test the new model and got through three before the end of the year—the first two were sold, not crashed! One of them went to a novice Nick Adams who, in no time at all, was challenging Brown for the class lead, winning the final ShellSport round. Without doubt a driver to watch! Alex Ferrada ran an updated Mk 11B with considerable success, coming second in class to Brown in both championships, while Ken Shipley came out on top in the North after the death of Gavin Scott in a practice accident at Snetterton, both of them U2 exponents.

It should have been Noel Stanbury's year for the ShellSport title but once again he was thwarted, if only by someone from another class, for this time he was undoubtedly the most consistently successful driver in the larger category with his Gryphon. But there was a host of other quick car/driver combinations which for one reason or another never really threatened Noel's pre-eminence. 1973 champion Dick Mallock only decided to have a go halfway through the year in Steve Russell's U2, then injuring himself at Ingliston, but still scored enough points to come second to Stanbury; Richard Cresswell concentrated on the Tricentrol with his Phantom, winning his class, yet managed a class third in the ShellSport series in only his second season of racing; the perennial Vernon Davies tried hard as ever with his updated U2 and only lost the Tricentrol through someone else's incident in the last race. That someone else was his mate from South Wales, John Davies, who was entrusted by Rob Cochran with his Bladon when the Burton-on-Trent solicitor decided to retire from racing. Davies J. made an immediate impact on the racing; it was just unfortunate that the impact was also made on the cars and/or scenery from time to time. Frank Sytner exchanged his Monday to Friday Ferrari or BMW for a U2 Mk 12/15 (that's the one with the de Dion rear axle) and was often one of the quickest around, provided he could coax the car off the grid, while Barry Foley continued with his sophisticated smoker, the St Bruno Roughcutter, with some very good results mixed in with some dog ends. In the North Barry Joell won the champagne with a couple of U2s. Indeed, apart from Stanbury and Cresswell, it was very much a U2 year but no one is more disappointed than the Mallock family that Andy Diamond has had to give up building his superb Gryphon cars.

SPORTS GT

The year of 1974 will probably be looked on as the year when the racing sports car, which can trace its origins to the early post war Le Mans races, began its final decline into virtual oblivion at all levels. One make dominated the World Championship races and another the CanAm; the American series will not happen again and the World Championship switches to the so-called silhouette formula in 1976. Interserie struggles on with a few second-rate drivers in impossibly expensive cars. Only the 2-litre championship had much life in it and the domination of the expensive Alpines threatened even that. It was hardly surprising, therefore, that British Sports GT racing remained as dismal as for the past few years with hardly any new cars being introduced to the scene.

One exciting addition was Minilite's latest acquisition for Jeremy Lord, a Lola T282 complete with Cosworth DFV and superbly presented. But one swallow doesn't make a summer for the car had no opposition unless it was raining and the team found it rather an expensive proposition to maintain, which kept its appearances down. Lord thus failed to win the BARC's championship, sponsored this time by Tricentrol, in his last season. When not competing in European 2-litre races, John Lepp gave Roger Hire's Chevron B26 several outings and usually won but, apart from these two, there wasn't very much in the over 1650 cc class. Scotman Tony Charnell ran a Lola T212-FVA in the 1301 cc to 1650 cc, taking the most wins but not the championship class because of Peter Andrews's greater consistency in his Martin BM10. John Calvert's smartly resurrected Camel Huron and John Tait's Royale RP6 also had some good races in this class.

The champion came from the 1300s, gearbox specialist Mike Andrew propelling his ex-FF100 Alexis Mk 19 at great speed to a convincing overall win although, in terms of class wins in the races, he was matched by Lynden Thorne's Aldon, running a reduced FVA as opposed to Andrew's BDA. Les Aylott continued with unabated enthusiasm for this type of racing on a very tight budget and was rewarded with several wins for his home-made Ardua Mk 4.

If the cars were available, this could be a good class of racing but grids of 10 or a dozen just isn't enough for a proper championship. A five race series will be held by the BARC this year, with Supersports cars included to swell the grids, but there will be no championship as such for the first time in many years.

MOD SPORTS

Although still given the cold shoulder by the BRSCC in favour of its prod sports baby, this class of racing reached a very satisfactory level during the year so that the BRSCC/MCD attitude is more their loss than the competitors'. Blue Circle continued to sponsor the BARC championship with very full and varied grids while Aintree continued with its own little series. The smaller clubs also ran a number of races at Brands Hatch which encouraged southern competitors with less exotic machinery.

The Blue Circle champion came from the smallest capacity class, up to 1150 cc, in the sleek shape of Bob Jarvis's Davrian which seems to be a very marginal car for mod sports racing. A recent AUTOSPORT Racing Car Guide included this model which might confirm that its maker's intentions lie more in that direction than on the road, unlike any other eligible car. As a works effort the two Davrians of Jarvis and Pat Longhurst were always superbly prepared and Jarvis, in particular, drove very well to mix it with the Elans and Porsches at the head of the field. The one car which might have been capable of coping with him, as it had the year before in the hands of Johnnie Blades, was the ex-works Clan Crusader of Kenny Allen but this stayed in the North to clean up at Croft and Ingliston. Ian Hall's Mini-Jem stepped down a class and gave Longhurst some good races while Andy Bailey's Mk 1 Sprite was made to go fast enough for lots of good places. The Ginetta influence was rather reduced, Barry Wood's G15 staying in the South and East Anglia while Jim Adamson's G4 had to live behind the Clan in the North.

Although the BARC continued to leave the 1300 cc class out of the championship, it was occasionally included by other organisers including Aintree so that the owners of 1300 Spridgets were not totally ignored and left to run with the Elans. Now that the production Midget has acquired a 1500 cc engine it would hardly seem worthwhile catering any further for the obsolete 1300s by abandoning the very successful 1150 class. Ian McCullough's ex-Andy Belcher Sprite was the fastest of the Northern collection while Ed Reeve's sometimes supercharged Midget was quick in the South. David Hipperson ran an advanced Midget of slightly more than 1300 cc at Brands Hatch which was good enough to give him several wins in the second division races.

Once again it was mainly Elans in the 2-litre class. At first no one could touch John "Plastic" Pearson who took over the VRM Elan and gave it more success in a few weeks than it had ever had in the hands of such worthies as Dave Brodie and Gerry Marshall. Then the owner fell out with his driver and the talented Pearson had to go back to his XK120, leaving the way clear for Jon Fletcher once again. "Fletch" was able to continue with his Group 1 Camaro effort and still find time to chase Jarvis all the way to the final round of the Blue Circle with a string of wins in what must be one of the most successful club racing cars ever. Richard Jenvey built himself an Elan to rival Fletcher's, including in appearance, but still had a few tricks to learn from the acknowledged expert and won only a few races. John Evans showed how smart an Elan could look but was lacking in power until he had an 1800 cc engine halfway through the year, winning the Aintree championship. The one major rival to the Elans was John Absalom's Ginetta G4 which the Northumberland farmer ran with an 1800 cc pushrod Ford engine as against the Elan's Lotus twin-cams. Pressure of work meant that Absalom had to stay mainly in the North, where the Elans rarely came, so that direct comparisons are not possible, but his complete domination suggests they would have had a struggle.

The 3-litre class, for so long the poor relation, enjoyed a very welcome new impetus in 1974 from two directions. Nick Faure and John de Stefano decided to run their Porsche Carreras in the more competitive world of mod sports rather than prod sports, although the Faure car needed very little in the way of extra modification to make it competitive, and were joined by a newcomer Alan Broad whose sponsor bought him the very best in Porsche equipment. By the end of the year Broad showed he could go well enough to win although in the hands of someone more experienced the car should have cleaned up every time. Even more spectacular than the Porsches was Win Percy's Datsun 240Z Samuri, a sort of latter-day Healey 3000, which the former rallycross exponent handled really well. It was also one of the smartest cars in a class of racing which has not always been noted for immaculate machinery and was a deserving winner of its class in the championship. Confronted with all this exotica, Ed Stephens found his previously successful TVR Tuscan V6 rather outpaced.

The over 3-litre class was the poorest. Once John Pearson had returned to his Jaguar, at least it could produce an overall winner but, until then, Robin Gray's Morgan Plus 8, John Burbidge's E-type and Guy Beddington's V12 E-type were as often as not left behind by the Elans and Porsches. Burbidge had a few wins but, like most of the E-type drivers, kept to his local circuit (in his case Thruxton). Once again there was a fatal accident involving a TVR Tuscan following Brian Hough's at Thruxton in 1973. This time it was Christopher White who was killed at Oulton Park after some good results while John Kerswill was lucky to escape more serious injury when he crashed his 3-litre TVR at Cadwell Park.

In Ireland mod sports thrived on a diet of 1300 Spridgets with different winners appearing at almost every Mondello meeting, although Arnie Black was ultimately the most successful. Mike Nugent kept his Elan at home most of the year to give them a chance.



I'm Stuart, fly me!

PROD SPORTS

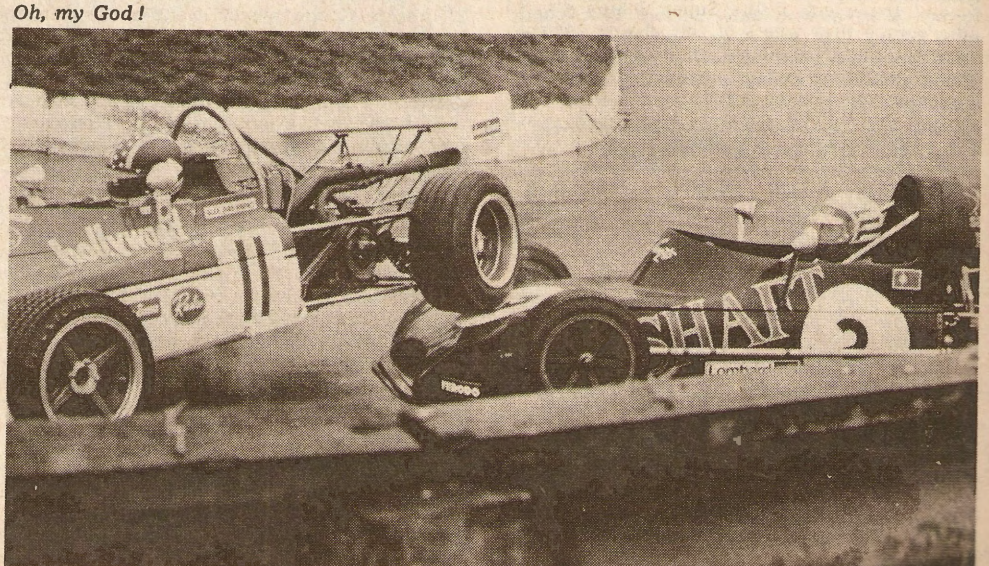
This time, the BRSCC ran it at a lower key, keeping it away from the major meetings, and in its own way it worked. Chris Meek helped out with sponsorship from his company Titan Properties but lost his licence halfway through the year. This left the over £4500 class empty and made the racing much more interesting.

One of the most spectacular sights in club racing was Peter Taylor's V12 E-type which was driven in a manner of which Duncan Hamilton would have approved as its owner grew in confidence. Once Meek and his De Tomaso Pantera had departed the scene, Taylor was usually good for the overall win from the smartly turned out Lotus Europas of Colin Blower and Rod Gretton and John Britten's Morgan Plus 8. It was the turn of an MGB, Ron Hopkinson's, to dominate the middle class this year with a Triumph TR6, Gerald Vaughan's, in pursuit. In the up to £1200 class the only thing you can buy these days (correction, *could* buy in *those* days!) is/was a Midget of which several were raced. Doc Griffiths and Geoff Till swapped cars, Griffiths doing better with the 1973 champion's Midget than Till in the costly class with the Jensen-Healey.

SPECIAL SALOONS

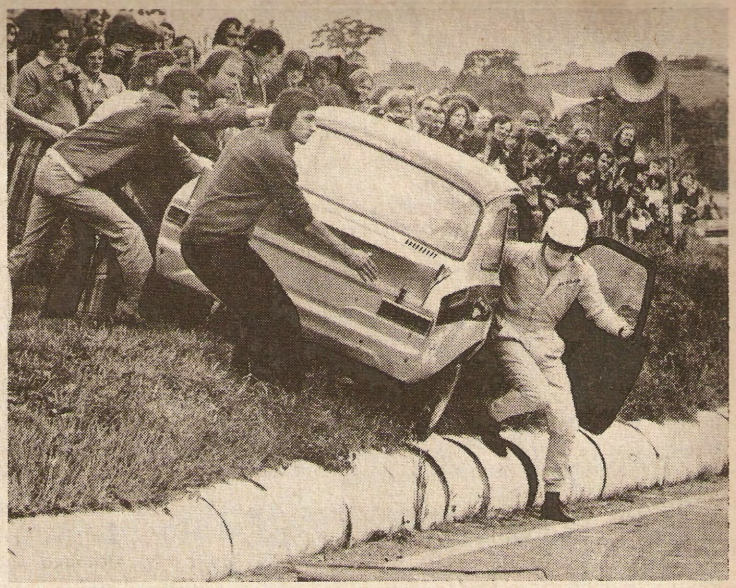
A foretaste of what we may see in the classic sports car races in 1976 was provided by a new branch of this popular category which someone sensibly called Super Saloons until some clown came along and thought "Superloon" was better. Whatever it might be called, the fact remains that it was one of the most exciting developments of the year. The idea came from the competitors themselves, like most of the best ones, and was designed to encourage the owners of the growing number of V8-engined special

Oh, my God!





You take the high road. . . .



No, sir, I'm sorry but you haven't passed your driving test.

saloons to race together instead of chasing one of several championships. Unfortunately, by the time the idea had been put together, the other championships had all fixed their dates which left the proposed Super Saloon series with few to spare. In the end a proper championship never happened but there was a series of races, largely unpublicised, which showed that there was plenty of interest and should lead to a very worthwhile Tricentrol championship this year.

It was perhaps appropriate that the most successful Super Saloon driver was one of the men who has done so much to popularise this kind of racing—Mick Hill. His Tricentrol-sponsored Capri was no longer the most advanced car around, and had to make do with only 5-litres for most of the year, but was always well driven and won its class in the BARC's Forward Trust championship as well. Hill's old Capri enjoyed a very good season in the hands of Tony Strawson who won the Silverstone-based Esso Uniflo series although, by the end of the year, he was outpaced by the most potent beast to date, Ian Richardson's 7-litre Chevrolet Corvair. Also rear-engined like the Corvair is John Turner's Skoda which is based on F5000 Leda suspension and a 5-litre Alan Smith Chevrolet engine. By mid-season this car was sorted and Turner's driving ability brought it a string of successes. Retaining the front-engined configuration out of necessity were Gerry Marshall's short-lived Vauxhall Ventora Repco, Doug Niven's Perdal Escort and Tony Hazelwood's DAF-Oldsmobile. All three cars suffered bad accidents during the year from which neither the Vauxhall or the Ford have yet recovered although Niven, in particular, had taken quite a few wins.

Although it was a very welcome development, the effect of the Super Saloon was to discourage the owners of the smaller capacity Escorts and Vauxhalls, suggesting the need for segregation. At the moment all cars over 1300 cc are lumped together. An attempt to introduce a 2500 cc division was thwarted by the RAC forbidding a further class division and the 850s didn't take kindly to being discarded. Some of the Super Saloons also seemed to take liberties with the regulations in the manner of their construction making some competitors think that the rules were being changed to fit the cars rather than vice versa. Hopefully something will be done to safeguard the 4-cylinder cars which will continue to provide the backbone of the over 1300 class long after the Super Saloon phase has priced itself into extinction.

Gerry Marshall carried on as usual with his Blydenstein-developed DTV Firenza, concentrating this year on the MCD Simoniz championship in which he was given a good run for his money, and sometimes beaten by the improving Nick Whiting whose experience of circuits other than Brands Hatch before the start of the year was rather limited. Whiting fitted an FVC to his Escort and his pace forced the Firenza farther away from its original specification than ever before in its quest for supremacy. Marshall only just lost the overall championship to the Imp of Jeff Ward. Another Firenza which took plenty of wins was Bill Dryden's at Ingliston against the Niven Escort V8 while Jeff Allam's Viva GT and Dave Millington's Firenza were also occasional winners. Other quick Escorts included Robert Ryan's, when driven by Alec Poole, and Chris Meek's until his Skoda BDG came along, while Mattie McNamara ruled the roost in Ireland.

The 1300 category is still mainly Mini although John Robinson's Escort BDA was quick round the open spaces of Silverstone and won its Esso Uniflo class. BDA-engined Minis were rare but effective, particularly Eric Smith's at Ingliston. Traditional Mini-Cooper Ss were still going strong, Paul Taft's Motospeed car winning its Simoniz class while Phil Winter's Longman example only just failed to win the Forward Trust outright. Terry Harmer was still the man to beat at Brands Hatch while Stee Griffin was on top in Ireland.

Its rear engine location has given the Imp a definite advantage in the 1-litre class nowadays as Jeff Ward showed by dominating the Simoniz class from the very beginning. John Homewood's performances in winning the *Kent Messenger Challenge* at Brands Hatch were equally dominant while Geoff Farmer would almost certainly have won his class in the Esso Uniflo but for a very unpleasant accident which, it seems, has not curtailed this promising newcomer's career before it had really started. Strangely Ray Payne's Imp, for once, did not do so well in the Forward Trust races for he was confronted by the very effective Anglia of Grahame Goode, which went on to win the championship outright. Alex Clacher's Imp carried on winning as usual in the North until business commitments forced him to retire. This left the Northern races clear for Sedric Bell's BDA-engined Mini which carried all before it at Ingliston but was rarely seen elsewhere. If it had been, the Imps might not have done so well.

In the search for more power Richard Longman was at last forced to put a Ford engine in his Mini, this forceful and experienced driver giving Ward a few hard races, and winning once or twice, before the car was crashed. Peter Baldwin, who won the Esso Uniflo class, and Ian Briggs were others to use Ford power in their Minis and the only totally BL Mini to achieve anything of note was Mo Mendham's at Brands Hatch where it was always chasing the *Kent Messenger* Imps.

The 850 class is perhaps not as well supported as it could be, possibly because one or two drivers are dominant and as much money can be spent to go faster in a 1-litre or even a 1300 Mini. The Longmanised destroked Cooper S of Neil Dineen and Peter Crouch was not quite reliable as the previous year so it won neither championship but still took the Simoniz class in the hands of Dineen while Crouch finished second to Roger Gill's Imp in the Forward Trust—an impressive achievement. David Enderby's Mini made Dineen struggle in some Simoniz races and finished a close second in the class. In the Esso Uniflo series Charles Bernstein's Mini emerged triumphant by one point from those of Richard Belcher and Reg Ward.

PRODUCTION SALOONS

With the RAC Touring Car Championship switching to Group 1 many of the works and semi-works teams, which had been attracted back into racing by the introduction of Group 1 to club racing, went on to higher things and left a small nucleus of less competitors to the Triplex and Britax championships. But nothing in Group 1 is ever taken too lightly and even among the amateurs there was still plenty of stirring going on. Outside the two championships, Group 1 just doesn't exist and drivers must therefore either commit themselves to a season on the championship trail or not bother. The cars are "improved" so much week by week that Group 1, unlike most other types of club racing, is not something to be picked up and put down when you want to. What emerges is the same few drivers with the same few cars in race after race and when manufacturers issue instructions (or encouragement) to private owners about who should win what, the whole exercise becomes rather pointless.

The one class which was free from inter-make rivalry was the most expensive and it was consequently the best. About half a dozen different Chevrolet Camaros were raced throughout the year and, while the drivers may not have been up to the Richard Lloyd/Stuart Graham standard of 1973, they certainly provided good racing. Brian Pepper's first season brought him pole position in his very first race and a Britax class win at the end. He only just lost the Triplex class to his season-long rival Malcolm West by not entering the final round. John Brindley, Brian Rice, Nigel Stovin-Bradford and Malcolm Kay all had wins in their Camaros which were the only cars which could be used in the RAC Championship without much alteration. Unfortunately the Camaro is no longer on the market and its racing days are numbered. The only non-Camaro to make any kind of impression was John Cooper's spectacular BMW 3.0 Si in the Britax races, although Tony Shaw tried hard with a Capri.

The two intermediate classes showed Group 1 at its worst. There were very few cars and they were nearly all Vauxhalls or Hillman Avengers. Derrick Brunt had the fastest Vauxhall all year until Gerry Marshall's protégé Jock Robertson gained



Cosmic ma !

experience although his Magnum had a more standard specification than Brunt's converted Firenza anyway. Despite all his wins Brunt won neither championship, which were organised between the Avengers of Alan Minshaw and Bill Sydenham. For half the year the racing in the £1249 class looked closer than it really was which was a pity because before that Sydenham and Minshaw had had some good scraps.

The Japanese usurped the Russians in the bargain basement with Datsun 100As and Honda Civics taking over from the Moskviches. In among them was the Sunbeam Imp Sport of Simon Watson and Jo Bailey which, in the former's hands, won its Triplex class despite a mid-season shunt. Tony Stubbs managed to keep the red flag flying for the Britax class win from team mate Peter Jopp although if one time South African FF champion Danny Alderton had come on the scene earlier with his Honda, no one else would have stood a chance. Alan Greenhalgh traded his Datsun for a Civic and found it much better. For sheer variety and close competition the cheapest class was the best.

To the well-established Escort Mexico Challenge was added another one-make series for Renault 5s. Motorcraft, which is owned by Ford, sponsored the Escort but Ford employees were banned which cost the championship one or two good runners and tended to detract from it. Colin Vandervell's "retirement" comprised sufficient Mexico events, in a converted ShellSport car, to wipe the floor with the others, as indeed he should but the racing was quite good behind. Former Imp driver Mike Freeman was most consistently nearest to Vandervell but Neil McGrath's second season of Mexico racing (his first in the Challenge itself) produced some good results. Nick Weir, Gordon Rigby, David da Costa and John Waterman could also be relied to finish in the points.

McGrath and another Mexico man Stuart McCrudden also tried their hand at front wheel drive with the Renaults against a bunch of novices, one of whom found ways of making his car go quicker than anyone else's. McGrath won the championship for what it was worth (Renault sales apart) but it was rather like taking candy from a baby.

Of much greater value to the club competitor than these French farces were the Mini-Se7en Club's two formulae for moderately modified Minis. As ever they were well supported in the South and, to some extent, in the Midlands but there is still not much happening in the North. Hopefully it

Double vision.



will change this season. The 850s are now so plentiful that they can support two championships, Thames Estuary AC running one at Snetterton, Brands and Lydden. Geoff Gilkes, who has raced these cars for some years, won this one while another familiar name Chris Tyrrell won the main series from Hugo Hoyle. Two former champions Reg Armstrong and Graham Wenham only raced occasionally but usually showed their class. However, the essence of Mini-Se7en racing is participation at low cost and not necessarily winning. Long may it continue!

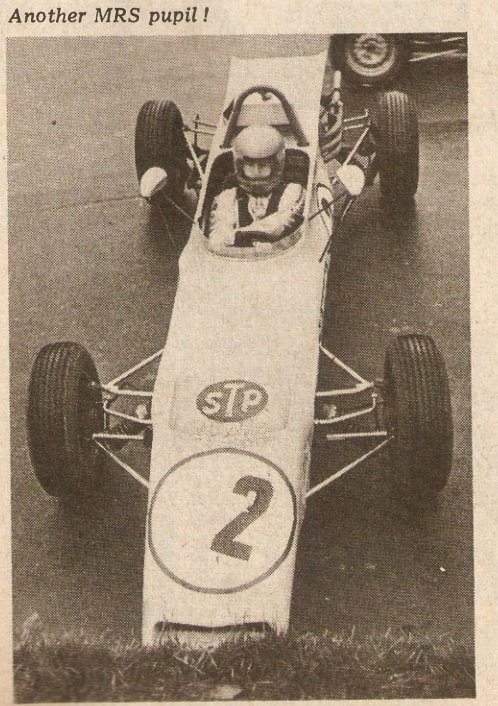
The Miglia Mini Formula caters for those who want to go a little faster and tune their cars a little further from standard. It is still not as well-supported as its smaller brother but there were definitely more cars around last year and it was capable of providing good racing in its own right. Russell Dell won the championship although runner-up Phil Spurling scored more wins, while Phil Johnstone was third. If these formulae can spread across the country without becoming involved in too much commercial sponsorship, they must become a very attractive way of going motor racing for the man in the street in these days of spiralling costs.

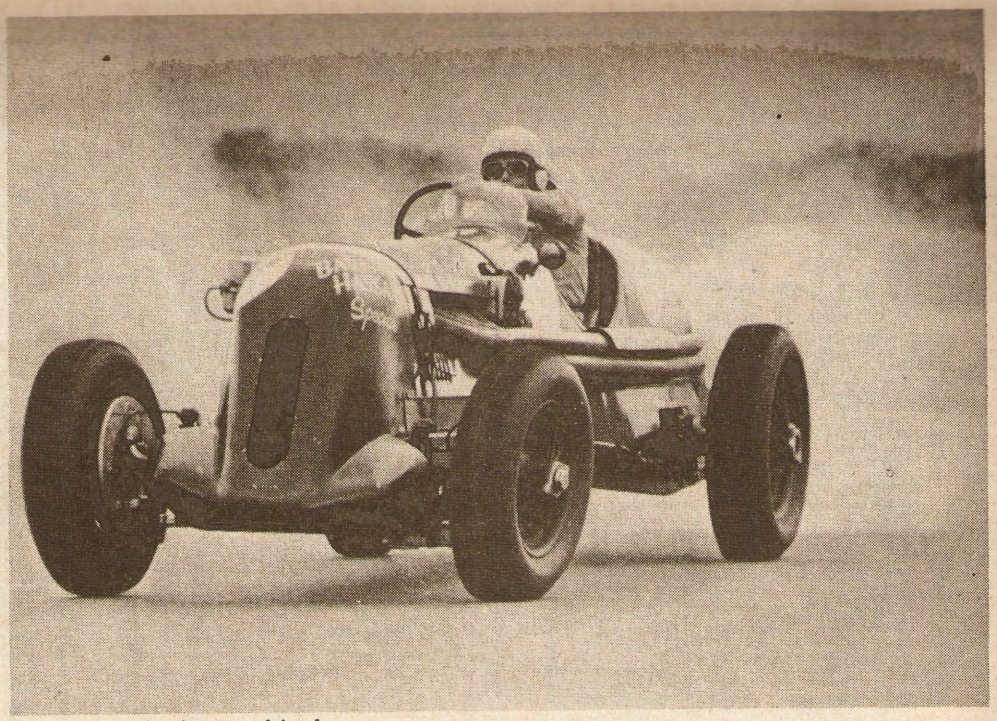
FORMULAE 750 AND 1300

For the second time the old 1172 Formula changed its name in recognition of a new engine capacity introduced the previous year, this time from Formula 1200 to Formula 1300. BP Super Visco still sponsored it and the cars and drivers remained much the same. One newcomer who went about things in a very determined and thorough manner was Tim Gath, sometimes helper to Geoff Friswell so that he knew all about racing U2s. His opponents were generally not so well-heeled or organised and Gath was able to clean up the championship at the first attempt with 11 wins. His nearest rival was Tom Hudson in his home-built machine which was a fine low budget effort but his margin was only three points from Ron Sadler's Centaur. Richard Hurdwell, Phil Lloyd, Mike Roberts and Paul Webb all finished within 10 points of Sadler which just shows how close it would have been for the lead but for Gath. There is still plenty of scope for ingenuity in the construction of these specials, with rear-mounted engines permitted unlike the Clubmen's Formula, and one of the cars to watch in 1975 should be John Allan's latest design, the Mk 4, which only came out at the very end of the season but gave Gath a run for his money.

David Newman is almost doing a Mallock among the 750s with his DNCs taking three

Another MRS pupil!





Those were the days my friend.

of the first four places in the Reliant-sponsored championship. Newman himself won in his Mk 5 but was only three points better off than John Richardson in a Mk 3 after taking the best eight performances. Iain Millar's Mk 3 was fourth behind Rodney Hill's Mystic. The Centaur of Lyn Evans and Bob Simpson's anonymous special also featured prominently in a class of racing where speeds continue to rise with the improving standard of construction and preparation, and the racing is ever closer and more watchable.

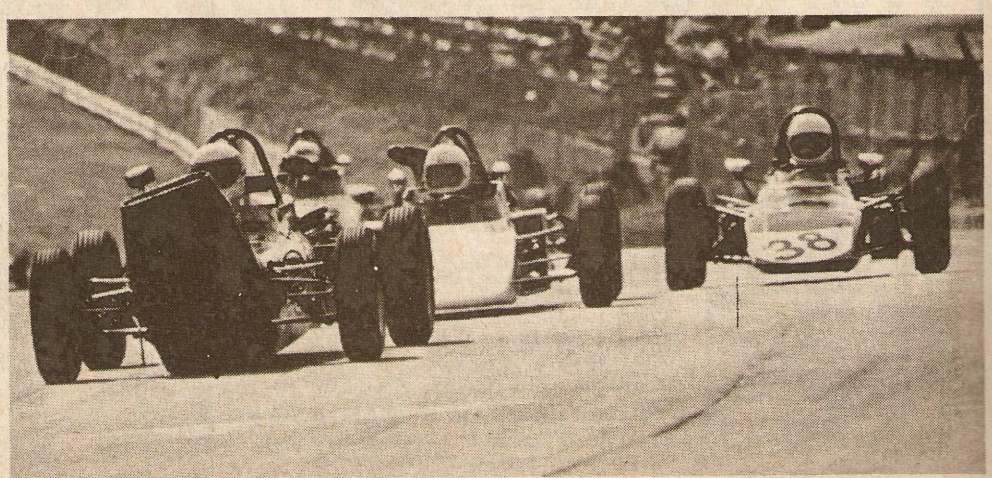
HISTORIC CARS

The Vintage Sports Car Club continued in its own unique style, outside the mainstream of club racing but drawing large crowds and entries to its meetings at Silverstone, Oulton Park and Thruxton. But with the increasing price of old cars they are going out of the reach of the younger enthusiast who was not old enough to make his purchase when prices were realistic and unaffected by the "investment" market. Consequently there has been a growth of interest in post war sports cars spurned by the VSCC but too old to race in the modern classes.

First in the field a few years ago was the JCB Championship conceived to allow historic racing and sports cars to run together in a limited series of races. At first it worked very well but there is always someone who must win, regardless of the purpose behind the racing. First there was Neil Corner's Intercontinental Aston Martin DBR4/300 which frightened off the 250F Maseratis and then Lister-Jaguars appeared from somewhere in greater numbers than they ever did in their hay day so that the heavier, long-distance D-type Jaguars and Aston Martins were outpaced. Last year Corner and Tom Wheatcroft's Donington Collection conspired together to produce a replica BRM P25, built from original parts maybe, but never an original car like most of the 250Fs, Cooper-Bristols, Connaughts and ERAs. To counter this JCB gave Willie Green *carte blanche* to produce the ultimate Lister-Chevrolet while John Harper turned a lightweight 3.4 Lister-Jaguar, originally designed for hillclimbs, into a 3.8 sprint racer. It would be no bad thing to give the championship a rest for a couple of years to give the machinery a rest and let everyone take stock while those who still want to race are amply catered for by either the VSCC or the HSCC races. It was a clean sweep for Corner with the BRM, despite the lurid efforts of Green who even lost the class win to Harper. Closer to the original concept of the championship was 2-litre class winner Richard Bond in his Cooper-Bristol.

Overlapping the JCB to some extent was the Classic Car-sponsored championship for post historic sports cars although Listers and the like could participate if they wished. A very mixed bag of GT machinery from the recent past contested the series which was won by a driver from the recent past, Mike Salmon, who came back to racing in Viscount Downe's P212 Le Mans Aston Martin. Willie Green and JCB got involved in this one too with a very original Competition E-type from the Briggs Cunningham stable and this was a good match for the

A Jewish Formula Ford?



CLUB RACE WINNERS 1974

			Outright	Class	Total
1	Richard Morgan	FF Ray-Minister 73F/FF Royale-Titan RP16A/FF Crossle-Minister 25F	32	—	32
2	Derrick Brunt	2.3 Vauxhall Firenza/Magnum	1	25(23)	26(24)
3	John Absalom	1.8 Ginetta-Ford G4	15	5(4)	20(19)
4	Syd Fox	FF Hawke-Rowland DL11/FF Hawke-Lloyd DL11/FF Hawke-Scholar DL11	18	—	18
5	John Homewood	1.0 Sunbeam Imp	17	1	18
6	Gerry Marshall	2.3 Vauxhall Firenza tc/5.0 Vauxhall Ventora-Repco V8/1.6 Hillman Avenger GT	17	1	18
7	Jeff Ward	1.0 Hillman Imp	8	8	16
8	Alan Minshaw	1.6 Hillman Avenger GT	2	14	16
9	Bill Sydenham	1.6 Hillman Avenger GT	—	16(15)	16(15)
10	Creighton Brown	1.0 U2-Close/Holbay Mk 11B/14	5	10	15
11	Bob Jarvis	1.1 Davrian Imp Mk 6	3	12	15
= 12	Brian Henton	F3 March-Holbay/Pinto 743/F3 March-Brown 723/733 tc/F3 March-Novamotor/Toyota 743	14	—	14
	Jim Sherry	FF Crossle-Ford 25F	14	—	14
14	Nick Whiting	1.9 Ford Escort FVC	13	1	14
15	Paul Taft	1.3 Mini-Cooper S	3	11	14
16	Kenny Allen	1.1 Clan Crusader	1	13	14
17	John Pearson	1.6 Lotus Elan/3.8 Jaguar XK120	10	3	13
18	Sedric Bell	1.0 Mini-Allen BDA	7	6	13
19	Brian Pepper	5.7 Chevrolet Camaro Z28	12	—	12
20	Tony Charnell	1.6 Lola-FVA T212/2.0 Brabham-Racing Services BT38 BDA	6	6	12
21	Eric Smith	1.3 Mini-Allen BDA	3	9	12
22	Ron Hopkinson	1.8 MGB	—	12	12
= 23	Tim Gath	1.3 U2-Ford Mk 11B	11	—	11
	Mick Hill	5.0 & 6.0 Ford Capri V8	11	—	11
	Patsy McGarrity	1.6 Chevron-BDA B25/1.6 March-BDA 73B	11	—	11
	Patrick Neve	FF Lola-Scholar T340	11	—	11
	Stephen South	FF Ray-Rowland 74F	11	—	11
	Malcolm West	5.7 Chevrolet Camaro Z28	11	—	11
29	Neil Dineen	850 Mini-Cooper S	2	9	11
30	Chris Meek	1.9 Ford Escort BDG/7.5 De Tomaso Pantera	10	1(—)	11(10)
31	Andy Bailey	1.1 Austin-Healey Sprite Mk 1	2	9(7)	11(9)
= 32	Roy Klomfass	FF Hawke-Scholar DL11/FF Hawke-Lloyd DL11	10	—	10
	David Orbell	1.6 U2-Orbell Mk 11B/1.6 U2-Holbay Mk 11B	10	—	10
34	Jon Fletcher	1.6 & 1.8 Lotus Elans/5.7 Chevrolet Camaro Z28	8	2	10
35	Phil Winter	1.3 Mini-Cooper S	1	9	10
= 36	Geoff Gilkes	848 Mini	9	—	9
	Frank Hopper	FF Crossle-Rowland 25F	9	—	9
	Mike Young	FF Van Diemen-Scholar RF74	9	—	9
= 39	Bill Dryden	2.3 Vauxhall Firenza t/c	8	1	9
	Tony Strawson	4.7 Ford Capri V8	8	1	9
	John Turner	5.0 Skoda Chevrolet 110R V8	8	1	9
= 42	David Hipperson	1.3 MG Midget	3	6	9
	Mike Salmon	4.2 Aston Martin P212/1.6 Ford Escort Mexico	3	6	9
= 44	Alex Cliacher	1.0 Hillman Imp	2	7	9
	Bob Shepherd	850 Mini	2	7	9
46	John Harper	3.8 Jaguar XK120/3.8 Lister-Jaguar	4	5(4)	9(8)
47	Tony Stubbs	1.5 Moskvich 412	—	9(7)	9(7)
= 48	Barry Foley	1.6 St Bruno Roughcutter-Holbay Mk 1	8	—	8
	Jeremy Lord	3.0 Lola-DFV T280	8	—	8
	Doug Niven	5.7 Ford Escort V8	8	—	8
	Bernard Vermilio	FF Van Diemen-Scholar RF74	8	—	8
	Rob Wicken	FF Merlyn-Piper Mk 17A/FF Merlyn-Minister Mk 17A	8	—	8
= 53	Neil Corner	2.5 BRM P25/3.0 Aston Martin DBR4/300	7	1	8
	Richie Heeley	1.6 Gryphon-Holbay C4A	7	1	8
55	Peter Taylor	5.3 Jaguar E V12	3	5	8
56	Roger Gill	850 Hillman Imp	2	6	8
= 57	John Robinson	1.3 Ford Escort BDA	—	8	8
	Simon Watson	875 Sunbeam Imp Sport	—	8	8
= 59	David Enderby	850 Mini	—	8(6)	8(6)
	Reg Woodcock	2.2 Triumph TR3	—	8(6)	8(6)
= 61	Matthew Argenti	FF Merlyn-Scholar Mk 25/FF Van Diemen RF74	7	—	7
	Vernon Davies	1.6 U2-Holbay Mk 11B/14	7	—	7
	David Ham	3.8 Lister-Jaguar	7	—	7
	Geoff Lees	FF Royale-RE RP16	7	—	7
	Ian Moore	FF Dulon-Rowland LD9	7	—	7
	Mattie McNamara	2.0 Ford Escort FVC	7	—	7
	David Newman	750 DNC-Reliant Mk 5	7	—	7
	Frank Sytner	1.6 U2-Holbay Mk 12/15/1.6 U2-Davron Mk 12/15/1.6 U2-Holbay Mk 11B	7	—	7
	Brian Urlwin	FV McNamara	7	—	7
	Colin Vandervell	1.6 Ford Escort Mexico	7	—	7
71	Grahame Goode	1.0 Ford Anglia	3	4	7
72	Terry Harmer	1.3 Mini-Cooper S	1	6	7
= 73	Mike Andrew	1.3 Alexis-JDM Mk 19 BDA	—	7	7
	Peter Jopp	1.5 Moskvich 412	—	7	7
75	Ian McCullough	1.3 Austin-Healey Sprite	1	6(5)	7(6)
= 76	Doc Griffiths	1.3 MG Midget	—	7(6)	7(6)
	Dave Hancock	1.3 Mini-Cooper S	—	7(6)	7(6)
= 78	Peter Clark	FF Crossle-Rowland 25F	6	—	6
	Derek Cook	FSV Hawke-Broadspeed DL5/1.6 U2-Holbay Mk 11B	6	—	6
	Peter Cook	1.6 U2-Holbay Mk 11/1.6 U2-Holbay Mk 14	6	—	6
	Nick Crossley	F4 Ensign-P&M/Holbay LNF4/74	6	—	6
	Barry Joell	1.6 U2-Holbay Mk 11B/1.6 U2-Holbay Mk 14	6	—	6
	John Lepp	2.0 Chevron-Hart B26 BDA	6	—	6
	Dave Middlington	2.3 Vauxhall Firenza t/c	6	—	6
	John Morrison	FSV Supernova-Heidegger BH3/FSV Supernova-Heidegger BH4	6	—	6
	John Murphy	FF Hawke-Close DL11/FF Hawke-Titan DL11	6	—	6
	Neil McGrath	1.6 Ford Escort Mexico/1.0 Renault 5TL	6	—	6
	Chris Tyrell	848 Mini	6	—	6
	Pete White	FF Palliser-Rowland WDF2/FF Royale-Rowland RP16A/FF Royale-Minister RP16A	6	—	6
90	David Coombs	1.6 Manta-Renault 7TD	5	1	6
= 91	Willie Green	5.3 Lister-Chevrolet V8/3.8 Jaguar E Lightweight	4	2	6
	Stee Griffin	1.3 Mini-Cooper S	4	2	6
	Tony Sugden	1.8 Ford Escort BDG	4	2	6
= 94	John Evans	1.6 & 1.8 Lotus Elan	3	3	6
	Nick Faure	3.0 Porsche Carrera RS	3	3	6
96	Roger Matthews	1.3 Mini-Cooper S	—	6	6
= 97	John MacDonald	3.5 Morgan Plus 8 s/c	4	2(1)	6(5)
	Ray Payne	1.0 Hillman Imp	4	2(1)	6(5)
= 99	Robin Gray	2.0 Morgan Plus 4/3.5 Morgan Plus 8	3	3(2)	6(5)
	Roy McCarthy	1.6 MGA	3	3(2)	6(5)
=101	Richard Belcher	850 Mini	—	6(5)	6(5)
	Peter Crouch	850 Mini-Cooper S	—	6(5)	6(5)
	Ken Shipley	1.6/FF U2-Rowland Mk 9B/11B	—	6(5)	6(5)
	Lynden Thorne	1.3 Aldon-FVA AL2X	—	6(5)	6(5)
	Derek Walker	1.0 Fiat 850 Coupe-Holbay/1.0 Ladybird-Holbay Mk 10	—	6(5)	6(5)
106	Jim Adamson	1.0 Ginetta-Ford G4	—	6(3)	6(3)
=107	Wil Arif	FF Crossle-Minister 16F/FF Elden-Minister PH10C	5	—	5
	Chris Barnett	FSV Royale-Heidegger RP18A	5	—	5
	Colin Hawker	3.0 Ford Capri-DFV	5	—	5
	Mick Hill	1.0 Renault 5TL	5	—	5
	John Kent	FF Royale-Davron RP16	5	—	5
	Roger Orgee	FF Dulon-Davron MP15/FF Dulon-Minister MP15	5	—	5
	Phil Spurling	1.0 Mini	5	—	5
	Noel Stanbury	1.6 Gryphon-Holbay C4A	5	—	5
	Mick Stirkey	FF Merlyn-Scholar Mk 20A	5	—	5
	Nigel Stovin-Bradford	5.7 Chevrolet Camaro Z28	5	—	5
=117	David Clewley	1.5 MG TC	4	1	5
	John Jordan	7.0 McLaren-Chevrolet M8E V8	4	1	5
	Nick Wattiez	5.0 Lola-Smith/Chevrolet T330 V8	4	1	5
=120	John Burbidge	3.8 Jaguar E	3	2	5
	Pat Longhurst	1.1 Davrian-Imp Mk 6	3	2	5
	Richard Longman	1.0 Mini-Ford S	3	2	5
	Ed Reeve	1.3 MG Midget s/c	3	2	5
124	Barry Wood	1.1 Ginetta-Imp G15	1	4	5
125	Simon Phillips	2.0 Frazer Nash Le Mans Replica/2.0 Cooper Bristol	—	5	5
126	John Waterman	3.8 Jaguar E/1.6 Ford Escort Mexico	4	1(—)	5(4)
127	Tony Allies	1.3 Mini Clubman GT	2	3(2)	5(4)
=128	Peter Andrews	1.6 Martin-FVA BM10	1	4(3)	5(4)
	Dave Williams	1.3 Wolseley Hornet	1	4(3)	5(4)
=130	Bryan Litherland	4.5 Jaguar E	—	5(4)	5(4)
	Richard Thwaites	2.0 Elva-BMW Mk 7S	—	5(4)	5(4)
132	Andrew Smith	1.6 Lotus Elan	2	3(1)	5(3)
133	Garry Wilson	1.1 MG Midget	1	4(2)	5(3)
134	Les Aylott	1.3 Ardua-BDA Mk 4	—	5(3)	5(3)

NB (i) All British and Irish races of less than National Open status included. (ii) Figures in brackets represent total and class wins where there were at least three starters.

Aston in some races. One or two outright wins were taken by Charles Lucas in Nigel Sheffield's glorious Ferrari 275LM (later crashed by Salmon at Oulton Park) but he didn't do all the races. The 2-litre rear-engined class was dominated by hillclimber Richard Thwaites trying his hand at circuit racing with an Elva-BMW Mk 7S while Hugh Clifford's Lotus Elan and John Webb's Elite contested the smaller front-engined class. Altogether the championship seemed to work very well. It could do with more cars but it would be a pity if it tried to do a JCB and raise the stakes too high.

Charles Spreckly sponsored the Thoroughbred Sports Car Championship for the second time as a reassurance of BARC *marque* racing of the 50s. It was very well supported indeed, demonstrating the popularity of relatively inexpensive sports car racing. Fittingly the championship was won by a driver who has kept the same car, and raced it for fun, through thick and thin whether there was a suitable class for it or not. This time Reg Woodcock and his redoubtable Triumph TR3 found their niche and took the honours in the face of strong opposition from other TRs such as Alan Ede's and Bill de Selincourt's, Simon Phillips's Le Mans Replica Frazer Nash and the Morgans of Audrey Brocklebank and particularly Robin Gray in Chris Lawrence's famous car. In the over 2700 cc class John Harper continued with his lhd XK120 and usually won despite the re-appearance of John Chatham in a Healey 3000. Martin Crowther's XK120 and former rallycross driver David Preece's Aston Martin DB4 also featured in this class. The engine to have below 1650 cc was obviously the MGA and, if it was fitted in an Elva Courier, so much the better. Bruce Brown won the class with this but the MGAs of Roy McCarthy and Bob McElroy amongst others kept him on his toes.

Finally a word about the marshals and all the other unpaid volunteers without whom club racing couldn't exist. From February to December they turn out all over the country at their own expense to ensure the safety of the drivers and, indirectly, a financial return for the promoters and some of the competitors. In this country they do it better than anywhere else and are jealous of their amateur, unpaid status. But, with the vast increase in the cost of petrol, wouldn't it be a nice gesture if someone reimbursed this to them? After all, they have to stand out in all weathers from early morning till late afternoon, concentrating on every car which passes and rarely given a second thought by most competitors unless they drop a clanger.



Rufforth continues in '75

Unconfirmed reports in the BRSCC's *British Racing News* concerning the possible closure of Rufforth as a motor racing venue, have taken a good turn as far as competitors are concerned. It was suggested that Britain's only non-permanent circuit would not be available for racing in 1975, but the club's northern centre's Frank Wright confirmed to BRSCC headquarters this week that racing would indeed be "on" for this season.

However, the aerodrome looks to be in a state of complete closure sometime this year as an operational base. This has given rise to thoughts of making it into a permanent sporting and leisure base for 1976, and the future doesn't look too grim for northern race competitors and fans at this stage.

Stephens kicks off well

Solihull hammer manufacturer Mike Stephens opened the 1975 BTRDA Production Car Trials Championship with a bang at Kidderminster last Sunday when he took his Mexico to a narrow overall victory to score his first outright win for many a long day. Stephens, unusually, also had the day's lowest score—92 marks on a tough course arranged by Dudley & District CC—a course which even the redoubtable Bill Moffatt had to confess saw him lose the highest number of marks ever at the Hoo Farm venue.

In the face of some fairly fierce southern competition from Peter Higgins (Mexico) and Charles Barter's Popular, Stephens met the challenge by taking the lead almost from the start and he swept to an impressive class success by 31 marks.

His battle throughout was with the reigning champion Geoff Spencer who dropped 94 marks in his Cooper to also take his class by 31 marks but with Barry Score (Cooper) and Brian Parker (Cooper) separated by only two marks and both that much better off than Stephens' opposition, the latter took the day on index by a narrow margin.

Mike Harrison (Midget) and Reg Bradbury (Sprite) had a spirited duel for the sports class which Harrison took, but by a mere two marks. For once Malcolm Brown was not a serious contender and this class again looks like suffering from a lack of serious contenders apart from the old school. There was a healthy 13 starters in the 875 cc rear engined class with Colin Valentine again showing his superiority by also scoring a 31 mark class win in his Imp. Robert Barter was second and Reg Fitt, despite a misfire, third in his Imp to mark a happy return to the trials scene.

With only four cars in his class, Bill Moffatt had to be satisfied with best Dudley member for winning the class in his Ginetta with a score of 126 marks—far and away the highest he's had on this event. Mac Hazlewood (Dellow) gave him a run in the morning but broke the gearbox later on.

Overall : M. Stephens (Mexico), 92 marks lost.
Class winners : G. Spencer (Cooper), 94 marks; P. Higgins (Mexico) 123 marks; M. Harrison (Midget), 127 marks; C. Valentine (Stiletto), 136 marks; W. Moffatt (Ginetta), 126 marks. **Ladies:** Mrs. J. Burrows (Mini), 138 marks.

Buncombe loses only 17 marks

With the loss of only 17 marks, John Buncombe was overall winner last Sunday of the production car trial arranged by Weston-super-Mare MC at Bleadon Hill, near Weston. In his 998 Imp, Buncombe took the major trophy by a clear margin for his nearest class opposition was some 14 marks behind. There was a fair old scrap among the Mini men where Peter Davis (Clubman), the club chairman only got the better of Peter Gilbert (Mini), on the farthest cleanest principle, both dropping 12 marks on the 12 sections. Chris Pelmear's Mini was third on 14 marks.

Keith Willmott brought his Popular into second behind Buncombe on 31 marks with Jim Studley's NSU 1000 on 38 marks. Autocrosser Mike Wyatt had a five mark margin in his Escort Estate in Class 3 over the Lotus Cortina of Ted Beames and Chris Sanders took the last class on 14 marks in his Beach Buggy.

Overall : J. Buncombe (Imp), 17 marks lost.
Class winners : P. David (Clubman), 12 marks; K. Willmott (Popular), 31 marks; M. Wyatt (Escort Estate), 32 marks; C. Sanders (Beach Buggy), 14 marks. **Ladies :** Miss S. Palmer (Imp), 41 marks.

Motor clubs: help us

Although the events section of the RAC is being reorganised, it is currently unable to give us any information about future club events. Therefore, we would like to hear from any organiser of a restricted event, be it rally, autotest, autocross, sprint, hillclimb, sporting or production car trial, etc. We would like the following details: date and starting time of event, venue, name and both day and night telephone numbers of the competition secretary. This will enable us to keep up our unparalleled coverage of British motor sport club events and give your event the coverage it deserves. Please give the details to either Bob Constanduros or Linda McRae on 01-439 4242.

TV Lydden

After a slightly chaotic new system of running rallycross, TEAC will revert to the conventional method this coming weekend, when Lydden once again plays host to competitors and TV cameras. Among those fighting for the £450 prize fund will be Rod Chapman, John Taylor and John Smith in Escorts, Tom Airey, Mick Bird and Brian Stabler (Minis), and Hugh Wheldon (2.4 VW), Nick Jesty (3.5 Imp) and Ron Douglas' rear-engined Escort.

Practice starts at 9 am and the first of the three timed runs starts at 1 pm, although, of course, it'll be on the Beeb's Grandstand if you don't want to go along personally.

Novice stuns the experts

An incredible performance by a novice driver stunned the entire entry of 46 at last Sunday's production car trial laid on by Bexley LCC at Canada Heights, Swanley. Man of the moment was Rick Jarvis, sometime autocrosser and rally man, who brought along his Escort Sport to drop only 44 marks and clean up the event by an overwhelming margin. His nearest class rival dropped 87 marks!

Best of the 20 entries in Class 1 was Jim McDougall (Mini), on 41 marks, leaving I. Muir (Mini) and Miss Belinda-Anne Kenny (Mini), tieing on 52 marks for second. In the conventional class Robert Goodwin's Escort finished 12 marks up on John Francis (Escort Sport) and Peter Hubble (VW) had a 10 mark winning margin over the Fiat 850 of Peter Sizmur in the rear engined class. The "odds and sods" class went to the Cooper of Nigel Humphreys by three marks ahead of Colin Ling's Midget.

Overall : R. Jarvis (Escort Sport), 44 marks lost.
Class winners : J. McDougall (Mini), 41 marks; R. Goodwin (Escort), 87 marks; P. Davies (Elan), 49 marks; P. Hubble (VW), 22 marks. **Novice :** Miss H. Tickle (Cooper), 57 marks. **Ladies :** Mrs. A McDougall (Mini), 105 marks. **Best Bexley :** D. Balday (Fiat 850), 50 marks.

● Tweak of the week at Lydden goes to John Button's Autocavan VW which has 15 denier tights as air filters. Wonder what his missus wears?

● Trials driver Julian Fack has yet to regain the full use of his right arm following his hang gliding accident. However, he was sufficiently recovered to bring the Chrysler engined Impunity into fourth position at the weekend.

Experts upset again

There were many red faces among the so-called expert crews at the end of a successful sixth running of the Precinct Rally organised by Coventry & Warwicks MC in Derbyshire and Staffordshire last Saturday night. The reason? The winning crew were semi-experts and the runners-up were novices.

Overall honours went to Anthony Thomas and Howard Wilcox in their Firenza on 4 m 44 s on the 170 mile route which included four selectives. They beat Andrew Blair and H. Jones in their Escort TC by 44 s, the latter crew having more than a minute and a half in hand over the best of the experts.

John Gibbs and Malcolm Oxborrow brought their Cooper S home on 6 m 54 s, a mere six seconds ahead of John Bygrave and Mark Watson in their Mexico. In fact only 29 s separated third and sixth places for Paul Ridgeway/Rob Parrott (Hunter) and Stuart Teather/Paul Fowkes (Mexico) were on 7 m 12 s and 7 m 23 s respectively.

The semi-expert class went to a Range Rover! Driven by John Bateson and Glyn Roberts, the vehicle took the class on 10 m 25 s, some 20 s better than the Mexico of Colin Atkin and David Coleman.

1, A. Thomas/H. Wilcox (Firenza), 4 m 44 s; 2, A. Blair/H. Jones (Escort TC), 5 m 28 s; 3, J. Gibbs/M. Oxborrow (Cooper S), 6 m 54 s; 4, J. Bygrave/M. Watson (Mexico), 7 m 0 s; 5, P. Ridgeway/R. Parrott (Hunter), 7 m 12 s; 6, S. Teather/P. Fowkes (Mexico), 7 m 23 s. **Semi-experts :** J. Bateson/G. Robert (Range Rover), 10 m 25 s. **Novice :** K. Read/D. Bunker (Ascona), 14 m 53 s. **Best C&W :** B. Halladay/A. Gray (Imp), 16 m 43 s.

Mepham goes to town

Dropping 10 minutes on the 95 mile route in Kent, Alan Mepham and Mick Town were easy winners of last weekend's Harris Rally, run by Blackpalfrey MC. In their Mexico they lost their minutes on the 17 time controls but beat a field of 42 competitors by six minutes.

Best Blackpalfrey club members were Chris Daisy and Paul Claydon who took fourth in their Avenger and helped Geoff Jackson/Richard Harris (Escort), to take the team award.

1, A. Mepham/M. Town (Mexico), 10 m; 2, M. Greenland/J. Anderson (Mexico), 16 m; 3, J. Barnard/P. Beeson (Escort TC), 19 m; 4, C. Daisy/P. Claydon (Avenger), 24 m; 5, K. Hayday/Mrs. H. Hayday (Escort GT), 25 m; 6, J. Rook/M. Siveyer (Saab), 1F 25 m. **Novice :** 1. Ward/Miss E. Burgess (Cooper), 5F 35 m.

Pearce the untouchable

Not for the first time this season, Jack Pearce laid his claim to victory before the first round of a trial had been completed and shrugged off all opposition for the remainder of the day. Upon this occasion, the Geoff Taylor Sporting Trial was the event and a full quota of RAC and BTRDA Championship points the reward.

At their new site behind the "Live and Let Live" pub at Neen Sollars, near Cleobury Mortimer in the border country, the Hagley and District Light Car Club had laid out ten hills which were to be traversed twice in the morning and with considerable modifications a couple of times in the post lunch session. With a plentiful supply of mud and a damp day the hills responded to an aggressive approach with more brute force than finesse bringing results.

For the first quarter of the event, Bill Warr matched the score of Pearce, both drivers turning in cards with a loss of only four penalties, but whilst the Kincraft driver cleaned the second round, Warr added five to his score to slip back to second place ahead of John Fack who had maintained a consistent third spot throughout.

The third round cost Pearce nine and the fourth three whilst the Bilbo driver had a disastrous 30 to add to his score after the second round with a further five at the close of the last tour. Even so Bill Warr was never in danger of losing his placing with a comfortable 45 in hand over John Fack at the close. Brother Julian mounted a late attack upon third place but was unable to make good the advantage gained by Impunity 1 during the morning session.

1, J. Pearce (1.6 Kincraft/Renault), 16 pts; 2, B. Warr (1.5 Bilbo/Renault), 35 pts; 3, John Fack (1.0 Impunity I/Chrysler), 80 pts; 4, Julian Fack (1.0 Impunity II/Chrysler), 102 pts; 5, D. Allen (1.5 Kincraft/Renault), 115 pts; 6, D. Moore (1.5 Moscan/Moskvitch), 116 pts.

Bill Warr in Bilbo chased Jack Pearce vainly, resulting in an easy second place by a massive 45 points.



Airey Minis supreme

Whereas in the higher echelons of our sport there have been very few changes in the way of cars during the winter break, Rallycross is a complete contrast. It was a pleasure to return to Lydden last Sunday for the first round of the 1975 TEAC Championship and see so many new cars, both conventional and unconventional, with new drivers and regulars. The day turned out to be an Airey Tuning benefit with two of their three entered cars taking first and fourth places, sandwiching Trevor Reeves Mini and George Warren's Escort BDA.

The racing was to the usual Lydden recipe: close, fast and incident packed, with many a good scrap developing in every race, although some were carried too far with damaging results.

As a start to the new season, TEAC tried out a new scoring system which had nearly every driver running for his abacus. The basic idea was that all the cars did one qualifying run of three laps, the fastest 18 would then complete three more runs, scoring points 4-3-2-1. The best 2 scores of each car were totted up and the six highest took part in a five lap final. The drivers outside the fastest 18 competed for seperate awards in one more qualifying run and a six car final. Confused? Well, you can imagine what happened when a car failed to show up for a run! But, overall, the system seemed to work fairly well with very few complaints.

Obviously, with the above system, there was an enormous amount of races—far too many to report. But the most outstanding races were too good to miss. It was a Mini day with the chalk in a slippery condition, but several Escorts managed to show well. Ron Douglas' mid-engined beast was going at its best ever—only to retire with a broken rear tie rod which wrecked the suspension. John Smith brought out a brand new car, had brake troubles and finally rolled at the hairpin in a spectacular way during his third run, causing an expensive amount of damage to the car. John Taylor had an unhappy day in the Haynes car, which was handling atrociously. Taylor discovered a broken piece of Watts linkage after the meeting! Contrastingly, George Warren put on a superb display, driving in a splendidly consistent fashion, eventually coming third overall.

The results speak for themselves. The whole meeting made a very pleasing start to the new season, let's hope it continues this way.

1, Tom Airey (Mini), 14 pts; 2, Trevor Reeves (Mini), 11 pts; 3, George Warren (Escort-BDA), 9 pts; 4, Mick Bird (Mini), 8 pts; 5, Judith Jesty (Mini), 8 pts; 6, Peter Harrold (VW), 6 pts.

Clarke/Davis head novices

Novice crews took four of the first 10 places in the new Oakleaf Rally run by the East Berks MC on January 25/26 over a 160 mile route in Bucks, Berks and Oxon. From a field of 67 crews, of whom 50 were classified as finishers, Gerry Clark and Len Davis drove their Mini Traveller to outright success—and the Tyresales Trophy — dropping 15 m 24 s.

Second, and best of the novices, were Ken Farrar and Ron Hill in their Viva GT who finished 1 m 4 s down. Novice crews G. Twigg/M. Burrows (Cooper) and Peter Waller/Nigel Ross (Cortina) were fifth and sixth and another novice crew were eighth.

1, G. Clark/L. David (Mini Traveller), 15 m 24 s; 2, K. Farrar/R. Hill (Viva GT), 16 m 28 s; 3, R. Smith/I. Fisher (Escort), 17 m 10 s; 4, S. Rudge/D. Finch (Mexico), 17 m 52 s; 5, G. Twigg/M. Burrows (Cooper), 21 m 41 s; 6, P. Waller/N. Ross (Cortina), 24 m 31 s.

"Max" Wallis' trials entries

The Max Mosley of the trials world, Geoff Wallis, provided his Aberties for the use of McLaren M10B sprint driver John Bailey at the Geoff Taylor sporting trials at the weekend. Bailey was having his first try at the sport after a lay-off of six years, but the day was brought to a halt by the transistorised ignition system.

This latter should be changed when the car next appears, this time in the hands of Angela Martin, attempting to win the ladies prize which is to be donated for competition between her and hillclimber Maggie Blankstone. Angela too is better known for another realm of the sport, autocross and sprinting, but at a practice run, some of the sections on the Hagley trial were by no means out of her reach.

Sports/GT sponsor?

It seems the BARC have a big sponsor up their sleeves to offer more money to Sports/GT competitors than ever before. For this reason, the club are cancelling the first of their five round series, scheduled for Thruxton, for these cars, so that the series can kick off with the laps and promotion the money spent warrants. Hopefully, the increased sponsorship will move the various owners of Chevrons and Lolas etc to rescue Sports/GT racing from its death throes.

Replacing the first Sports/GT round, which will be run at a later date, possibly at Snetterton, will be a *Formula Libre* race, the first for many years at the Hampshire circuit. The BARC are hoping to attract some of the F2 brigade for a try out in readiness for the Bank Holiday F2 meeting in March.

● Mike Stephens' Tocky Bonk Trial success was his first outright win for some five years. He last achieved a win in the days when he drove an Imp.

● Among the competitors at Lydden were newcomers Gary Douglas (son of Ron), and UOP Shadow tub-maker Paul Eaton, both of whom put on tidy and consistent displays of driving.

Mini victor

Mini 7 Club (NW) chairman Brian Machin has won the club's championship for the fifth year out of six, and also the off the road championship, using a somewhat unlikely Rover 3500 S. The championship consisted of sprints, hillclimbs, production car trials, autotests and rallies. The Rover has also won class awards at Baitings Dam, Walley etc.

Rally champions are Mike Hamlett, and after a long fight with club secretary Ray Howarth, Machin also took the Supporters Cup. All these awards will be presented at the club's annual dinner dance at the West Towers Hotel, Marple, on February 21.

Out of luck

For once, the fates dealt unkindly with the Allen brothers at the Geoff Taylor trial. Reg suffered clutch trouble and failed to complete the course, and Dennis sustained a puncture, then struck a bad spell to finish fifth overall. Reg's son-in-law, Tony Brise, was delayed initially by a fuel leak, then had to push the car home after the battery cable sheared.

Reg and Dennis Allen now miss several RAC rounds due to business commitments. Reg will be in Europe for a month, and Dennis in Australia for three months.



McKenzie/Goff head for their narrow victory.

McKenzie just beats Mack

Using a 150 mile route entirely on Anglesey, Rhyl and District CC attracted 88 contestants for their Rali Gogledd Cymru last Saturday night. After a poor first half in which the organisers ran into several problems, a very good second half sorted the crews out but there was still a tight finish with R. McKenzie/B. Goff edging home in their RS 2000 from Colin Mack and Dave Thomas in their Avenger. Both crews dropped 13 m on the 49 controls, the selective being scrubbed.

Third were R. Holloway/D. Briley (RS 1600) on 15 m, a minute up on John Corner and Eric Cowcill in a Mk 1 Cortina but with a very modern Ford unit. They annexed fourth from G. Birkett and Dave Orrick (Ascona) on the furthest clean principle and completing the top six were P. Roberts/Colin Francis (RS 1600) on 17 m.

Roland Young and David Taylor were together again after a lay off but after being well in contention in the first third, the diff broke on their Escort TC.

1, R. McKenzie/B. Goff (RS2000), 13 m; 2, C. Mack/D. Thomas (Avenger), 13 m; 3, R. Holloway/B. Briley (RS1600), 15 m; 4, J. Corner/E. Cowcill (Cortina), 16 m; 5, G. Birkett/D. Orrick (Ascona), 16 m; 6, P. Roberts/C. Francis (RS1600), 17 m.

Crosse wins second fight

With many of the favourites breaking down, Charles Eveson and John Wilcox brought their Mexico home in first place on last Sunday's Redditch and District Esso Uniflo Stages Rally. Although the club had to cancel four of the 16 stages for a variety of reasons, the full entry still had some 30 miles of high speed competition and approximately two thirds of the entry made it to the finish.

Eveson and Wilcox, from the Oxford area, finished with 541 s penalties to beat the field by nearly 2 m, but there was a heck of a scrap for the next four places, the crews concerned all finishing within a minute.

John Crosse and John Horton brought their Cooper S into second beating R. Haskins/W. Proctor by 19 s. Only 4 s behind were Andrew Reeves and Norman Ward in their RS1600.

Front runners to retire included Gordon Batchelor (Escort) and Robert James (Escort), both of whom went out on the 10th stage. Batchelor had overheating troubles while James lost the clutch slave cylinder.

Well in contention until his Escort gearbox jammed in third was Richard Sprigg while David Stokes damaged the front end badly after a nasty 'jump' after going off on the ninth stage.

1, C. Eveson/J. Wilcox (Mexico), 541 s; 2, J. Crosse/J. Horton (Cooper S), 654 s; 3, R. Haskins/W. Proctor (Escort TC), 673 s; 4, A. Reeves/N. Ward (RS1600), 677 s; 5, G. Crabtree/A. N. Other (Porsche Carrera), 699 s; 6, P. Wilbraham/J. Davies (Escort), 706 s.
Class winners: Crosse/Horton, Haskins/Proctor, D. Caine/D. Burns (Cooper), 769 s.

● Salisbury & Shaftesbury Mexico prod trials driver Jim Loveday appeared on the Tocky Bonk Trial with a Renault 5. He was delighted with his performance in a bog standard car and will campaign the rest of the season in the Renault in place of the Mexico, providing he can sort it sufficiently.

● The 750 Motor Club meeting scheduled for April 6, at Mallory Park, has been moved to May 4, with the same championships attending.

● Cheltenham MC are holding a forum on February 12 at their premises in London Road, Cheltenham, starting at 8.30, admission free. Guests will comprise the PA Consortium of Tony Lanfranchi, Gerry Marshall, and Barrie Williams, while 'Lazy L' Group One hero, Tony Dron (who?) joins them.

● The dates of all the BTRDA championships are now available, these including Gold and Silver Star rallies, their new production car trials championship, and sporting trials.

No Penrice

Swansea Motor Club have regrettably had to abandon their Penrice hillclimb for this year due to lack of manpower. Before and after each meeting, Armco has to be erected and removed, and 750 straw bales distributed and gathered again. The Swansea Club is of limited resources and do not feel able to give guarantees to the landowner, Mr Christopher Methuen Campbell, that they will be able to fulfil the time-table for such erecting and removing programmes.

Both competitors and organisers alike place on record their gratitude to Mr Methuen Campbell for allowing the use of his land over the past three seasons.

Vermilio's Merlyn

Bernard Vermilio will be renewing his earlier associations with Merlyn for 1975. He will be driving the Colchester-based company's FF2000 model, the Mk 28.

Vermilio drove a FF Merlyn back in 1971, and then returned to them for the 1973 F3 season, going back to FF last season with Van Diemen. The former works Lotus driver will run the car in conjunction with Merlyn.

Aintree's programme

The first of the Aintree Circuit Club's four race series, of which the last is now on August Bank Holiday Saturday instead of the Monday, has a prize fund of £1,220. The greatest slice of this goes to F3 with £500 from J. Blake and Co Ltd. The FF event, is also sponsored by the same company as in the past, receiving £100. Special saloons, modsports, *Formule Libre*, Clubmans, Sports GT and Renault 5, who receive £100, are also catered for. Competitors who would like to take part in this meeting are asked to write to Ian Smith at 13 The Clough, Halton Brow, Runcorn, Cheshire.

Aintree's other meetings will take place on April 19, May 17, June 21 and August 23.

Tobias' 750

One Tony Tobias, rumoured to be the advertising manager of a weekly motoring newspaper, has bought David Newman's championship winning 750 Formula DNC Mk 5. Newman, meanwhile, is concentrating his efforts on 1976, building a F1300 car to contest the 750 MC's senior series.

Briefly . . . .

● If you thought you might fancy a slice of that £1,000 odd being offered in Longton and District's sprint and hillclimb championship, forget it. The entry of 100 has been filled in around three weeks, and the registration secretary would like his 'phone to stop ringing.

● Semperit (UK) Ltd will, for the third year in succession, be sponsoring the BTRDA Sporting trials championship. Competitors already use the company's M401 steel braced radials, and have recorded victories in both BTRDA and RAC championships.

● The ex-Wiggins Teape Camaro which was driven by Brian Muir in G2 has been bought from Martin Thomas by Geoff Nicklen, himself a regular saloon competitor at Thruxton in the past. The Camaro will be entered in super saloon races this forthcoming season for Jo Baillie Russell.

● Tricentrol's Super Saloon championship has been increased to 10 rounds with the addition of two extra rounds at Ingliston and Mondello Park, Dublin.

The full list of dates reads: April 13, Ingliston; May 4, Silverstone; May 25, Brands Hatch; June 2, Mondello Park; June 28, Oulton Park; July 6, Silverstone; July 19, Silverstone; August 17, Thruxton; August 24, Mallory Park; September 20, Oulton Park.

These include two FordSport Days, and of course, the Grand Prix meeting.

● Colin Blower and Rod Gretton, who did such good works in prodsports Europas under the Brierly supermarket banner, will be returning to that class of racing, but in different mounts. Blower will have a TVR 3000 M, and Gretton a V12 Jaguar. The Europas have been sold, but are rumoured to be staying in racing.

● The BARC modsports championship has reverted to organ sponsorship as Jim Miller doesn't want to push his ignition company as yet. The title of the championship will now be the Miller Organ Modsports championship.

● Following our announcement of the presentation of the Welsh Autocross awards at their dinner dance, the Welsh have changed their minds and the presentation now takes place at the Association's Awards dinner dance, organised by the Welsh Counties Car Club on February 22 at the Angel Hotel, Cardiff.

● Mike Stevens, a Monoposto competitor, is mixing a real potpourri of Formula equipment for his latest machine for the formula. Take a Kitchener monocoque, clothe it in Chevron B25 bodywork, add Chevron front suspension and bolt on Brabham rear suspension and there you have it.

● Modern Engineers of Bristol and Berni Inns will again be supporting Roger Ogee's racing efforts, which this year will be concentrated on FF2000 in a Royale powered by a Tim Close engine, to be a development mill for the works.

It was a great season for us. But what's in it for you?



To win the RAC Rally for the second year running Timo Makinen again chose Dunlop.

Shown below are just a few of the major competition successes achieved on Dunlop tyres during 1974.

We present them without comment, but with thanks to all those drivers and riders who figured they'd move just a little more smartly with Dunlop underfoot.

It appears they did.



90% of the competitors in the British Saloon Car Championship used Dunlop – including Bernard Unett who won.

* **British Saloon Car Championship**
  Individual: Bernard Unett (Chrysler Avenger)
  Manufacturer: Triumph Dolomite Sprint
* **European Touring Car Championship**
  Manufacturer: Ford
* **RAC Rally Championship**
  Billy Coleman (Ford Escort)
* **RAC Rally**
  1st. Timo Makinen (Ford Escort)
  2nd. Stig Blomqvist (Saab 96)
* **Avon/Motor Tour of Britain**
  1st. Roger Clark (Ford Escort)
  2nd. Gerry Marshall (Ford Escort)
* **East African Safari**
  Joghinder Singh (Mitsubishi Colt Lancer)
* **Clubman's Championship**
  Noel Stanbury (Gryphon)

And 5 out of 6 Motorcycle Road Racing World Championships!

So much for history. Now it's 1975. And the season ahead looks busier than ever.

Already we can report you'll be seeing Dunlop on the Works Teams of Ford, British Leyland, Chrysler, and Saab. You'll be seeing them on the Dealer Team Vauxhalls, on the Works Yamahas and Kawasakis, as well as on the mounts of countless individual entrants.

Already we can tell you we'll be as deep in the sport as we've ever been. The pity is that so many sponsors will be virtually pulling out.

And like you we wish they weren't.

Healthy competition is what keeps sport alive. It's what we thrive on. Would our wins last year have looked as good without strong rivals to beat?

But, of course, simple winning is not the be all or end all of our involvement.

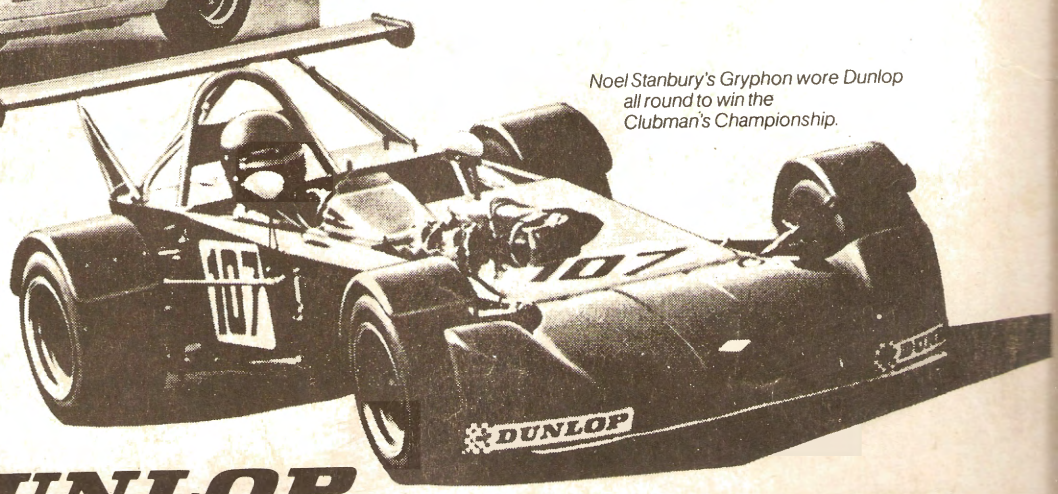
Learning is.

What we learn from motor sport influences the design and construction of every tyre we sell. Tyres for you like the Dunlop Formula 70 you see on so many cars in the paddock. They're not called "Graunchy Grippers" for nothing. Their low profile, meaty tread and grippy compounds have all evolved from our winning ways.

It's what makes our claim no empty boast,



Roger Clark fitted Dunlop tyres for the Avon/Motor Tour of Britain. No prizes for guessing who won.



Noel Stanbury's Gryphon wore Dunlop all round to win the Clubman's Championship.

DUNLOP

leading the field to give you the best